



WARRINGTON BOROUGH COUNCIL  
LOCAL PLAN CONSULTATION

No case has been made for the proposed huge increase in the amount of housing – apart from an apparent desire to make Warrington bigger.

Warrington is a post-industrial town with a finite capacity – particularly in the Town Centre and, increasingly, in the outer areas. Growth generated by the New Town designation, with associated road traffic generated beyond what was envisaged at the time, has, arguably, taken Warrington to its development limit. Further growth needs to be demonstrated to be sustainable.

The published document mentions “a small amount of green belt release”, but the inappropriately named “Garden City Suburb” covers a vast area to the south of Warrington. The “Garden City Suburb” is really “suburban sprawl”. The original Garden City concept was for a self-contained entity where people lived, spent their leisure time and, most importantly, worked within a newly-built environment.

In the huge proposed development, people are likely to work elsewhere, with traffic either spilling onto the M56 (which is already grid-locked on a daily basis) or onto existing roads (which do not have the capacity for a high increase in traffic).

The chances of regular public transport serving the proposed development as an alternative to car usage are nil. Similarly, the chances of educational, leisure, health, or retail facilities being provided are negligible – due to other agencies needing to be involved and/or lack of resources and/or lack of a supporting population. Chapelford provides a good (bad) example, on a smaller scale, of the social consequences of building houses alone.

Politicians promise that a proper “infrastructure” will be in place to cater for any new development. By this they usually mean the roads within the proposed development, which still need to link into the existing road system – in this case already well-used by local and through traffic. But infrastructure also means drainage, gas and electricity supplies and the schools, shops, surgeries, leisure centres, parks, public transport, etc. already mentioned – none of which will be provided by housing developers.

There are also the obvious arguments that more of the Cheshire countryside will be gone forever and that people don't like change. Although green belt land is not necessarily sacrosanct, no case for the benefits (if any) to existing residents in the area of this scale of development has been made. Change on this scale will result in traffic chaos and a distinct lower quality of overall living environment.

If the development goes ahead as proposed, it will not only be detrimental to the immediate areas but to the town as a whole.

