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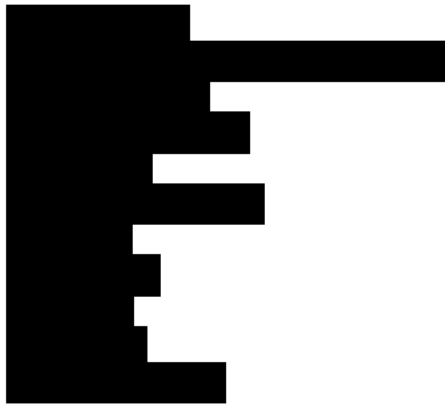
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Concerns related to the Preferred Development Option Regulation 18 Consultation

Comments largely related to Warrington Garden City Suburb and the South Western Urban Extension

 Inappropriate consultation period

 Dearth of publicity to residents Stockton Heath, therefore not a 'consultation' at all.

 Lack of local democracy. Admitted in consultation document that parish councils do not meet in August. This is an attempt to 'sneak out' the document with a veneer of consultation

 Question how the figures of houses needed were arrived at, whether sufficient affordable housing is being considered and how the locations were chosen. No mention of housing for older people, or of sheltered accommodation

 Dispute the need for Warrington to grow and become a 'city'. What is the rationale?

 Believe much more use could be made of brown field sites for development

 No mention of the use Fiddler's Ferry Power Station, which is due to close 2019 and would release housing or industrial brown field sites adjacent to Warrington

 Traffic displaced by the opening of the Mersey Toll Bridge likely to be using the A49 or A56 and therefore will be a considerable increase in traffic in W4 even before construction begins

 24,000 houses likely to generate in excess of 36,000 cars in the vicinity. The road system cannot cope with existing traffic, and could not sustain extra numbers.

 Public transport for new housing would also increase traffic

and not detailed

 The South Western Urban Extension would be entirely unsustainable without the Western Link, as all new traffic generated would go along the A56, which is already heavily congested at peak times.

 Suggestion that the disused railway line may take traffic would not only mean the loss of wildlife and a 'green area', but also move traffic to another pinch point. The embankment itself is insufficiently wide to accommodate anything other than a single line of traffic without impinging on its neighbouring housing, schools and businesses

 Traffic on the M56 from junction 12 to 9 is atrocious at rush hour; as is traffic on the M6 around junction 20. Addition of thousand of extra vehicles commuting to and from W4 will exacerbate this congestion

 Even with the construction of new roads there will be inevitable 'pinch points' such as the ship canal bridges and traffic lights in Grappenhall and Stockton Heath

 Warrington is already 2nd worst place in the North West for air pollution. Even higher levels of traffic will only make matters worse

 Noise pollution will also increase

 Construction traffic for a number of years will increase congestion and cause dirt and noise.

 The numbers of people moving into the area could be as many as 72,000 if three people live in each house. There would be insufficient infrastructure: schools, doctors, shops, play areas, parks, drainage, and water.

 Care Quality Commission inspections Jan/Feb 2015 found that Warrington and Halton NHS Foundation Trust had bed occupancy in excess of 100%. They noted continual pressure on beds. In Winter 14/15 A & E experienced waiting over 4 hrs, by Jan 2016 full capacity in A & E declared and waiting time over 8 hours. How will hospital cope when 24,000 new houses bring upwards of 72,000 extra people to the area?

 Such a covering of housing would vastly reduce the capacity of the area to cope with weather events and to deal with run-off from the increasing amount of heavy rain experienced. This is likely to lead to even more flooding than is already experienced in the area.

 Suggestion that Stockton Lane become a bus lane is ridiculous; it is a narrow country lane with a sharp bend. Any changes will destroy peace, green and wildlife habitats.

 The plans constitute an attack on the health and well being, both mental and physical, of residents.

 Planning blight and uncertainty will cause mental distress to those affected and may affect business and other plans, prevent sale of houses and cut values.

 The loss of Green Belt and other open space will also affect mental and physical health, as walking routes and beautiful spots are consigned to concrete.

 I am horrified by the prospect of beautiful vistas and wonderful lanes and footpaths disappearing

 Wildlife habitats are threatened, and even areas such as the Moore Nature Reserve will suffer from their proximity to the South Western Urban Extension.

 The loss of footpaths and walking routes will curtail the opportunities for healthy exercise on foot or by cycle. New cycle lanes do not compensate for the removal of paths through beautiful countryside

Yours faithfully

