



11 September 2017

Warrington Borough Council  
Planning Policy Team  
New Town House  
Buttermarket Street  
Warrington WA1 2NH

Dear Sir

**Local Plan – Preferred Development Option**

I wish to register my opposition to Warrington Borough Council's local plan with particular regard to the proposals for a "Garden City Suburb" in the south of the borough. I would also protest at the short time the public have been allowed to comment on the plan given that the Council and its consultants have been considering these proposals for many months.

The proposal for a "Garden City Suburb" would change totally the character and amenity of south Warrington. The village of Appleton Thorn, of which I am a resident, will be totally surrounded by the proposed development. It will lose its identity and could no longer consider itself an independent village. I came to live here for its rural location and, whilst not averse to sensitive and small scale development (reference our Neighbourhood Plan), I do not want to see the redevelopment of the entire area. I do not want to live in a "Garden City Suburb".

So why have you chosen to propose this Garden City Suburb in the south of the borough as part of your preferred development option? The area is separated physically from Warrington by the ship canal. All access into the town centre across the ship canal is by means of three swing bridges and a worn out cantilever bridge. This situation already causes huge traffic problems in the area, particularly around Stockton Heath and Latchford. A new high level bridge has been talked of for the last 40 years but has never materialised and I see no reasons why this will change. You are still only referring to a new bridge as "may be required". Suggestions of using the contorted and indirect route of the old disused railway are, in my opinion, poorly thought out, impractical and similarly unlikely to be realised.

Redevelopment on the scale proposed will result in thousands more cars and will make attempts to access Warrington for hospital appointments or to catch a train even more difficult. In addition, many more cars will also be trying to get onto the M6 at the Lymm junction where, at peak times and the motorway running normally, there is already huge congestion. Your plans for any additional bridges and road infrastructure do not appear to

have been developed in sufficient detail to show that all these traffic issues can be overcome.

A cynical view might be that your choice of preferred option has been driven by the large number of landowners and developers in the area who responded to your call for sites.

You believe 24000 houses are needed in the next 20 years. I am not in a position to argue with your figures or whether they should be revised with regard to Brexit and reduced likely future growth but, in my opinion, Brownfield sites should be developed first before looking to release greenbelt. Greenbelt release should then be shared more equitably around the borough and not concentrated disproportionately in the south.

I find your current proposals totally unacceptable. Please take my views into account as you continue to develop the local plan.

Yours faithfully

