

25th September 2017

Dear Sir or Madam

Re: Objection to the Proposed Local Plan

Having recently attended the final public consultation at the Pyramid Centre I wish to register my complete objection to the proposed plan.

The meeting was well set out with beautiful coloured plans on display, a rolling video presentation and plenty of paper work. However it was not as impressive when it came to getting information from the representatives who were in the room to answer any questions.

The person I spoke to did not have a name badge or introduce himself to me. He tried to answer my questions but I left the room feeling as uncertain as I did on entering. When I asked about the proposed ship canal crossing over a disused railway bridge he didn't seem to know whether it would be for traffic or pedestrians and told me that it hadn't been tested yet. Surely it should not be on the proposed plan if it has not been tested to see if it was fit for use.

Also he did not seem to be aware of the existing traffic congestion issues which occur already in the town. He looked surprised when I suggested that drivers opposed to paying the toll on the new Mersey Gateway bridge might divert through Warrington to avoid paying and this might lead to even further congestion in our town. When there is an issue on any of the nearby motorways, traffic already diverts through the town and so if even more cars were added from the massive developments in south Warrington we could have traffic chaos. Do the people who are proposing this plan even live in Warrington? Are they all actually aware of the real traffic problems we already have today?

As Warrington has rivers and canals running through it there will always be bottlenecks of traffic at busy times. The proposed link road crossing the ship canal may also be attractive to drivers wanting to avoid the Merseyside Gateway toll and this too may draw even more cars into the town. That road is being proposed to take all the extra traffic from the south development to the north and vice versa but will one extra crossing be enough to cope with all these extra cars. The people living below or around the entrance areas to this bridge will not be happy to be disrupted by its construction and the affect it will have on house prices, not to mention all the noise and pollution it will bring to existing quiet residential areas.

In Appleton alone, if another 6,300 homes are built and each home has two cars, that may mean approximately another 13,000 cars adding to the congestion and polluting the area. The lorries and heavy vehicles driving around the country lanes in order to build this massive estate of houses will no doubt cause long term damage to these badly maintained roads and no end of noise and aggravation to local residents.

The proposed country parks would not be necessary if rural land was not being taken in the first place. They seem to there on the plans to appease the loss of green belt and perhaps the guilt of those promoting it.

This week a Warrington taxi driver informed me that a recent survey of bus and taxi drivers highlighted Warrington as the worst town to drive in. That is even before this proposal comes into force. If congestion gets worse, businesses may want to avoid the town altogether and set up elsewhere.

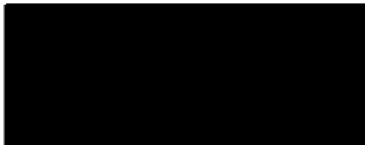
There seems to be a very unequal distribution of housing on the plan. It seems to be weighted on the south side of the town and will definitely impose the most disruption in this area. Is there a reason for this unfair distribution?

These days we are all being encouraged to take care of our planet and the environment. This level of house building will damage wildlife habitats and natural areas of beauty. More importantly agricultural land will be destroyed and we need to preserve this sort of land for future crop growth. With the uncertainty of Brexit and all that entails, we may be required to rely more on our own food production in this country and that land may be vital for future farming purposes should that happen.

I have not yet met a single resident who is keen to see Warrington become a city. It is an attractive place to live because of its Green Belt and easy access to rural spaces. If these are destroyed, residents living here now may decide to go and live elsewhere.

I hope that the Proposers of this Local Plan will indeed listen to and take into account the very strong views of the residents of Warrington today. I also hope that this consultation is in fact a period in which plans may be subject to change based on the suggestions and views of those who have responded and that the concerns of residents will be taken seriously. I look forward to reading about the results of this public consultation and the possible new plans formed as a result of this.

Yours sincerely

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