

From: [REDACTED]
To: [Local Plan](#)
Subject: Local Plan Comments
Date: 04 June 2019 20:56:38

Local Development Plan Comments

Dear Sir,

Thank you for the opportunity to comment on the amended local Development Plan for Warrington.

The Green Belt land was only confirmed 5 years ago and that was supposed to last 20 years. The plan reduces Warrington's Green Belt by 11% and almost all of that is in South Warrington. The council should look more carefully at the use of Brown Field sites. I think the development of Brown Field sites should be addressed as a priority rather than releasing more Green Belt sites. There seems to be an assumption in the documents that Green Belt sites do not need as much infrastructure as Brown Field sites (FAQ 18).

This plan does not seem to be advancing the road infrastructure required for the Garden Suburb plan in South Warrington (10.2.13 Proposed submission). The plan relies on three Victorian Swing Bridges. Currently there are bottle necks at the Bridgewater Canal, Manchester Ship Canal and the Mersey, travelling times to the town centre are often unacceptably long, resulting in increased air pollution and unpleasant walking conditions. Since we moved into Warrington over 30 years ago there have been various plans to improve the road infrastructure to South Warrington from the town centre, none of which have been enacted. The strategic link between the A49 and A50 may reduce congestion at the Bridgewater canal, and give better access to the motorways but it will not reduce congestion into the town centre. I applaud the proposal to replace or upgrade the high level bridge on Ackers Road but this should be addressed in the early phase of the planned Garden Suburb development in South Warrington and should be a condition before proceeding.

I recognise there is a plan to improve public transport to and within South Warrington and to integrate this with the rail services to Liverpool and Manchester, but you have set no time frame for these improvements. If the Garden Suburb Development is to go ahead, this needs to be addressed in the first phase of the development.

I think the Country Park will be an asset to the existing and planned new villages, I like the proposed position and the mix of zones; waterfront, recreational and ecological. It would be good to involve the local wildlife experts in the management of the ecological area.

I recognise the best practice that has now been adopted from the Appleton Thorn Local Plan, of having defined green areas between all existing and new areas of housing. This practice should be applied effectively to all the Garden Suburb Villages. More green areas are required to provide an increased landscape buffer between Grappenhall Village and the North Eastern edge of the proposed extension to Grappenhall Heys, (the early phase housing development areas B5 and B9 near the Bridgewater canal along Stockton Lane, and along Broad Lane near the Cricket

Club and Christmas Tree Farm - Garden Suburb Framework figure 5.6 page 61 and figure 7.4 page 79) as at present there is an insufficient green buffer.

From Figure 7.4 Garden Suburb Framework p79, it is not clear that Grappenhall Cricket Club and the walking route between Grappenhall village and Grappenhall Heys walled garden along the perimeter of the cricket ground will remain in situ. Both these facilities are highly valued assets by the local community and should not be removed.

The Building Styles proposed for Village C (Garden Suburb Framework) page 85 do not look to be in keeping with those in the area around Grappenhall and the styles of properties should be reconsidered so that they are in a style more in keeping with the area. The proposed village centre is next to the A50, presumably, this includes the primary school. If this is the case, given the traffic volume, congestion and air pollution issues along the A50, I do not think this is a good location for a new primary school. A site in the centre of the Village C development would be more appropriate.

I am concerned that the proposed employment area in the Garden Suburb will be nearly all logistics and warehousing. This country urgently needs to address the climate change challenge and reduce carbon emissions. This would indicate a need to reduce reliance on road haulage and use more sustainable modes of transport such as rail. This development proposal needs to provide long term employment opportunities that are future focussed. As constituted this employment area is unlikely to provide employment for the majority of the people living in the Garden Suburb and will increase commuting to the area, creating further strain on the existing road infrastructure. The proposal for this employment area needs to be reconsidered in order to provide suitable high technology employment for a well-educated work-force.

The alternatives to road haulage seem to be addressed by the proposals for the creation of the Port of Warrington, reducing road haulage by having a direct link between shipping and the west coast main line rail network. It should be a requirement that the strategic rail link is in place from the start of this development. The level of pollution caused by the ships using the canal needs to be monitored closely as the canal goes through many Warrington housing areas. The development and use of cleaner fuels for these ships should be a priority. Will this development increase boat traffic along the ship canal through Warrington towards Manchester? Greater shipping traffic on the ship canal will increase congestion at the swing bridges and further increases the need for another high level road crossing of the ship canal as already discussed.

An unfortunate result of the Port of Warrington Development is the destruction and use of large parts of Moore Nature Reserve. This should be kept to minimum. Moore is an SSSI and a crucial habitat for flora and fauna and it is difficult to see how a new country park could provide suitable mitigation in the short term.

I am pleased to see that you are taking steps to rejuvenate the Town Centre, and in particular the waterfront, so that it becomes vibrant area for the whole of Warrington. However it is not clear how this will be achieved and how it will prevent the majority of Warrington residents continuing to commute to Manchester, Liverpool or elsewhere for work, shopping and leisure.

I look forward to hearing your response to my comments.

Yours faithfully

L A France (Mrs)

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