

[REDACTED]

[REDACTED]

[REDACTED]

Dear Sir

**Warrington Borough Council Local Plan - Preferred Development Option - July 2017**

As a Warrington resident I would like to state that I am unhappy at the timing of the consultation over the summer period when many people are away and Parish Councils do not meet.

I found that the quality of the consultation was poor as the maps provided were difficult to read as they were an overview and did not provide road names and land marks for points of reference. The wealth of documents referred to was confusing and I found it very difficult to find my way around them.

[REDACTED] Will the PDO provide houses at an affordable cost [REDACTED] If they are built in Appleton, Grappenhall and Walton, the price levels (even with discounts) will mean that these houses will not be affordable [REDACTED]

Also, what impact will these plans have on current school provision? [REDACTED]  
[REDACTED]  
[REDACTED]

I realise that Warrington needs to meet the projected housing needs. However, what I do object to is the size and scale of the proposals as well as the undue emphasis to put the majority of these new homes in the South of Warrington at the expense of the Green Belt.  
[REDACTED] I am extremely upset at the prospect of my children not being able to

experience the amenities of the natural countryside. I do not want them to only see the green spaces of a housing development.

The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and permanence.

The Green Belt serves five purposes:

- ☒ To check the unrestricted sprawl of large built-up areas;
- ☒ To prevent neighbouring towns merging into one another
- ☒ To assist in safeguarding the countryside from encroachment
- ☒ To preserve the setting and specialist character of historic towns; and
- ☒ To assist in urban regeneration by encouraging the recycling of derelict and other urban land.”

The National Planning Guidance Practice says that national planning policy and guidance clearly states that the ' permanence of the Green Belt is of imperative importance as its legacy will last well beyond the planned period.' WBC itself states that the Green Belt boundaries (must remain) fit for purpose and continue to perform well when assessed against the five purposes of the Green Belt. This, therefore, does not seem to fit with the PDO. Also it does not seem that ecology and environmental impact reports are available.

I love living in Warrington and I am worried that the proposals will change Warrington and its character for the worse. Targets have been set in what is currently an uncertain future for Britain as a whole. We do not yet know what the reality of Brexit will be and what effect that will have on the economy of the country as a whole but more specifically on Warrington's economy and projected employment forecasts.

The erosion of Green Belt land between Walton and Moore will mean that housing developments (another 2000? houses) on Keckwick Lane will have a further negative impact both on the quality of life in the area and on the unique character of both Walton and Moore. There are also a number of significant, historic buildings in Walton which would be adversely affected by the proposals – including the whole of Walton village, Old School, Porch House Farm and Cockfight Cottages which front onto Runcorn Road (listed as historic assets in WBC Core Strategy, February, 2014). The proposals seem to indicate that Walton and Moore will run seamlessly into each other. Also, my family and I enjoy the rural aspect of Walton, regularly visiting Walton Hall and the neighbouring roads and we believe, that this rural aspect will be adversely impacted if the plans go ahead. I want my children to be able to know what green fields, cows and sheep look like.

I am pleased to see that the provision of infrastructure features highly in the PDO. The emphasis is purely on the road infrastructure which does need significant improvement. However, there is an over-reliance on the road infrastructure and the inclusion of one-third

of the houses in the suburbs of South Warrington will increase car dependency. With so many new houses planned, there will be an unsustainable increase in the number of cars. There appears to be no review of the rail infrastructure which is all north of the river. Should it should be a priority to develop the rail links between Liverpool and Manchester as this would significantly reduce the reliance of cars to get to work.

Warrington is unique insofar as it has the Manchester Ship Canal running through it as well as the River Mersey and the result is that there are daily, lengthy traffic jams at peak times and throughout the day when a ship travels along the Ship Canal. [REDACTED]

[REDACTED]

[REDACTED] How will the increase in people coming into the area affect Stockton Heath as it can barely cope with the amount of traffic already?

I am also concerned about the possible use of the Trans Pennine Trail as this is a dearly loved recreational area in Warrington used by hundreds of people every week. I am also worried about the impact on Moore Nature Reserve and Morely Common both of which are important areas in terms of ecology.

As a parent, I am aware that the air quality in Warrington is already bad and that Stockton Heath has high levels of air pollution. With more cars, this will only get worse and I worry about the impact on my children's health.

I hope you will take my comments into account.

Your faithfully

[REDACTED]