




Dear Sir/ Madam

Opposition to Preferred Development Option (July 2017)

I am horrified at the Preferred Development Plan proposals (July 2017) and write to express my objections in the strongest terms.

I disagree with Warrington Borough Council's projections of the numbers of new homes needed. The numbers are based on outdated assumptions (made in 2012 and 2014) and are wildly excessive in the current climate. The figures should be revisited, taking into account the implications of Brexit and in line with the government's forthcoming new methodology. The estimates should be revised downwards accordingly.

I feel betrayed by WBC, who are ignoring the views of current residents and dancing to the tune of developers. The original plan, only three years ago, advocated building on brownfield sites only. Suddenly vast areas of Green Belt are being targeted for destruction.

The proposed plans would destroy the character of South Warrington, in particular the communities of Grappenhall, Theilwall and Latchford, erasing their local heritage and turning them into an extension of urban sprawl.

The houses intended for "Warrington Garden City" would be executive homes costing around £500k. In no way would this address the need for affordable housing. The owners of these new houses would be people commuting to Manchester and other conurbations. Rather than contributing to the existing communities in Warrington they would introduce tens of thousands of cars to a system that is already gridlocked and suffering from air pollution. No transport study has been conducted. This needs to be done as a matter of urgency, particularly given the worsening traffic conditions that will occur once the new Mersey Gateway tolls are introduced and vehicles start diverting through Warrington to avoid the toll.

Warrington's infrastructure will be unable to cope with this influx of new residents - notably Warrington hospital, which is already at breaking point.

I strongly object to the dotted line on the plans labelled "Possible Strategic Transport Route" following the route of the Trans Pennine Trail. This is not a "disused railway": it is a national trail, heavily used by local residents and national organisations and charities. It is an integral part of the local communities and is also a green corridor which is haven to all sorts of wildlife.

[REDACTED]

[REDACTED] Warrington's residents do not want it to become a city. WBC should instead take the opportunity to redevelop brownfield sites in the centre of Warrington to reinvigorate the urban landscape and make the town centre an attractive place to visit.

There is no need to build a transport route to take traffic across the Ship Canal and dump it at the Bridgefoot roundabout, which is already congested. It is not yet clear if the Western Link will be funded, or if it will fulfil its intended purpose. A transport study should be conducted and all possible transport options should be carefully considered.

Please do not destroy the Green Belt in South Warrington. This would have a devastating effect on the lives of residents and it would destroy the character of Warrington itself.

Yours faithfully

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