

**From:** [REDACTED]  
**To:** [Local Plan](#)  
**Subject:** Local Plan Objection  
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### **Warrington 2019 Local Plan**

The proposed Warrington Local Plan 2019 requires change in particular the South Warrington Urban Extension into Appleton Thorn. This is a huge area of rural and green belt land which is going to be swallowed up into housing. This is one of the many steps that has seen Warrington and Lymm get closer together and will eventually lead to no separation. The loss of 600 acres of Green Belt land, whose boundary was only agreed 5 years ago, seems to be shocking. The development of this area appears to be an easy effort free solution by the Council. The developers are the only winners as I am sure the majority of the housing is not affordable for first time buyers as they take advantage of the prestige of South Warrington as a place to live.

The main concern is the huge impact this will have on traffic in the area. Knutsford Road is already choked at rush hours which will mean drivers will be using alternative back roads and short cuts putting further pressure on the network. This will also result in increased air pollution in the area. There will also be a significant increase in pressure to local resources, parking, shops etc.

### **Manchester Ship Canal Bridges**

The swing bridges at Latchford and Stockton Heath are critical infrastructure to the Warrington traffic flows. These bridges are owned and operated by Peel whose policy is 'fix on fail' to all their assets. All the swing bridges are in a poor condition with corrosion and it would be interesting to know their current structural condition and remaining asset life. Any failure of these bridges would be catastrophic to the town as their traffic impact and its knock on to business would be huge. I recall a couple of years ago the high level cantilever bridge was closed for less than a week and the journey from town to Lymm took nearly 2 hours.

There needs to be a radical new approach to these bridges and a planned programme of repair and refurbishment by Peel. There needs to be a legal means of ensuring this is undertaken to this critical infrastructure, maybe financial penalties. With your planned development south of Warrington traffic is going to increase over these bridges which does not appear to have been considered in the local plan.

### **Warrington Green Travel and Cycle Policy**

I looked on the Warrington Council website and I couldn't find a cycling policy or even mention of increasing cycle lanes in Warrington in the highways documentation. If you ignore the Trans Pennine path, the provision for cyclists in Warrington is woefully inadequate. None of the main road routes into Warrington have any designated cycle lanes meaning cyclists have to battle with traffic on a daily basis. Cycling across Bridgefoot roundabout is not fun. Simply, the roads in Warrington are not safe for cyclists.

With climate change upon us we need to move away from reliance on the car whether we like it or not. Switching to electric cars cannot be done until the infrastructure is in place to support them, which Warrington also seems to be static on as I do not believe there is any car charging points in public areas in the town? I work in Liverpool and it would be possible for me to cycle to work but this could only be done safely by using the Trans Pennine way and not the roads.

Warrington Highways department need to radically change their approach to the road network in Warrington, at the moment it is a blank piece of paper as there are no existing provisions. The next stage is to cover all the main routes into and out of town and determine how you can add cycle lanes or separate cyclists from the road. Then you implement them.

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