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Dear Sirs

Further to receipt of the Focus leaflet last week, I write to express my concern and utter disdain with regards to the proposed developments in South Warrington and in particular the proposed new road utilising the old Manchester Ship Canal Railway Bridge.

Thelwall is a historical village dating back to Edward the Elder in 920 and should be preserved for future residents. Already being blighted by the viaduct, to add an additional high level crossing across the old Manchester Ship Canal Railway Bridge would have a devastating impact on both the community and environment as follows:

- Increased noise pollution levels aside from those already from the viaduct.
- Air pollution (Thelwall already has poor levels).
- Loss of greenbelt
- Loss of wildlife
- Potential flood risk from additional houses / roads (Thelwall is already on a flood plain)
- Negative impact to country walks including the Trans Pennine Trail, a beautiful walk/cycle path which is used by many local residents for healthy pursuits such as walking, cycling etc. and the Bridgewater Canal also full of historic listed bridges.

I would also request clarification with regards to the following:

- Is the carriageway to be single or dual?
- How much of the carriageway is to be high level?
- Are the proposed houses at Thelwall Heys to be affordable? If so price range?
- What provision is being made for additional drainage of surface water?
- With regards to development at Fiddlers Ferry, the government has vowed to end coal fired electricity generation by 2025, the current contracts expire in April 2018 and 2019, should we therefore not ensure this is included in the development plan before we release precious greenbelt for development?
- Do we need crossings over the Manchester Ship Canal in such close proximity, would it not be more beneficial to place the crossing at Woolston alongside the M6, or is this a cost issue to utilise the old railway bridge, but at the detriment of the Thelwall and

Grappenhall villages?

- Why when the Village Development Plan for Thelwall states “The preservation and protection of Thelwall Heys is without doubt the most important issue affecting both communities and it is essential for it to be designated as Green Belt. It should also be formally recorded in the Unitary Development Plan as an Area of Local Landscape Value” would Local Parish Council recommendations be ignored and the green belt built on?
- The Village Development Plan also states “The extensive matrix of footpaths throughout the parish provides valuable access to the industrial heritage and varied ecology of the area. The Bridgewater Canal and the Trans Pennine Trail have created linear recreational arteries and wildlife corridors linking the two villages Existing public and permissive rights of way must be maintained, and where possible extended and enhanced, to ensure that they can continue to be enjoyed by future generations” why then would a roadway be implemented which would have a negative effect?
- The Preferred Development Plan mentions Warrington becoming a City, is this an aspiration of the Council or the residents? I for one do not wish to live in a City.
- Has the property which becomes available due to an ageing population been offset against the new build requirement? If so please advise where this shown in the calculation.
- Shouldn't we be promoting British farming rather than selling off land in particular with the imminence of Brexit?

I trust my concerns above will be in taken into account with regards to the current proposal and look forward to your response regards to my request for clarification.

Yours faithfully

