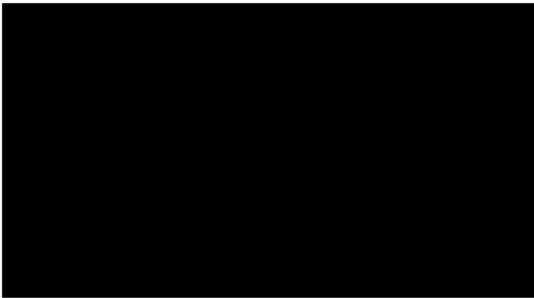




18th September 2017



Ref: Preferred Development Option (Regulation 18) Consultation

Dear Sir/Madam,

I write to express my concerns and objections to the plans for major road and building plans in the Grappenhall, Thelwall and Appleton areas.

Whilst I appreciate that we have some traffic issues in Warrington, particularly over the Manchester ship canal swing bridges, this plan does not address that issue and is likely to exacerbate that problem rather than addressing it.

I have multiple objections:

1. Village culture: Grappenhall and Thelwall are extremely highly regarded villages in south Warrington each with their own character serving local residents and visitors extremely well. Each has its own character and each is under threat of losing that character as a result of the proposed development of a major traffic route using the old railway bridges over the Manchester ship canal. The extent of development and widening required to execute that plan and the impact that would have on surrounding villages and traffic flow would be devastating in terms of traffic pollution, traffic levels, road noise and required changes to the pennine way in this area – another valuable asset which would be lost for ever and which is well used and should be preserved.
2. Loss of Greenbelt land: The proposed development on greenbelt will not only lose this protected greenbelt land for ever but will also result in significantly more traffic in the area, which will not be sufficiently offset by the proposed road development. The loss of greenbelt land would result in a devastating change to the area and remove green open space which is always of benefit to the wellbeing of those living in the surrounding area let alone the impact on the wildlife. Converting this land to a bustling business and residential area entirely contradicts the reasons that previous governments setup the green belt policy in the first place:
 - Providing opportunities for access to the open countryside for the urban population
 - Providing opportunities for outdoor sport and outdoor recreation near urban areas

- The retention of attractive landscapes and the enhancement of landscapes, near to where people live
- Improvement of damaged and derelict land around towns
- The securing of nature conservation interests
- The retention of land in agricultural, forestry and related uses.

3. Traffic: At the worst times, the A50 between M6 J20 and Warrington becomes completely overwhelmed by traffic and as a result so do all other surrounding routes. The proposed extensive development on the greenbelt land along this route will increase traffic and hence exasperate the issue in addition to losing our precious greenbelt land and changing for ever the character of this semi-rural area of our town, which we should be preserving for future generations. The additional proposed road will not offset this additional traffic and indeed will create even more potential for serious traffic issues at times when the M6 or M56 in the area is compromised and traffic diverts into Warrington using this route.

I would suggest that there are significantly better options to improve traffic in the town and in south Warrington particularly. Options such as working with Peel Holdings to reduce or eliminate the opening of swing bridges at peak traffic times. Creating an additional motorway exit/entry off the M6 into Birchwood business park. Making alterations to the Thelwall viaduct so that each bridge carries 2-way traffic - such that in the event of a serious incident requiring the closure of one of the bridges does not result in total closure of either northbound or southbound carriageways with the resultant chaos that causes as traffic diverts through Warrington.

The residents of south Warrington overwhelmingly object to these proposals.

Yours faithfully,

