

[REDACTED]

To:

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

Email: [REDACTED]

From:

[REDACTED]

Dears Sirs,

I am a resident and tax payer in Warrington for .years . I wish to object to the Preferred Development Option (PDO) for **thffollowing** reasons:

- The timing of the consultation was over the peak summer holiday period and publicity of the development option has been very poorly and obscurely managed. The consultation should be democratic, collaborative and open, I do not think this has been the case
- The consultation process has not only been inadequate and badly communicated, but is driven by an unjustified end point, to make Warrington into a New City. No democratic assessment has been made of the aspirations of the population of Warrington in regard of the PDQ. The residents of Warrington do not want to live in a city, but they do want to have a vibrant and usable town centre and a fit for purpose transport infrastructure.
- Becoming a city, as the PDO is stated to be "Option 2" - this is based on the aspiration of the Council executive to create a "new city", it is not the independent, objective and expertly assessed need of the population of the town of Warrington.
- The Council officers have failed to carry out the necessary ecological, transport and air quality surveys that would have informed a robust and sustainable plan.
- Number of houses planned to be built: there have been two

Objectively Assessed Needs studies which have come up with lower number of houses, which is not reflected in this plan. Assumptions made about economic and population growth, should be reassessed following the process of Brexit and the slow down in the economy. This will mean not as many houses will be required. There is also no consideration for multigenerational housing, bungalows, nursing homes etc or housing that meets the demographics over the next 20 years

- Warrington Hospital is fully involved in the PDO however they appear to have now been sent away to decide how best to fragment services. Increased population will place a significant burden on an already over-stretched and under-resourced health care system.
- What provisions have been proposed for secondary care, national shortage of general practitioners which re currently oversubscribed in the areas, community carers, mental health practitioners etc?
- Majority of the proposed housing to be located in the least densely populated and more expensive areas of the town. This will lead to unaffordability for a majority of the town's population, but provide high council tax and high return for the council.
- Regeneration of brownfield sites should be the priority and used to meet the housing requirements for the increased population due to economic growth.
- The PDO is based on an employment and economic growth outlook that is based on very high level assumptions and considerations that are completely outside the control or influence of WBC. In the plan, WBC has ignored the competing aspirations of adjacent and further afield boroughs and housing areas.
- Green belt was created to check the unrestricted sprawl of large built up areas in Warrington and the preservation of setting , historic and special character. Also to provide green space , woods wild life and natural habitats and agricultural land. The release of green belt should not be considered as indicated in the PDO as it promotes urban sprawl, and will join up the parishes of Lymm, Grappenhall, Appleton, Stretton and Hatton such that they will lose parish identity. This is entirely contrary to the ethos of the green belt and should not be used as a basis for exceptional circumstances. The use of green belt outlined in the plans that has been presented by WBC does not justify use as no exceptional circumstances have been sited to justify a change. The damage to countryside supporting wildlife is irreversible
- Funding and Financing: The PDO is based on a 20 year plan which is a very long time as much will change during this period. In the next few years, BREXIT will have an unpredictable impact on the economy of the whole country. The creation of HS2, if it comes to fruition, has not been taken into consideration. During the next 20 years, developments in technology will make sweeping effects upon how we work and travel to work. This plan is about money and apparent status; it does not offer a useful improvement for the population of Warrington
- The 20 year plan is too long, as a shorter plan would allow for

the decommissioning of Fiddlers Ferry and so the availability of an enormous brownfield site requiring regeneration.

- No transport modelling has been carried out, the infrastructure feasibility study results are still to be completed and published. Council representatives have been unable to answer whether the feasibility study is taking place on all 5 reported options or just the preferred development option. The process should be democratic, collaborative and open, I do not think this has been the case
- The proposed infrastructure in the PDO has been put in to open the green belt.
- No consideration has been made for environmentally friendly transport, park and ride, bicycle routes, walk ways, etc. what is the Councils environment policy – it is currently not meeting the air pollution standards , more cars from new housing with more roads is all that is proposed. In a 2016 study by the World Health Organisation, Warrington was recorded as having the 2nd highest air pollution levels in the North West. This development will only increase pollution impacting on health
- The dotted line over the TPT (Trans Pennine Trail) leads into the town where the traffic is already most congested, no further plans show how this is to be overcome. The consultation and online documents do not adequately explain what happens with the 'strategic transport route' once it reaches the bridge at Wash Lane. How does building a road on the TPT link into to WBC green policy, what environmental impact would it have ? Surely there should be a move to reduce cars, building a more environmentally friendly town - fewer cars more healthy ways to travel.
- Regarding turning the TPT into road, what practicalities have been considered? if this goes ahead a large volume of existing and affordable housing would have to be demolished impacting on the lives of thousands of people. A green environment will be taken from people in the area who walk, ride, take in wildlife. What about air pollution, air quality, noise visual impact of such a change in use of the TPT?
- Destruction of TPT amenity which is currently a well-used nature path utilised by walkers, runners and cyclists and part of the National Cycle Route Network
- Considerable blight to surrounding houses and neighbourhoods and destroy the community feel which attracts and retains residents in the areas around Warrington.
- No studies on how the proposed PDO is at risk to flooding

I look forward to receiving a response to these comments from the Town Council.

Regards

