


Dear Sirs

Re: Warrington Borough Council Local Plan - Preferred Development Option Regulation 18 Consultation

I write to raise my concerns and objections to the chosen PDO and to the impact this would have on the area as follows :-

- Constant reference in various documentation to city status :- "Warrington New City", "City Centre Masterplan", "Garden City Suburb", "New City Concept", "City Centre" – yet we are also constantly being advised that Warrington is not looking for city status – if this is the case why refer to it as one? Warrington is a town, not a city – if I wanted to live in a city I would live in Manchester or Liverpool. We have enough issues in Warrington currently (homelessness, dilapidated buildings, poverty, crime, drugs and alcohol problems etc) as a town for which the Council should be concentrating on instead of ideas above and beyond possible achievement.
 - The need to build 24,000 properties over the next 20 years is above and beyond the government's target – a high number of this is to be built on green belt land in South Warrington where the idea is to build 4 to 5 bedroom houses, which will not be affordable to the majority of people, therefore would not be addressing any housing deficits. Green belt land should be safeguarded as this was initially planned – this is the reason a lot of people made choices on where they live. It also needs to be taken into consideration the impact on the agricultural sector and the knock on effect on supply of local produce and local businesses.
 - Infrastructure of the road networks – Warrington is renowned for how bad the traffic is, particularly if there are any incidents on the motorway networks and then the town becomes gridlocked, which it has done on a number of occasions. There are the 3 swing bridges which cause issues on their own as often these go off at peak times again causing traffic chaos. There is also the issue of the new Mersey Crossing, which as this will be a toll
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bridge, again a number of people will avoid this and choose to come through Warrington. From the plan there are a number of developments that will be carried out in Warrington town centre and around the bridge foot area yet there is not the capacity on the roads to cope with the increase in volume of traffic this will bring. My understanding after the consultation event at Stretton is that an infrastructure study will be carried out after the preferred development option has been agreed – surely this should have been done prior to this or at the same time.

- Air pollution – Warrington is already the 2nd highest for air pollution in the North West – how will this be addressed with the potential of additional 48,000 cars on the road over the next 20 years – based on most houses have at least 2 cars.
- Impact on the local wildlife including bats, badgers, owls, hawks (we have recently had a sparrowhawk in our location) along with numerous other protected forms of wildlife, birds, plants and trees which all have a beneficial effect to our well being and the environment itself. Assuming a number of trees will also have preservation orders against them. This will have a devastating effect on their habitat and lead to the potential loss of many breeds.
- Health and social care – having recently experienced problems that the NHS are having at both the hospital and within their social care system - this will potentially put further strain on the system. I understand that Warrington Borough Council are liaising with Warrington Hospital and that potentially looking at relocating possibly to South Warrington (which would be of no use to the majority of people as this needs to be in a central location) and that part of the PDO would be to build new health centres etc.. However as part of the NHS crisis is that they cannot employ enough staff due to the lack of finance – how therefore will this help.
- Transpennine Trail - There has been a lot of conflicting information about this being used as a “potential strategic route” including that given at the consultation event that this was “just a line on a diagram and should have never been added”, and was “potentially 20 years down the line”. However if this is the case, why have no other “potential” strategic routes been looked at. We know that if you are looking at the number of houses and employment areas that you are looking to develop we will need more roads to cope with the number of extra cars and people on the road. This would therefore lead me to believe that you are looking at this route as the only option. This is referred to in a number of the council documents including the Warrington Means Business City Centre Masterplan where on Page 7 this refers to “Highway Improvements” and states “An extension of the Bridgefoot link along the old railway line alignment to Thelwall that will take pressure off Knutsford Road” and in the South Warrington Urban Extension Framework Document June 2017 on page 37 where this shows the development in 4 phases- phase 3 shows states this a new strategic road (not route or cycle path or bus route) and then phase 4 shows this as built as highlighted in the attached document. As our property is on [REDACTED] where we currently overlook the transpennine trail and a number of trees creating a peaceful and quiet area, we are concerned that this will either mean our house will be demolished or we will be overlooking a route to a further high level bridge. This is already having a detrimental effect on house values as people are now being put off by the idea of such a route, and, as this is public knowledge why would anyone want to take the risk to buy a house which “potentially” could either be knocked down or overlook a major route into Warrington.

These are just a number of my concerns over the PDO. I will also hasten to add that if it wasn't for public involvement we probably wouldn't have even realised that any of this was in the pipeline having received no communication from Warrington Borough Council and given initially a short



consultation period over the summer holidays. It appears conflicting messages have been given at different events – with some of the documentation not even clearly showing the information in a concise and easy to understand manner for the general public.

I trust you will take my concerns on board in reviewing the PDO in the future and would appreciate if you could confirm receipt of this letter in due course.



