



I write to object in the strongest possible terms to the plans for South Warrington as laid out in the Preferred Development Option (July 2017).

I should say upfront that I was upset to hear about the plans only recently via a neighbour and not from WBC. To conduct such a consultation over the summer holidays and with whole communities not being aware of the plans has angered and upset many people, myself included, in South Warrington.

The plan to build on so much Green Belt in South Warrington is appalling as it will ruin the whole of South Warrington and destroy many communities.

I have lived in Grappenhall for over [REDACTED] years and the green open spaces are an integral part of the appeal of our town. I say town because Warrington is a town and these misguided plans to make it into a city will destroy Warrington. By building such a large number of houses in Green Belt, the local communities will be engulfed, and quite frankly ruined.

The plan to build over 24,000 houses across Warrington will swamp an already over-stretched infrastructure. The road network is near breaking point, the schools are full, doctors surgeries are valiantly trying to meet the need but struggling and the local hospital is universally recognised as being at breaking point. I challenge the need for such a large number of houses (24,000) in the plan. These numbers were derived before the Brexit vote and are totally unrealistic. While house buildings is required in Warrington, given careful consideration of the infrastructure, WBC should work with communities to find a way forward and build only on existing brownfield sites. The process needs to be led by the council in the interest of local residents not be driven by developers out to make large sums of money from Green Belt development.

I object in the strongest possible terms to any transport link along the course of the Transpennine trail. The trail is used by thousands of people for walking and cycling. It is used by local schools, scouts, charities and by both locals and visitors from further afield. This green corridor supports a multitude of wildlife and is home to many species of birds, including owls, badgers, foxes, hedgehogs and bats. The trail now has houses along the entire section proposed for a strategic road/transport link through Grappenhall, Thelwall and Latchford. If used as a transport link it will carve a line right through these communities and will merely promote more traffic to enter Warrington from the motorway network. If this is genuinely a 20 year plan, Warrington should be looking to reduce traffic flow towards central Warrington, rather than encouraging it. The motorway system can easily be used to bypass Warrington and in times of problems on the motorways the last thing Warrington needs is a route encouraging large volumes of vehicles to enter Warrington. The proposed route, spanning the Manchester Ship Canal via a Heritage bridge will be incredibly expensive, will add to Warrington's traffic problems and will destroy a very large number of homes (my home included). I bought my house [REDACTED] years ago backing onto a Transpennine trail expecting it to remain a trail. It is part of our community, an integral part of south Warrington, and should be removed from the proposed plans as soon as possible.

Much of South Warrington is now blighted by these plans. Local house sales are now falling through and a large number of properties have been devalued or are currently unsellable because of these plans. You are not just affecting future generations, you are affecting the lives of large numbers of existing Warrington residents right now. WBC must remember its duty to the existing residents, listen to their concerns and totally re-evaluate these plans. Otherwise Warrington will be changed forever into one vast housing development with a ghost town centre, no character and no sense of community.

In terms of infrastructure these plans are totally inadequate. To have no traffic flow modelling at this stage is ridiculous. The strategic road/ transport link along the Transpennine trail would only exacerbate the congestion problems in Warrington, encouraging more vehicles to try and cut through Warrington. The proposed route would direct more traffic towards Bridgefoot roundabout, only worsening the traffic and pollution problems.

Have you considered improving the existing high level Cantilever bridge and linking it directly due south to the proposed housing development in a way that will encourage local traffic but exclude lorries taking a short cut through Warrington?

Have you considered improving Knutsford road traffic flow into town via the Latchford swing bridge?

Have you looked at bypassing the city centre entirely on the East side?

Pollution concerns around Warrington are growing with 4.8% of premature deaths attributed to particulates in 2013. The nitrogen dioxide figures are not known and the traffic congestion has worsened since 2013. The traffic situation in Warrington is already at breaking point and to blithely consider building tens of thousands of new homes with the associated increased in road traffic and pollution is quite simply ridiculous.

Please put the needs of current Warrington residents over those of developers! WBC will be judged on how they engage with communities to find the way forward. To continue with such blatant disregard for existing communities is not acceptable. It will weaken WBC and in doing so diminish Warrington. We love our town and don't want it to be ruined forever by the destruction of Green Belt. Build on brownfield sites only, respect the Green Belt, preserve the Transpennine trail, develop Warrington town centre and the infrastructure for existing Warrington residents.

I look forward to hearing that you are listening to us and more importantly that you revise your plans accordingly.

Thank and regards,

[Redacted]

[Redacted]