

**From:** [REDACTED]  
**To:** [Local Plan](#)  
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Having read the initial Local Plan and the revised version I offer the following comments...

1. The expansion of the Warrington urban area may be unavoidable resulting in the reduction of Greenbelt land but I am not sure that the extent planned for is necessary at this stage. Whilst a 20 year plan may look sound, the changes and needs of the local community and wider area may well change considerably in that time so a shorter time frame needs consideration along with the actual needs for appropriate housing.
2. With the town's traffic management system being constantly under strain there is a marked lack of planning for the road infrastructure. The planned north south (and soon to be activated) crossings will do little to alleviate the issues faced in east Warrington. I would encourage firm plans for a high level crossing to link north and south Warrington be in place **before** this plan is adopted.
3. Aligned to this is the consideration of air pollution. Standing traffic is the worst offender and the Borough has much idling traffic caused by the congestion that will be added to by expansion of urban development. The current infrastructure in south east Warrington (Latchford Swing Bridge) cannot be easily improved and the proposition (put forward by planners' representatives when pressed on this issue) to open the high level railway crossing near Latchford Locks to light traffic is an insult to the intelligence of those who have followed this problem for a number of years. The bridge would be far too costly to renovate (it having closed in the 1970's because of need to strengthen) and a high level road spreading exhaust particles across local housing is not to be desired. The electric cars of the future are exactly that – too far in the future for serious consideration so this argument about road improvement is suspect.
4. Housing targets are a local decision (with expansion urged by government to suit their political ambitions) and the need for lower-cost housing is very clear. There seems to be little priority on this.
5. Whilst greenbelt reduction is inevitable if the scale of planning is to be met this should be as little as possible and potential brownfield sites should be considered in the longer term (Fiddlers Ferry being one).

Decisions about expansion are never easy and our forefathers would have faced similar dilemmas when planning the garden suburbs of Bewsey, Poplars, Westy, Appleton etc and even further back the development of Bank Quay and Latchford so decisions are difficult and not everyone will be satisfied. Lets hope that a more balanced and sound approach can be adopted than what is apparent in the current revised plan. A more modest development plan is desirable – along with a stop or curtailment/delay on the current plans for south Warrington that, if allowed, will turn the Council's plan into a laughing stock.

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