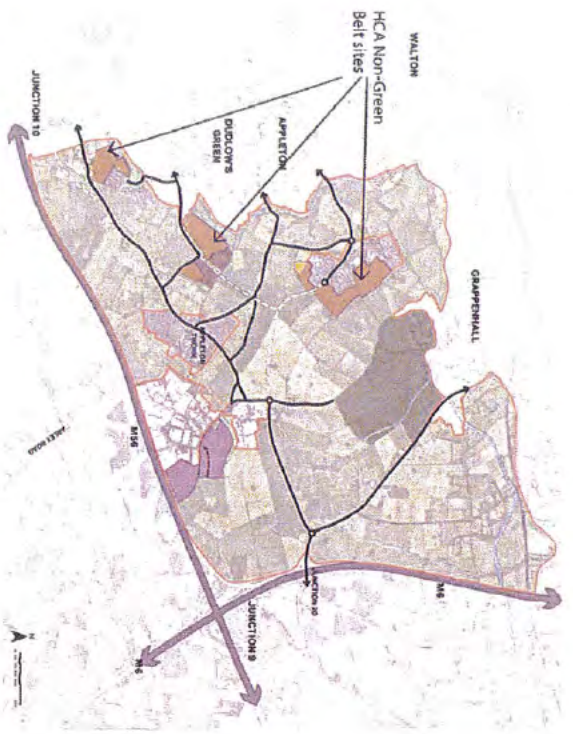


Figure 4.1: South East Warrington Phase 1

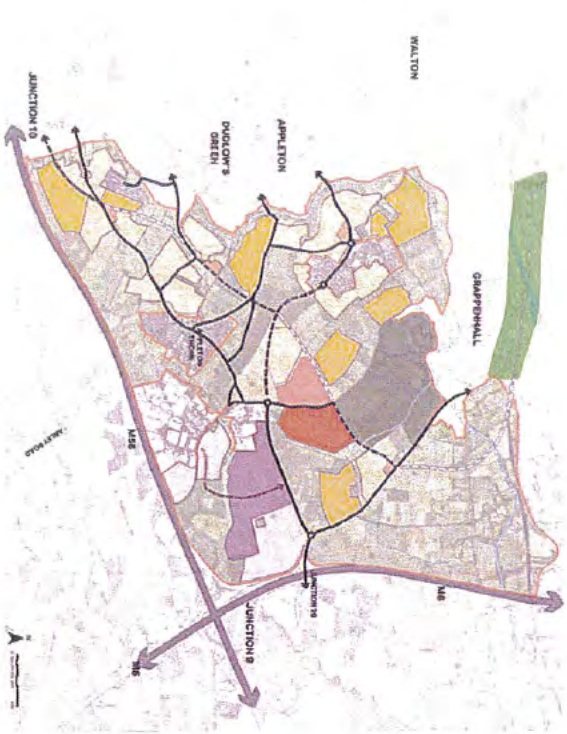


Figure 4.3: South East Warrington Phase 3

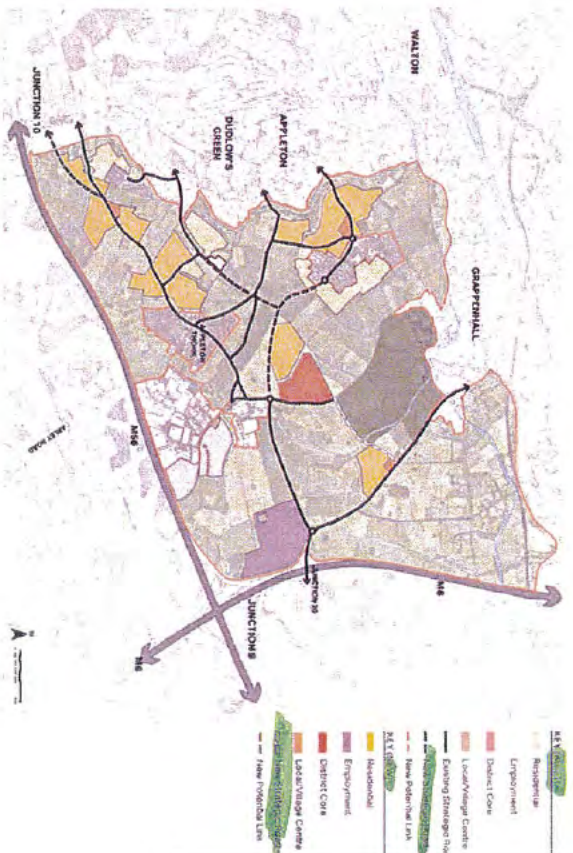


Figure 4.2: South East Warrington Phase 2

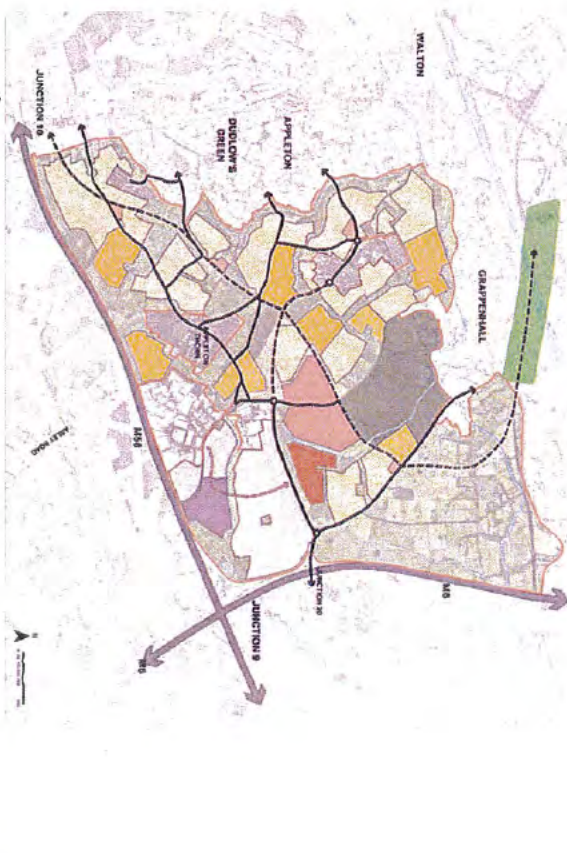


Figure 4.4: South East Warrington Phase 4