



FAO :

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

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

Dear Sir

I wish to register my strong objections to the current Preferred Development Option for the following reasons below.

The existing green belt land was set up for the wellbeing of future generations and provide interconnecting wildlife corridors. It must be preserved as was intended and not destroyed forever. There is enough Brownfield land in the area to build 15,000 houses. Potentially this is enough to meet a reduced and more reasonable housing requirement.

Warrington is a town and should not be turned into a unpleasant urban sprawl in an attempt to turn it into a city.

In the 2016 study by the World Health Organisation, Warrington was recorded as having the 2nd highest air pollution levels in the North West. This has a negative impact on health, longevity and quality of life. Why would the Council be prepared to increase this further?

There is a woeful lack of public transport provision in the plans, especially green forms. There is a continued reliance on buses using existing highly clogged roads or new roads that will quickly attract higher traffic levels due to the greatly increased housing. We need e.g. tram, trolleybus or light rail solutions that bypass busy general routes and stand some chance of tempting people out of their cars.

The majority of the proposed housing is to be located in the least densely populated and more expensive areas of the town. This makes it highly unlikely that affordable housing will reach adequate levels. It would result in high council tax revenues for the council and attract residents who do not work in Warrington but cause congestion on its roads.

The Public consultations have taken place without adequate advertising and held throughout peak holiday season which has resulted in many people missing the meetings altogether.

While it may appear convenient for the council to re-purpose the railway embankment (which includes the TPT) it would cause a major destruction of wildlife including protected species habitats. Moreover it would result in the destruction of the 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 consultation and online documents do not adequately explain what happens with the 'strategic transport route' once it reaches the bridge at Wash Lane.

The possible transport route along the existing Black Bear Park would cause havoc if specified as a dual carriageway and result in house demolition and loss of value for those that remain nearby.

Considerable blight to surrounding houses and neighbourhoods would result from the PDO frenzy of house and road building, and it would destroy the community feel which attracts and retains residents in the areas around Warrington.

Finally with such a large increase housing and the local population, there is no joined up planning for the provision of health and social care which are already struggling with the existing population of 200,000.

I hope that the Council will see sense and put a quality future of Warrington before short term considerations of increased revenues, salaries and possible (blighted) City status.

Yours faithfully,

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[REDACTED]
[REDACTED]