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21 September 2017

Planning Policy Team  
Warrington Borough Council

Dear Sir

**Re: Warrington Local Plan Review- Local Plan Preferred Development Option- “South West Urban Extension”**

**Preferred Development Option Regulation 18 Consultation, July 2017**

I should like to register my objection to the proposals under the above development option as follows:

**Valuing the local environment – Consultation question 4(p 18).**

Whilst I recognise that new roads and bridges are needed in Warrington to reduce traffic congestion, I am also aware that there is already too much traffic congestion on the A56 Chester Rd, especially at the swing bridge crossing of the Manchester ship canal, and traffic on the canal will also be added too by the plans for Warrington port. The A 56 Chester Rd is already an accident Black spot and there is no room to widen this road.

This plan will also impact on the traffic through the centre of Warrington and up towards the A 49 through Winwick. Already Warrington becomes a car park if there is any problem on the M6 or A 56 or M 62 and this will only be added to. There is a bottle neck at the railway bridge on the A 49 leading on to Lythgoes Lane near the Cockedge Centre. This needs to be attended to.

The plans will also add to traffic going towards and through the village of Moore, and the road is already inadequate for all of the heavy traffic going through to Warrington Port.

The increased traffic will be detrimental to the village of Moore which has historical importance, is a conservation area and also has a nature reserve and the amenity of many country walks and the Bridgewater Canal. All of these features are used by residents of the local area, including Halton and Runcorn.

**Do you agree with the Preferred Development Option? – Consultation Q 7 (P25)**

I strongly object to the Council pursuing Option 2 for 2000 homes in SW Warrington (adjoining Moore) – options 1 and 5 would be better as they direct less development to the South West of Warrington.

This is Green Belt Land and there would be continuous development between the two urban conurbations of Warrington and Runcorn.

### **The Warrington Waterfront Proposals along the Manchester Ship Canal – Q10 (p 38 – 39)**

I strongly object to the development of 2000,000 sq metres of warehousing on land north of the canal in Moore.

This will be on land already taken up by Moore Nature Reserve, as this is full of wildlife, is an area of nature conservation and is a valuable green space for many people living in Warrington, Runcorn and surrounding areas. Again it will be lost for future generations – when it's gone its gone.

This will also impact on the roads using the swing bridges in the Mc Ship canal in Warrington by increasing canal traffic.

This will also impact strongly on the 80 homes in Promenade Park in Moore, and provision needs to be made for noise buffers and a green space buffer if the development goes ahead. These homes are mostly occupied by senior citizens.

### **The South Western Urban Extension – consultation q 12 (p 43-44)**

To build 2000 new homes and a new primary school and local centre between the A56 and Moore would encroach on green belt land and would result in Moore no longer being a village, but part of a continuous development between Halton and Warrington. This also takes into consideration the plans which Halton has for encroaching on Moore from the other side.

Once green belt land is gone it is gone forever and this development is very short sighted for future generations. This area is an amenity for all local residents, has historical importance and part of it is a conservation area.

I particularly object to houses being built in the field adjacent to the Bridgewater Canal as this a local, national and tourist amenity and should be preserved. This is some of the most attractive scenery in the, local area and should be preserved.

This is also an area of historic importance and there are a number of significant historic buildings on or near this site. Eg Old School, Porch House Farm, Cockfight Cottages, which are part of our agricultural heritage. It will also encroach on the Moore conservation area.

There is also an abundance of wildlife around Moore and the Bridgewater Canal and Moore Nature Reserve, and this should be preserved for the good of the countryside and for future generations.

It is very short sighted to take the easy option and develop the best green belt land , rather than spend a bit more on developing brown field sites. It is also important that the greed of the developers does not rule the planning options. There should also be provision for affordable housing, which I would guess is unlikely in this prime greenbelt land.

I hope that you will take some of these points into consideration when you are making your decisions.

Yours faithfully

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