

<b>Internal Use Only</b>	
<b>Date Received:</b>	
<b>Acknowledged by:</b>	
<b>Recorded by:</b>	

Warrington Borough

Local Plan

*Preferred*



**WARRINGTON**  
Borough Council

Regulation 18 Consultation

Council

*Development Option*

Standard Response Form

July 2017

**1: Contact Details (Compulsory)**

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Resident of warrington.

Please do not publish my full name and address

Warrington is not a City, nor do I believe the people of Warrington wish it to be so.

Warrington has seen a vast expansion in large employment units, including extensive out of town shopping and business facilities such as sites at Gemmini and on the site of the old swimming baths expanding all the way up Winick road. Warrington town centre it's self appears to have had a reduction in foot fall and increase in charity and cheaper shops in the heart of the town. Marks and spencer has also disembarked which feels a very poor sign for trust in the town.

Although I appreciate that towns are forever expanding to sustain economic growth, I feel Warrington has already greatly increased its employment land in recent years and therefore, no I do not think more land should be utilized for expanding buildings for employment, and certainly not to the vast hectares proposed. Many people that work in the town commute in from Widnes, Runcorn and other surrounding, thus increasing traffic and pollution.

I do not feel the local planning objectives are a realistic or true representation of what the people of Warrington need or wish to happen.

The vast proposition of development has been designated to the south of the town on Green belt land. I do not feel enough have been down to utilities existing brown field space or spread the development proportionally across all of Warrington. What about land on Knutsford road into warrington? There are newly build units there which could be prime housing space.

Research finds that green space is significantly important to individuals' wellbeing particularly when it is found within a 3 km radius of ones home. The proposal being the "because the 3-km indicator is more affected by the presence of larger areas of green space, that are supposed to sustain deeper forms of restoration. These results support the notion that green space can provide a buffer against the negative health impact of stressful life events." (Ref 1)

Given that Warrington is already located between three large cities; Chester, Liverpool, and Manchester, surrounded by three major motorways; M6, M56, M62 and has to navigate several water networks; Bridge water canal, the Mersey and most significantly the Manchester Ship canal, i truly do not feel it is realistic or viable for the government or WBC to expect Warrington to support such a large increase in housing and all the infrastructure required to support it. Warrington is already bursting to capacity. The roads are already overflowing and air quality is very poor.

There is a really need to reduce the current traffic problem in the town from all directions. However, should the railway embankment be converted into a road it would mean a loss of tress, vegetation, natural habitation for the wildlife, loss of green space for wellbeing and a

source of natural carbon dioxide absorption. Additionally such a road would have to pass by two schools.

"Research consistently shows exposure to traffic fumes is harmful for children and adults. Children are more vulnerable because their lungs are still developing and exposure to nitrogen dioxide reduces lung growth, produces long term ill-health and can cause premature death. Nitrogen dioxide emissions from diesel traffic cause 23,500 of the 40,000 premature deaths from air pollution each year, according to figures from the Department for Environment, Food and Rural Affairs (Defra)." The guardian news paper

It has also been reported that "People who live near major roads have higher rates of dementia," BBC News reports.

The air quality in Warrington already is significantly muggier after passing over the ship canal towards town given the increase in traffic and reduction in green spaces "Of the towns and cities which breached the PM2.5 only Salford ranked worse than Warrington in the North West."

#### **Questions the council could be asking:**

- How do we encourage good businesses and retailers to stay in the town center?
- How do we increase footfall in the town center? - some of this may increase with the new cinema
- How do we attract Warrington residents to visit the town to shop?
- What effects would increased housing and traffic have on villages already under significant strains for road congestion, parking etc? Eg. Latchford, Stockton Heath and Lymm
- What impact will the Toll bridges in Widnes have on Warrington and how is this going to be monitored and used to inform the future infrastructure needs for Warrington.
- Could a congestion charge be put in place around the town and a park and ride be built near the motorway junctions to reduce the ever increasing traffic. This is even before additional housing and business developments bring increased traffic and pollution.
- The embankment could be used and improved as a walkway and cycle path and investment be put into encouraging people to bike into the town center. I would walk to work if this was an option as opposed to walking along a busy major road.
- How will WBC ensure realistic sustainability in line with the revised government guidance for housing?

- How do WBC deem the PDP to be sustainable given the number of water ways and motorways in and surrounding Warrington? Warrington becomes grid locked in the south at peak times, when the bridges go off, not to mention the over slipping of cars through Grappenhall, Stockton health, Latchford and Walton when accidents occur on the motorways.
- Will WBC committee to planting larger expanses of trees and vegetation in areas of new buildings and infrastructure? Regardless of the size of development.
- How will the council support social mobility in poorer and currently up-and-coming areas of the town? I.e. ensure that there is equally apportioned home ownership and rented accommodation.
- Latchford has over the last few years become attractive to first time buyers unable to afford prices south of the Ship canal (including myself). The increased housing in the 'Garden City', inevitable traffic and possible major new road way along the embankment, would have a great impact on house prices and desirability to move to the area. It could have a major impact too on social mobility if people's homes devalue. With such a high number of social housing and rented housing in Latchford, the area greatly needs to attract individuals who are able to buy and commit to live in the area.
- How will the council address the large number of empty properties? Those that are habitable and those ripe for development into housing across the town?

#### Thoughts:

How will the council address, monitor and inform residents about the air population of the town? Will more recording devices be placed along the busier roads and near the businesses that emit chemicals into the atmosphere?

What investment will be made into vegetation and trees over the next 20 years, particularly in the more built up areas of the town. Should a road be constructed over the Ship canal running up to bridge foot from the East, then a vast amount of natural vegetation, already acting as a noise and pollution buffer will be lost.

What thoughts have been given to flooding? Green belt land in the south and land in Walton up to Moore currently provide natural planes for water to drain and be absorbed. What impact studies have been proposed to investigate the water table in the town and potential flood risk for Warrington?

#### **References:**



Ref1

Ref 2

