

Dear Sirs,

I have recently been made aware of 2 Development Applications submitted for approval under Ref R18/125 - R18/133 and would appreciate your accepting this letter as my formal objection to such applications as under:

- 1) Warrington Waterfront Proposals alongside the Manchester Ship Canal.

Firstly I am well acquainted with this site

[REDACTED] connection with the Moore Nature Reserve.

The area known as Aspley Meadows was initially utilised in part as dredging grounds by the Manchester Ship Canal Company and that part was a haven for wildfowl.

Ultimately it was seen as an area that could serve as a convenient landfill site for Warrington and adjoining Authorities.

No part of the "payoff" so to speak the adjoining area was agreed to be designated as the Moore Nature Reserve and I understand was subject to the grant of a lease from the M.S.C. / Reel Holdings.

Over the ensuing years the Reserve was extensively plundered by various organisations for top dressing soil and sands for which Reel Holdings no doubt received substantial royalties. The Nature Reserve to be fair did receive in return some benefit in that the pools derived from some of the quarrying were an attraction to a great variety of wildfowl.

The Moore Nature Reserve is now an important part of the area and although it was never granted the SSSI status it merits it is now clear the reasoning for the opposition to this status.

I know that there are more qualified persons to provide detailed enlightenment on the diversity within and around the site, the greater crested newt (protected species) 3 species of woodpecker! black necked grebe and Bittern, are but a few examples

The Warrington B.C. did at one time have a Conservation Officer namely [REDACTED] who was well acquainted with the importance of the site but am sure that nature conservation is now well down the Council's list in terms of its priorities.

However the Reserve does provide ~~with~~ a local study site for Schools, other study groups and of course the many other people that regularly visit the site.

The proposals to turn the area into a warehouse and distribution centre is not compatible with its existing use; the existing area that has been used for this purpose in the past has recently been subject to T.V. coverage for waste material imported onto the site and left to rot attracting all varieties of vermin. As far as I am aware Keel Holdings have accepted no responsibility for the actions of its now absent tenants, Can it be trusted with additional developments?

The site area is served by narrow roads and an even narrower swing bridge and is completely unsuitable

for any additional H.C.V. traffic. The other roads in and around Moore Village are similarly unsuitable for H.C.V. traffic and bridges over the Bridgewater Canal at Warrington Road, Holly Hedge Lane and Hobb Lane have suffered extensive impact damage in the past from such vehicles.

In conclusion I am sure Peel Holdings are looking at this site as merely an opportunity to increase its revenues at the expense of the local people and other persons I have mentioned above.

2) South Western Urban Extension

The possibility of an extra 2000 houses in the area proposed (plus of course extra housing development in the adjoining Halton B.C sector not subject of this application) is yet another example of Warrington B.C.'s ^{desire} to expand its population beyond its means to enhance its desire to attain city status at the expense of ultimately depleting every green area within its curtilage.

The existing road network in and around the area is already severely congested, the Chester Road swing bridge on the A56 is completely inadequate insofar as it will not allow 2 large vehicles to pass each other and if closed to allow boats through causes severe congestion reaching back into Warrington at times.

The opening of the new Mersey bridge crossing and its effect on the A56 is very much an unknown quantity at this stage and whilst I understand that W.B.C. has proposals to deal with this problem they have as yet to materialise i.e. CART BEFORE THE HORSE.

I recall a similar plan many years ago to build a N/South expressway to serve the South Warrington expansion, the expansion went ahead the expressway didn't, now consider the congestion that ensued.

Further expansion in the Borough impacts on the services available;

from personal experience Warrington / Halton N.H.S. is a force and currently inadequate in my opinion to cater for its existing populations.

The effluent treatment capability is somewhat obvious in that I am informed that raw sewage has to be dumped into the R. Mersey in the Kingsway Area in stormwater condition

Finally I do realise that Planning Departments do have to come up with proposals to justify their existence but perhaps their expertise might be better served in encouraging promoting the improvement of our existing environment rather than expanding on already architectural sterile town we call Warrington.

Warrington 11/11

