

[REDACTED]

Please find following email in relation to the current consultation on Warrington's new Local Plan.

Regards

[REDACTED]

[REDACTED], [Trans Pennine Trail Officer, National Trans Pennine Trail Office](#)
[REDACTED]
[REDACTED]

[REDACTED]

Sent: 30 August 2017 18:49
To: Trans Pennine Trail Info
Subject: Transpenninne trail at Latchford, Warringotn

Dear Sirs,

Warrington Borough Council are in the middle of a Consultation Period for their Preferred Development Option (PDO). The consultation period is running from the 18th July to the 12th September. Like many others, I knew nothing of this until I received an anonymous leaflet through my letter box on the 21st August. It was a shock to me to find out that the council were considering using the Old Railway Embankment in Grappenhall as a Strategic Roadway linking a New Garden City Suburb with the Town Centre. See Attachment. No.1

On page 40 of Warrington's PDO, section 5.32, the council say that to achieve the full development potential of the area it **MAY** require a further "High Level" connection across the Ship Canal. The map on page 41 shows they are considering using the old TPT Railway Embankment as a possible location for this Crossing IF it were needed.

The "Grappenhall and Thelwall Parish Council" sent out a leaflet on the 28th Aug to inform residents about the PDO Consultation. They said that the timing of the consultation over the summer holiday, and severe lack of publicity had left many residents with little or no knowledge of the consultation.

It has been left to one resident from Thelwall who, on the 19th of August, set up a Facebook Group to inform residents about the possibility of the railway Embankment being used as a Strategic Roadway. Over 3000 residents have now joined her Facebook group and they have also helped to deliver 10,000 leaflets to the residents of Grappenhall, Thelwall and Latchford.

There are many confused and worried residents especially those whose homes, like my own, back on to the embankment. They are concerned about noise levels, pollution and congestion, as well as the fact it could dramatically reduce the value of their properties, and in some cases see their homes demolished.

As you may well know, the Railway Embankment is part of the Trans Pennine Trail (TPT), some sections of which do not follow a Traffic Free route. This is the case in parts of Warrington where one section follows the roadway along the side of the Manchester Ship Canal. This section of the Trail links up the traffic free part of the trail on Bradshaw Lane, Grappenhall. It is therefore an important access point, and it is here that a path leads up to up to the Old Railway Embankment. See Attachments No.2. and No.3

My Objections:

I am objecting to the council being able to use the Railway Embankment as a Strategic Roadway now, or at any time in the future. I would also like all references to it to be removed from their PDO as currently it is impossible to sell my [REDACTED] if I wished to do so. One local Estate Agent has already told one of the residents [REDACTED] that there is no way you can sell [REDACTED] because of the uncertainty about the possible use of the embankment as a roadway.

Some of my reasons for objecting to any future use of the Railway Embankment as a Roadway are:

It is a rather splendid and beautiful section of the Trail bounded by mature mixed woodland which abounds with wildlife. Many of the trees, or possibly all, would have to be removed, especially if the embankment had to be widened to build a roadway. See Attachment No.4

It would lead to a loss of sites for a variety of nesting birds including a Carrion Crow and several Wood Pigeons that nest in the trees outside my bedroom window. A wide range of wild birds visit my bird feeders and I've seen several species of Warblers too. I've also heard Little Owl and Tawny Owl several times this year and a Buzzard is seen regularly. On one occasion last year I watched a buzzard chase a Goshawk from a large Pine tree on the embankment. I have seen signs of Badgers where they have been grubbing for food along the paths on the trail but as yet not seen one myself. I am not so keen on the 3 Grey Squirrels that raid my bird feeders on a regular basis!

This section of the Pennine Trail is very popular with the locals and visitors from further afield, and it is a safe off road Cycle Way that is used by many families with small children as well as more serious cyclists. It is regularly used by walkers, several of whom appear with their Pennine Trail maps. I have noticed on a couple of time this year that a small gazebo has been erected by the entrance to the trail, with groups of people meeting

for what I believe to be fun runs.

Part of the PDO includes building a large number of residential houses in the S.E. Warrington Garden City Suburb, along with Infrastructure to support them. They state they would need a network of footpaths and cycle ways to link different areas together. A greener way to use the Railway Embankment would be to leave it as a traffic free route, and have a cycle route linking it to the New Developments, with another linking it to the North of the Ship Canal and then into the town centre.

Loss of value from being so close to an elevated roadway, being subjected to noise at bedroom level, possible vibrations from heavy good wagons, especially when the Thelwall Viaduct closes to traffic, as well as exhaust fumes [REDACTED].

