

Warrington Local Plan 2021

Examination in Public

Respondent 0698 A-E – John E. Appleton

Written Statement regarding Matter 11 – Transport and Accessibility.

I refer you to my consultation submission objection response letter No 4 – Transport and Accessibility.

Furthermore, and in the interest of non-duplication of objections I refer also for evidential reference the Matter 6b Submitted by Respondent 0457 Stretton NDP regarding the transport and accessibility, specifically Section 3 – Strategic Infrastructure Road (SIR) between pages 37 – 42.

To summarise the unsound Transport and Accessibility proposals illustrated in the Local Plan, specifically in respect to the Village of Stretton, and the lack of co-operation between WBC, local residents of Stretton and Highways England I highlight the following deficiencies in the plan.

- a) The land parcel R18/088 E and W, proposed Wallace and Miller Homes, originally only had access to the proposed housing developments from the A49 and was, it would seem, that it was not originally intended to be a strategic roadway. This is evident from the Wallace original plan. WBC apparently took the opportunity to convert this A49 development access into an illustrative major strategic infrastructure road connecting the A49 to Stretton Road. Note that objection to any housing development on this land parcel has been submitted in Statement Matter 6b. It is obvious that WBC want developers to fund the strategic roadway, and that has been an underlying and interweaving theme as referenced in Statement Matter 6b to the reclassification of the green belt and the inclusion of R18/088 in the local plan.
- b) The vision of HGV and high traffic densities travelling through a proposed housing development is totally unsound and against all the guidelines of the National Highways Design Manual for Roads and Bridges.
- c) The option for WBC to provide a strategic starting point from Junction 10 M56 and connecting with Stretton Road has been submitted for consideration by residents. These have apparently been disregarded by WBC. WBC also maintain that they have had no dialogue with Highways England (HE) regarding the J10 option. In fact, in an HE report it defined J10 as an option. Furthermore, it must be noted that requests for all communications through the Freedom of Information Act between WBC, Highways England and Wallace were refused, giving credence to the non-Duty to Co-operate as included in Stretton NDP Statement Matter 2. It should be additionally noted that a figure of £5m has been allocated to M56 J10 improvements within the WBC Infrastructure Development Plan (IDP). What is this for and why is it not dedicated to the strategic infrastructure roadway connectivity? Some indicated objections by WBC was that the proposed resident solution would be a problem due to multi land ownership. In fact, in accordance with Land Registry data all the required land is in the ownership of one farmer. Furthermore, and more importantly, the 1973 Warrington New Town development plan clearly shows on the infrastructure plan, at that time, a major North-South infrastructure roadway starting at J10 M56 and routing by the Cantilever bridge to the north of the borough, so the precedence has been set. This would provide a robust connection between the two halves of the borough, something which the current LTP4 clearly fails to do. The proposals in the local plan

are flawed, ill considered, and unsound with little or no practical planning experience shown in any proposed solution.

- d) The Cat and Lion congestion relief proposed by WBC, and as anecdotally indicated by WBC at the public consultations, is further described in Statement submission documentation. WBC solution is flawed, ad hoc and is clearly an ill-conceived solution which will exacerbate A49 congestion and extend local resident travel times.
- e) A further cause for concern which will affect Stretton and Appleton Thorn, is the proposal, which was clearly evident by recent advertising communication from Langtree regarding the 6/56 logistics site, that the strategic infrastructure road will be an alternative route for HGV and other traffic accessing the logistics site. Imagine the mayhem, congestion, and environmental damage that this will have on the two villages especially if it was to start at a new road junction along the A49 and running through a proposed residential area. This high use commercial traffic access using anything other than a direct connection at J10 is flawed, unsound, environmentally hazardous and disastrous to the two villages.

Conclusion

The green belt release argument and the inclusion of land parcel R18/088 within the local plan, albeit allied to the routing of any proposed infrastructure roadway, should not detract from the totally unsound and flawed Transport and Accessibility proposals included in the local plan for the source point of any congestion relief and major strategic infrastructure roadway through Stretton and South Warrington. The Transport plan needs complete review of this aspect to ensure a sound and deliverable solution is provided and that does not disastrously affect the village of Stretton.