



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

29th September 2017

Ref. Objections to the WBC Preferred Development Option.

Dear Sir or Madam,

I have already submitted the online form. However, I wish to back that up with this PDF sent as an email attachment from the above email address.

The following points are reasons for my objection to Warrington Borough Council's Preferred Development Option (PDO).

Public Awareness

Although I am aware that notice of the PDO was served in the Warrington Guardian (newspaper and website), I feel that Warrington Borough Council did not make any significant attempts to bring the PDO to the attention of Warrington residents. I do not always purchase the Warrington Guardian and I first found out about the situation when I saw a poster while out walking my dog. Many residents only knew about the situation through such posters, social media and leaflets distributed by other concerned residents.

Timing of Consultation and Poor Detailing of Plans

The timing of the consultation has been when many residents are away on holiday. Parts of the plan have been vague. Many of the maps at the consultation meetings were of poor quality and in some cases, it was not even possible to read the street names. Residents have not been given sufficient time or information to fully understand the proposals.

Location of Consultation Meetings

If the plans go ahead, all of Warrington and surrounding areas will be affected. However, the Grappenhall, Appleton, Stretton and Walton area will be changed beyond recognition. Not one of the initial consultation meetings was held in those areas. The consultation meeting at the Park Royal was only added later when requested by Faisal Rashid.

City Status

City status seems to be an aspiration of Warrington Borough Council. I do not know of any advantages that city status would bring to Warrington residents. If anything, I am concerned it would lead to increased Council Tax as well as an increase in premiums for vehicle and home insurance.

Housing Need

Like many residents, I feel the number of houses quoted is exceptionally high.
Were the calculations for future need based on Pre-Brexit figures?
If so, the figures should be reviewed.

Employment and Affordable Housing

The plan states that employment will be brought to the area.
It is not clear what types of employment this is likely to be...and who it is likely to be for.
Has Warrington Borough Council done extensive research as to future employment needs?
If so, were the calculations based on Pre-Brexit talks?
It needs to be considered that automation may replace employment opportunities in some sectors?

Considering younger members of families who already live in Warrington...
When they start their careers, will there be sufficient employment opportunities for them and will they be able to afford new housing in Warrington? If not, they would need to move out of town and commute resulting in even more traffic.
This plan is not sustainable for Warrington residents and their families.
Nor is it suitable for neighbouring towns...
The urban sprawl can only expand so far before it reaches another town with similar issues.

I am led to believe there is sufficient Brown Field Land available in and around Warrington to build approximately 15,000 homes. These would most likely be more affordable than the houses currently proposed despite there not being as much profit for the developers.

Traffic

Although WBC have talked about new roads and improvements to existing roads to reduce the traffic problems we already have in the area, I feel we would be no better off because of the additional traffic that would result from all the extra houses and industrial buildings.
If anything, it is more likely the situation would be even worse than it is now.

Western Link

Although it is claimed the Western Link will relieve traffic problems at Bridge Foot, it has been stated that the new road would open up land for development. This would mean extra traffic so we could be in a situation where we are no better off than present. Some of this development would be of an industrial nature, therefore additional Heavy Goods Vehicles would have a further impact on traffic.

Air Pollution

Although advances are being made in vehicle technology, in a 2016 study by the World Health Organisation, Warrington was recorded as having the second highest air pollution levels in the North West. The highest air pollution was recorded in Salford.
Any increase in traffic will have an adverse effect on health for many Warrington residents.

Noise Pollution

Extra traffic on the roads will clearly lead to an increase in noise pollution.
Additional Heavy Goods Vehicles in the area would make this worse.

Light Pollution

The proposed level of development would result in more light pollution.
Light pollution reduces the chances of being able to see the stars in the night sky, which many people enjoy...but even more important is that light pollution is known to have a negative effect on wildlife and ecosystems.

Public Transport

Public transport in many areas of the UK (including Warrington) is not particularly good, therefore car ownership is a must for many people. The cost of a car, annual vehicle tax, insurance, etc, means people want to "get their money's worth" rather than leave it parked at home.

There would need to be incentives for people to use public transport in favour of their car.

An efficient integrated public transport system needs to be planned very carefully.

Green Belt or Brown Field

With reference to the NPPF (National Planning Policy Framework) paragraphs 79 to 92 which can be found at

[https://www.gov.uk/guidance/national-planning-policy-framework/9-protecting-green-belt-land ...](https://www.gov.uk/guidance/national-planning-policy-framework/9-protecting-green-belt-land)

I am concerned that removing land from the Green Belt and using it for development would lead to urban sprawl from Warrington into neighbouring towns. This would have a detrimental effect for Warrington and the surrounding areas.

Although not all Warrington residents live immediately next to Green Belt land, many of them use such areas for recreation. The Green Belt should be preserved. Development should take place on Brown Field land such as Fiddlers Ferry Power Station which I understand will operate until around 2020. The government is committed to phasing out all coal fired power stations by 2025.

Trans Pennine Trail (TPT)

Although lines have been drawn on a map, it has not been made clear what the intentions are for the TPT.

Many residents are concerned about losing their homes through Compulsory Purchase if the TPT is developed as a road or other transport link.

The TPT is an excellent facility that provides recreation for many people throughout the region. It is also a haven for wildlife.

Threat to Wildlife

Destroying the Green Belt always has a negative impact on wildlife.

The preservation of wildlife and our ecosystems is of paramount importance.

Health Issues

In addition to my concerns of health issues from increased air pollution, I am concerned that the lack of recreational areas for both adults and children would lead to other health issues, both physically and mentally.

Flooding

Some areas in Warrington are prone to a level of flooding.

I am concerned that excessive development would increase the chances of flooding due to a lack of natural drainage.

I believe that significant improvements would need to be made to existing engineered drainage systems. This would result in huge expense as well as further traffic problems.

Waste Management

Development on such a grand scale would also need efficient management of waste.

I have no technical knowledge in this area but I imagine it would be costly to implement.

Waste disposal and storage also presents further health hazards.

Schools and Colleges

Although I do not have children, there are members of my family that do.

One of my concerns is adequate schooling for future generations.

Hospitals

Despite the excellent work carried out by many of its staff, the NHS is already struggling to cope. Development of this nature would need significant spending on the Hospital as well as additional ambulances, etc.

More Medical Centres and staff would need to be provided.

It is not clear in the PDO how these needs would be met.

Emergency Services

Development of this size would need significant spending on all emergency services such as the Police Force, Ambulance Service and Fire Service.

In addition to the costs involved to fund this, I am concerned that traffic problems could result in poor response times for such services, especially during rush hours.

Compulsory Purchases

Although I am not personally affected by Compulsory Purchase, I am concerned that Warrington residents whose homes are subject to CPO may not be sufficiently compensated to enable them to purchase an equivalent home in the area.

Compulsory Purchases in huge numbers would break up communities and cause severe hardship (emotionally and financially) for families, many who have lived in Warrington for a long time.

Who Benefits Most From The Plans?

I am not alone in thinking the PDO seems to be a business proposal that would be more advantageous to developers than existing Warrington residents.

I was born in Warrington and have spent most of my life in different areas of Warrington.

Like many other residents, I have seen some huge changes over the years to our town. Some have been for the better but many have been for the worse.

It remains for me to say that I hope Warrington Borough Council recognises the importance of objections submitted by all residents.

Regards,