If the Embankment had to be widened there is a strong chance that [REDACTED] [REDACTED] could be bought by Compulsory Purchase. In a way that would be a better option than being left with a property I could not sell.

I know that you have influence and an interest, in protecting the TPT, and hope you will be able to offer support to my objections and any that you may receive from other residents in this area.

Kind Regards

[REDACTED]

[REDACTED]

Warrington - Altrincham Railway

Trans Pennine Trail



A national coast to coast route for walking, cycling and in places, horse riding. Linking vibrant cities, peaceful countryside, sunny seaside, timeless villages, historic market towns and dramatic Pennine moorland...



You'll find the Trans Pennine Trail more easy-going than you think. The Trail follows a variety of old railways, canals, riversides and cross country tracks, most of which are flat or on easy gradients. This makes the Trail the easiest way to cross the Pennines under your own steam!

Use your local section of the Trail for walking, cycling, jogging, or in places on horseback. Use it to travel to work, school, the shops, or simply for pleasure. Or why not try the whole of the Trail for a holiday (215 miles coast to coast, or 65 miles from Leeds to Chesterfield). The TPT is part of the National Cycle Network and is signed accordingly with NCN route numbers.

More than 60% is on traffic free well-surfaced paths making long sections of the TPT ideal for families with children. Also, the easy gradients and good surfaces make much of the route suitable for people using wheelchairs.

Leaflets, waterproof colour maps and a guide to accommodation along the Trail are all available to help you enjoy the TPT. Contact your local Tourist Information Centre for more information about the Trail or log onto the TPT website (www.transpenninetrail.org.uk).

Thanks to funding from the Millennium Commission the Trans Pennine Trail was officially opened in September 2001. The route was developed by a unique partnership of 26 local councils and other partners across the country, with a lead office in Barnsley, South Yorkshire. The same organisations now look after and seek to develop the route further.



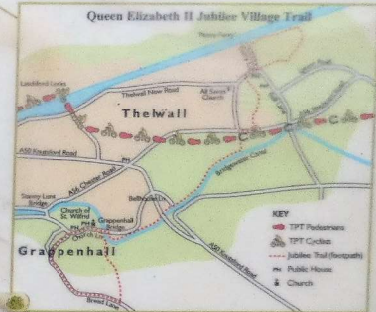
For approximately 7 miles east of this point (taking you to the outskirts of Altrincham), the TPT follows the former route of Warrington to Altrincham Railway. The line has also been variously referred to as, Timperley/Garston, Warrington and Stockport, or Ditton Junction to Skelton Junction.

The line opened on the 1st November 1853 and the section now forming part of the TPT served four stations - Thelwall, Lymm, Heatley/Warburton and Durham Massey. Very little remains of Lymm station, now being the site of the local Ranger Centre, but the other three survive - Thelwall as an office, Heatley/Warburton and Durham Massey as private residences.

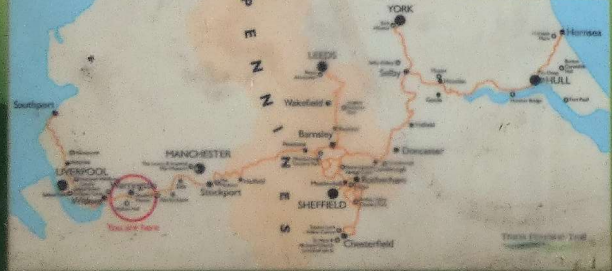
Ownership of the line passed to LNWR in 1861 then the LMS in 1923, until the formation of British Rail in 1948. In the following years however, the story of the line is one echoed across the country - an increase in car ownership led to a decrease in use of the railways. The infamous Beeching Report recommended closure of the line, and passenger services ceased in September 1962.

The line did however continue to carry freight for a further 23 years. By then, extensive repairs were required to the high level bridge over the Manchester Ship Canal at Latchford Locks and the line was closed, the last train running on July 7th 1985.

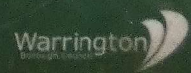
The Council purchased the line which opened as a section of the TPT in 1993.



"We enjoyed our coast to coast trip very much... seeing some beautiful villages and hamlets." • "Such a safe cycle route away from traffic." • "We did not know there is so much great walking so close to home."



"The flat trail along the river was really enjoyable" • "The maps and guide are excellent." • "Very good memories - it was magnificent."





PLEASE DO NOT FEED THE ANIMALS

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