



29th September 2017

Warrington Borough Council
Planning Policy and Programmes
New Town House
Buttermarket Street
Warrington
Cheshire
WA1 2NH

Dear Sir/Madam,

Warrington Borough Council Local Plan. Preferred Development Option Regulation 18 Consultation

I wish to object to the current Preferred Development Option for the following reasons:

- The Western Link Red Route has now been agreed, pending further public consultation. This proposed route will divert traffic away from Bridgefoot and towards Great Sankey. The suggestion of using the Trans Pennine Route and disused railway which runs adjacent to St Mary Street and beyond, would only divert traffic in the same direction towards the A57 / Great Sankey. It would not solve congestion caused by additional traffic travelling on Manchester Road towards Woolston, especially when there are problems on the M6 caused by accidents/incidents and all the traffic attempt to drive through Warrington to get to their final destinations.
- While it may appear convenient for the council to repurpose the railway embankment the following points should be considered:
 1. Current state of disrepair of the high level bridge.
 2. The integrity and strength of the embankment.
 3. The destruction of wildlife, protected species habitats.
 4. The heritage and preservation of local history e.g. Knutsford Road bridge is cited in the Unitary Development plan as being of significant local, architectural and historical interest.
 5. Destruction of TPT amenity which is currently a well-used nature path utilised by walkers, runners and cyclists and is part of the National Cycle Route Network.
- The so called public consultation was not adequately advertised and was held during peak holiday season where a lot of families were away on holiday. I became aware of these development options purely by fluke as I happen to come across a group set up on Facebook highlighting the PDO, which directly affects where I live and the surrounding area. I was not informed at any stage by post, leaflet or any other viable means. Considering my house will be directly affected by the PDO, I should have been made aware of the plans from the council, not to find out by chance.
- The consultation and online documents do not adequately explain what happens with the 'strategic transport route' once it reaches the bridge at Wash Lane. The railway adjacent to St Mary Street is currently used for freight services by Fiddlers Ferry presumably until it closes in 2019. What will happen then? Use of the railway embankment from Wash Lane, down St Mary Street and through to the Town Centre would provide an ideal alternative route and means of getting into town ie cycle and walk, especially if further housing is approved on the embankment currently owed by ADS (Call for Site ref R18/104). Additionally, the Warrington Means Business document refers several times to a sustainable transport route proposed along the old railway line (P53 v2) and positively using the former rail line as a sustainable transport route into the heart of the new business district (P52 v2).

Reference to this route also appears in the Centre Park Link proposals and other WBC Planning documents. However, as a resident of the area, whose house would be directly affected by these plans, I have not had one piece of information from the council making me aware of these plans.

- Fortunately I have the internet and so obtaining the documentation relating to the PDO was relatively easy to obtain, however, if like many of my elderly neighbours who do not have online access, information relating to the PDO is difficult to obtain and so many of my neighbours were unaware of the Preferred Development Option.
- Residents of Latchford East have not had any representation or support from their Local Councillors – Hans and Karen Mundry. Hans Mundry is on the Executive Board representing Highways, Transportation and Public Realm. Mr and Mrs Mundry have not responded to many requests for information relating to the PDO and seem to have distanced themselves. One of them should have stepped down from their position and helped the residents of Latchford East fight the PDO.
- The road immediately over Latchford Swing Bridge, up Grange Avenue and onto Kingsway is a current congestion area which regularly comes to a standstill if there is a problem on the M6. This area simply cannot cope with any further traffic. The Western Link and Centre Park Link plans are developed around providing additional crossings to the Manchester Ship Canal, but the Preferred Development Plan does not appear to see the benefit of maintaining the current bridges. Constructing a new bridge that would divert traffic from the town centre and up towards Manchester Road, Woolston would be of benefit and help reduce the traffic through Warrington town centre around Bridgefoot.
- There is a weight limit on the Cantilever Bridge and the ‘strategic bus route’ does not seem to have considered this. Are there plans to alter the bridge to make it suitable for buses? I would not like to see this bridge demolished/changed just to make it a viable bus route.
- The council have continually led residents to believe that the volume of housing required is something set by Government when it is WBC who have calculated the volume requirement. Furthermore the Government have recently announced that the housing requirement calculation methodology has been amended. Will WBC be amending the calculation accordingly?
- The majority of the proposed housing is to be located in the least densely populated and more expensive areas of the Warrington. I understand the need for ‘affordable’ housing in all new developments, but under Warrington Borough Council’s affordable housing criteria, I would not be eligible. If the proposed houses are to be sold at current market value of houses of that area, myself and many others would not be able to afford a house when my own house is subject to a CPO due to it being “in the way” of the bypass.
- In a 2016 study, Warrington was recorded as having the 2nd highest air pollution levels in the North West. This has an impact on health and mortality rates in the area and putting pressure on our already overstretched Warrington Hospital. Removing green belt land and building houses on it would only increase pollution levels further by increasing the number of vehicles on the road. Surely money would be better spent improving the air quality and general greenness of Warrington for the benefit and health and wellbeing of the current residents of Warrington rather than saturating the housing market and overpopulating an already busy town.
- Increasing the population of Warrington will place a significant burden on an already over-stretched and under-resourced NHS service. There is currently a lack of NHS, Police and Emergency Services funding and the additional strain the PDO will have on these services will be detrimental to Warrington resident’s health.
- There are areas of Grappenhall and Thelwall that are already prone to flooding, without the removal of green belt land. Has any research been done to identify the potential of flooding in this area, where the proposed new housing is to be built?
- Why can’t the Brownfield land in the area be utilised to build 15,000 houses on preserving the existing green belt land.

I would like to make my feelings known that the complete lack of information given to the residents of Latchford and surrounding areas of the PDO by Warrington Borough Council has had an impact on everyone. People are concerned about the number of houses being built, the increase in pollution, the destruction of green belt land, the CPO's of their homes, the decrease in house value due to the construction of a new road being built on the railway line, the proximity of this new road to their house, the destruction of the Trans Pennine Trail. There are many ways in which people will be affected by these developments and this whole process has caused many people stress and anxiety. My family have been affected by this and the thought of not being able to fully support my family, not being able to move house, having the land around them that they regularly use being destroyed, has really had an impact on us all.

I hope that the responses you receive from the many concerned citizens of Warrington will show you how passionate we all are about where we live. I feel that you have underestimated just how passionate we are, or maybe the underhand tactics in "highlighting" the PDO shows that maybe you anticipated such a backlash and wanted the fewest amount of people aware of what was being proposed.

We will not stand down.
We will keep on fighting.
We are all together as one.

Yours faithfully

A solid black rectangular box used to redact the signature of the sender.