



14<sup>th</sup> November 2021

Local Plan,  
Planning and Policy Programmes,  
Warrington Borough Council,  
East Annexe Town Hall,  
Sankey Street,  
WARRINGTON,  
WA1 1UH

Dear Sir \ Madam,

**Re: Warrington Updated Proposed Submission Version Local Plan**

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I am writing to you to object to the South East Warrington Urban Extension. In the previous Local Plan you claimed it would

“improve the quality of life for existing residents through improved infrastructure as well as enabling the creation of new sustainable communities.”

(Stage 1, 4.6 P.13)

and in the updated version under

“Positive Planning for Warrington’s Sustainable Future Vision – Warrington 2038 and Beyond,” you state

“Warrington’s long-term growth will be positively planned to ensure that new homes, jobs and businesses are supported by major improvements to the Borough’s infrastructure, to the benefit of existing and new communities alike.” 3.2

and

“The character of Warrington’s places will be maintained and enhanced with a vibrant Town Centre and main urban area, surrounded by attractive countryside and distinct settlements. The unique elements of the historic, built and natural environment that Warrington possess will be looked after, well used and enjoyed.” 3.6

However, although the overall housing numbers have been reduced the impact on existing local communities, especially Stockton Heath will be overwhelmingly detrimental.

1. Greenbelt:

There is still a considerable loss of our local Greenbelt which consists primarily of Class A agricultural land, which is used productively for both crops and animal rearing.

2. Character of Area:

It will completely alter the character of the area. Villages will no longer be discrete entities and it will adversely affect local wildlife and their habitats.

3. Transport:

Thirdly, and most significantly is the likely impact on the local transport infrastructure. Such a huge increase in housing will inevitably mean an equally huge increase in the number of vehicles on our already heavily congested roads.

You acknowledge that Warrington has much, " ... higher dependency on car travel" and "...very high car ownership levels (81% Census 2011) 2.1.57, yet throughout, the document is full of aspirations to increase cycling, walking and the use of public transport including a future (timing unspecified) "mass transit system" but few concrete proposals as to how this will be achieved.

A new East – West route is proposed, a new strategic link to the A50, and the A49 with improvements to the "Cat & Lion" junction. 10.2.7. Conditions have also been laid down as to the number of houses to be built dependent on this link, MD2.2.7. yet new houses are already being built at Appleton Cross. Improvements to the motorway junctions on the M6 and M56 are also planned.

These developments do not address the major transport problems which concern the North – South routes. These are severely constrained by the three Swing Bridges and High Level (weight restricted) Bridge over the Manchester Ship Canal, as well as the single lane hump – backed bridges over the Bridgewater Canal, and only three road bridges over the River Mersey. These routes are heavily congested at peak times and when there are problems on the nearby M6 or M56 which regularly happens.

There are no concrete proposals for a new Eastern crossing of the Ship Canal. The Western Link 3.3.30 will provide a new route from the A56 in the South to the A57 in the North, but it will not be easily accessible from the South East Urban Extension and would involve additional mileage – hardly compatible with sustainability goals (Objectives, W4).

Thus, I do not believe the Plan in its present form is sound and deliverable.

Yours faithfully,



Mrs Catherine Cumberland.