

From: [REDACTED]
To: [Local Plan](#)
Subject: Response to Draft Local Plan proposals in South Warrington
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I received the hand-outs and viewed the display panels at Parr Hall recently, and make the following observations in relation to the proposed development in South Warrington.

I began by looking at the plans for infrastructure, and public transport which would support the new housing and employment areas at Walton and the 'Garden Suburb'.

There seems to be a reliance on constructing the Western Link, designed to help with easing congestion at Bridge Foot, and conveying through traffic wanting to avoid the Mersey Gateway, as well as serving Port Warrington, but it must be an expensive and difficult engineering project, Is it definitely deliverable? If it does come about, how will it affect the quality of life for those living in the new developments which are planned for Walton, with roundabouts, high level slip roads and carriageway? It won't bring workers living in the Grappenhall and Appleton Thorn development areas over to Omega without them travelling through Stockton Heath and Walton, or creating even more of a 'rat-run' between Stretton and Daresbury. The Council says this crossing is not enough in itself to connect north and south in the long term, and has reserved land near the Cantilever Bridge to replace or strengthen it in the future. Will this be another aerial road carrying commuters and HGVs through houses in Grappenhall Heyes over the Bridgewater and Manchester Ship Canals and through Latchford? Where then?

The other plans for transport are aspirations, full of the words 'may' and 'might' 'further assessment' and 'further study', The proposals to increase 'active' transit and 'mass transit' are to be commended, not least to increase fitness and reduce pollution from traffic, but they seem to be relying on hopes that car owners will become pedestrians and cyclists on their journey to work. Who would want to walk or cycle over a high level bridge, even on a dedicated lane, other than the most committed? Or even cycle uphill to Appleton and Stretton at the end of a working day? We see little being done to encourage walking and cycling across the borough as it is, for existing residents. Other than that, vehicles will have to use existing minor roads to gain access to A roads into Warrington Town Centre, by way of Stockton Heath or Latchford.

Why is the Council 'very early in the process of identifying a mass transit network', shouldn't this have been done a long time ago to service the very large developments being planned, before new residents find the only way they can travel to work or visit the town centre is by car? The truth is that bus services have become less frequent over recent years, and evening services withdrawn, which affects returning rail commuters and will affect people visiting the town centre for the cinema in future. Traffic congestion makes bus travel unreliable when trying to make a train connection to commute to work. It seems to be the wrong way around. Design a fit-for-purpose, affordable, reliable mass transit system first, and help existing residents leave their cars at home when they see the benefit it provides!

I am of the opinion that the plans for housing development on Walton, Grappenhall and Appleton Thorn are out of all proportion, will mean that the 'distinctive' character of these villages will be gone, not enhanced. and would create a large urban place, bordered by the motorway network and distribution depots. It would provide homes likely to be unaffordable for young local families, but would turn the area into a dormitory suburb for commuters. It would seem that developers are leading the proposals, encouraged by the thought of building on agricultural land, which I would imagine is far easier and cheaper for them, and the homes they would prefer to build, (judging by recent developments where the words 'exclusive' and 'executive' are frequently used, and a 'rural' or 'village' description provides a premium selling point). The Council is encouraging their ambition by saying the town needs to grow, but it seems that Warrington Council's figures for growth are far higher than official population growth predictions, and so the plan seeks to use Green Belt land, now, before all other options have been explored. We need to protect agricultural land and the countryside for the sake of people's health and wellbeing, for biodiversity, and for the planet. Where is the Council's plan for accepting wider responsibility towards the environment?

Green or Open Spaces, landscaped and manicured, are not footpaths and bridleways, and tree belts screening housing developments and employment areas, are not woodlands. Maybe those areas of the green belt which are 'performing poorly' should be planted with a new forest to mitigate the affects

of noise and air pollution from the motorways, or be encouraged to be more productive of the food we will need to produce in future to feed people, rather than being released to be covered by housing and warehousing 'sheds' and depots.

[REDACTED] so the plan, selfishly, would affect my access to areas I enjoy for walking. In future walkers will have to travel outside of south Warrington, over the motorway, to find real open spaces, beyond the strip of Green belt which might survive. Walking alongside a motorway is not healthy, or pleasant, and neither is it a fit place to build houses. I can walk into Stockton Heath, but more houses on the scale proposed, in the areas proposed, will bring more cars, meaning increased congestion, noise and pollution for the village. I don't think the Plan properly addresses the impact.

In conclusion, I believe the Draft Local Plan is over ambitious and unnecessary on this scale, and therefore unsound.

Myra Fye,

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