

To **WARRINGTON BOROUGH COUNCIL**

Local Plan, Preferred Development Option. (revised 2019)

I list below my response to your consultation concerning this plan.

- 1) Looking at the revised plan I see very little that has changed from the previous plan which was rejected by the people of Warrington.

The Consultation this time was better but I believe this plan is not what is required for Warrington.

There is no justification for the extensive use of green belt land which is against Government guide lines.

**I believe the council has largely ignored what was said and as such is lacking in its duty to the people of Warrington.**

- 2) There is little or no change to the infrastructure that Warrington badly needs.

The new Western Link Road whilst welcome will ease traffic on the west side of Warrington particularly north of the Manchester Ship canal and at Bridge Foot but does not help South Warrington. It will also attract traffic trying to avoid the tolls on the Runcorn bridges which may make things worse.

When the M6 is blocked as it often is the traffic goes to the east of the town via Latchford and Kingsway and is unlikely to use the new link road as an alternative.

The plan itself does nothing to resolve these problems that already exist.

Currently we have three major roads leading to three antiquated bridges over the **Manchester Ship Canal which often cannot cope with the current traffic.**

With problems on the M6 which occur frequently the south of the town becomes gridlocked and the infrastructure proposed does not allow for any improvement.

With the number of houses proposed this will make life impossible.

- 3) **Services.** Currently there are next to no services south of the Ship Canal.

There are no major supermarkets south of the canal and as all the major shops in Warrington seem to be moving to Winwick Road, Westbrook or other areas of north Warrington seemingly with the blessing of Warrington Borough Council it is often quicker to shop in Runcorn or other places outside the borough.

People wishing to use Warrington shops will need to use the existing roads which are already clogged. New housing will only make things worse.

**This plan does not offer us any services of note.**

I also see nothing to regenerate the town centre

**4) Warehousing and other Industrial Units.**

Use of the greenbelt should not be used for this type of use. Already there is congestion around junction 20 of the M6 and the need for more industrial units here in the green belt is not justified.

People working there are unlikely to benefit Warrington in any way as they will probably use the M6 and M56 motorways to journey to and from their homes in Liverpool, Manchester and the surrounding areas.

**5) Garden City**

We do not need a garden city.

We do not want to lose all the areas of green belt listed. This is important as we must preserve our open spaces and our environment rich in wildlife and fresh air.

The need for so many houses in this green belt area is not sustainable and unnecessary.

If this Garden City is built, how will the increased number of cars and people access it? The routes out of Grappenhall south of the Bridgewater canal currently struggle at peak times to exit the area as the small hump-backed bridge and the under-bridge onto Chester Road cannot cope now!

Going the other way the road through Appleton Thorne already suffers from illegal use by large lorries leaving the M56 at Stretton. The proposed dual carriage way will only make things worse with more lorries using it.

**It is not necessary to concrete-over the area between the ship canal and the M56 motorway.**

**6) If the volume of housing proposed is forthcoming, I believe that due to the poor infrastructure, the south of Warrington will become a dormitory for people working, shopping and playing in Manchester, Liverpool or Chester with no benefits to Warrington itself.**

The houses built are not likely to be affordable homes so the number of cars will increase anyway.

With the motorway network it is easier to access these cities than Warrington with its poor communications.

**7) Port Warrington**

Moore nature reserve is an asset to Warrington which should be preserved.

It is important that this recreational and wildlife area remain without further encroachment.

We should be looking to supporting the people of Warrington and not pandering to Peel Holdings who already have too much influence on our town.

- 8) As I mentioned in my previous submission, in or around 2002 a very good village design plan was put forward for Thelwall and Grappenhall. A lot of hard work and information was put into it and it was delivered to Warrington Borough Council.

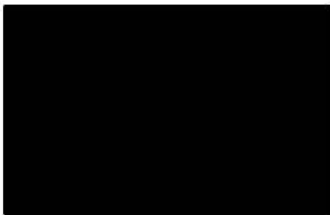
I repeat,

**Why has this work been completely ignored by the council?**

Finally I accept that some development must take place. However this plan, like the original is not fit for purpose and I believe was ill-conceived.

I suggest that Warrington Borough Council goes away and thinks again.

Hugh Kingston.



Telephone

