

Population Growth in Warrington

The plan for an additional 18,900 houses suggests the town will grow by 43,470¹ people by 2037.

This is not reflective of the growth rate since the turn of the century.

The population of Warrington as of the 2005 census was 202,200, with an estimate of 209,700 in 2017 which is an increase of 625 per year. Extrapolating these numbers to 2037 provides an estimated population of 12,500 people.

This results in a need for 5,435 homes, a long way from the planned 18,900, many of which have already been approved since the 2017 estimated numbers.

Impact of Citizen Experience

The plan as articulated will have a negative impact on citizen experience in many ways:

Transport

Statista estimated that an average household in the UK had 1.18 cars². While the planned development includes the concept of a business park, this is by no means a guarantee that the space will be taken by companies at all or that the companies will provide jobs suitable for the majority of the local population.

Indeed, the average commuting distance in the UK is 10 miles³. This means the reality is, the new population of 43,470 people will be predominantly using their cars to travel to work³ in Warrington, Altrincham, Runcorn, Knutsford, Liverpool and Manchester as well as some local jobs.

While the plans are to make changes to the local motorway junctions, getting people on to the motorway network faster does not alleviate congestion problems elsewhere on the route. As an example, the route into Manchester from the West side is already heavily congested at peak times and these additional houses will make the situation much worse.

Additionally, the train routes to Manchester from Warrington are currently extremely crowded with most routes in prime time being standing room only. There is not the capacity on these routes to take the additional people from the planned local development.

Parking

The nearest established urban centres to the proposed development are Stockton Heath and Grappenhall. These villages are already crowded with people at many times of the day, with limited parking available.

The planned development will bring a massive increase in visits to these two villages, for shopping and eating, which are already at high capacity utilization.

¹ Based on an average household of 2.3 (<https://www.statista.com/statistics/314912/average-number-of-cars-per-household-in-england/>) and the proposed submission version local plan V4 paragraph 2.1.5

² <https://www.statista.com/statistics/314912/average-number-of-cars-per-household-in-england/>

³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/657839/commuting-in-england-1988-2015.pdf

Facilities

The local plan contains information about a new health centre at the garden village, however, there would be a significant increase to the use of Warrington hospital, which is difficult to get to already from this side of Warrington and its car park are generally full for a large proportion of the time.

Character of the Area

The South of Warrington is well known for its open green spaces. This was one of the reasons many of the citizens currently resident in the area moved here.

The developments since the 1990s have all been completed with an open feeling, where citizens can quickly be close to nature, with many miles of existing footpaths through woods and open fields.

The current local plan will have a hugely negative impact to the character of the area, with an endless sprawl of housing, spoiling the current character of the area.

Conclusions

I do not believe the local plan put forwards by Warrington council is sound. It will:

- Put additional strain on the transport infrastructure
- Have a negative impact on citizen experience
- Is not reflective of the past growth of the area

Warrington council is there to serve it's citizens and I believe this plan does not reflect the will of those citizens.

Yours Faithfully,

Steve Lowndes