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**Subject:** OBJECTION to Preferred Development Option Regulation 18 Consultation July 2017

Please find below our comments, in no particular order. As we have been given limited time to review and respond, we felt it was important just to make our strong objections known. I trust this is the correct email address as this is the page that the link from your document landed on. If not, please forward to the correct department.

- Re the basis for the increase in population and employment needs, there is a lack of transparency on the actual figures (Experian projections) and the link in the Council's document to the SHMA does not work so the information cannot be accessed. Furthermore, the Council have chosen to work to targets that are over and above the forecasts which is further adding to the impact of swallowing up green belt land unnecessarily.
- Any new housing development should not just be handed over to larger house builders in order for them to create more examples of mundane, modern houses, hemmed in together without the capacity to even cope with two cars per household. Some of the land should, as a minimum be handed to individuals for self build or smaller developers to maintain diversity in the housing stock. This would enable some character and interest to be added to the new environment. Are the planners going to give Joe Public a crack of the whip or are the developers going to get the whole enchilada?

- It should be insisted that, any new homes being built – on green belt or brown belt – should employ all the latest, sustainable green technology, which may include underground heat exchange systems and solar panels. Any developer not wishing to adhere to this due to profit margins should be discounted from building any new homes.
- The existing road network in and around Warrington cannot currently cope with traffic levels. For example, the M6 is at standstill every morning and evening, often impacting the M56. The M62 from J9 bottle necks and impacts the motorway beyond Birchwood. The A560 Chester Road is a “no go” after 4:30pm most evenings with tail backs to Higher Walton (even without swing bridge activity), making journey times to Bridgefoot approx. 20-30 minutes. Whilst a new link road may alleviate this initially, creating more housing in that area will only serve to revert to the current situation.
- Housing in and around the Chester Road area at Walton will increase the traffic flow down roads such as Hill Cliffe Road beyond an acceptable level. This road is used at busy time to avoid Stockton Heath and further circa 2000 houses and the respective cars will make it a dangerous road in a family residential area.
- Green belt should be used as a last resort and only after the brown belt, urban areas have been built on. Until that land is exhausted, no homes should be built in outlying areas. Otherwise, this land may be built on and the urban homes not fully populated.
- Current residents of Lower Walton presently enjoy the amenity of views across open farmland. Properties were purchased with this in mind. Removing these views by building sprawling new estates is in contravention to enjoying such amenities and may impact resale values of properties.
- The process of communicating the Council’s planned expansion across Warrington has been wholly unacceptable. The Council has both my postal address and my email address and yet, as a resident of Lower Walton, I was informed of the plans through word of mouth from a friend in the last week of August whilst on holiday. On return from holiday, another word of mouth communication from a chance school gate conversation, informed me that consultation events has already been and gone. It seems that the Council planned this to coincide with the school holidays to minimise any objections. In addition, the extension given was not long enough for working people to collate and read all the extensive documentation available for review. Adding to that, the Preferred Development Option Regulation 18 Consultation July 2017 document contained links that did not land on the required documents but on a generic landing page leaving the reader to have to hunt further for the information, which was not always accessible. Very poor.
- Furthermore, it appears that the report has been constructed in such a way that it gives the Council the answer it wanted to fulfil someone’s agenda to become a city, rather than being balanced and impartial.
- No one I have spoken to wishes for any of this development to proceed. There is no wish by residents to become a city and the Council should be respecting the wishes of those who voted them in. If we wanted to live in a city, we would move to one.
- The size of the development is overwhelming and will have a catastrophic effect on the local environment
- The bulk of retail and leisure facilities are on the North Side of town and this will further affect traffic flows up the Chester Road if new residents have to make their way

through town. By the Council's own admission, they have not completed the Retail and Leisure assessment at this point (page 9 para 2.34). Surely this needs to be done before finalising plans of any kind.

- There is little evidence that the people who live in the new homes will work in Warrington. Therefore, our loss of green belt land will be for no gain in terms of matching new residents to new jobs in Warrington. More likely, people will move to Warrington to live but work elsewhere, thus increasing the already unsustainable issues with the motorway network. Indeed, can Warrington truly expect to attract enough companies to create circa 22,000 jobs (if each new householder takes a job in Warrington). That's a lot of jobs and a lot of companies. Really?
- More effort should be put into finding brown field sites and utilising them in the way that they do on the continent where residential accommodation has underground car parking and outdoor space in the terms of decent sized terraces, making them a more attractive option than the type of accommodation already built in the town centre. Testament to the usual poor town planning and design. There are plenty of sites along the ship canal e.g. at the cantilever bridge in Latchford
- Fiddlers Ferry will be decommissioned in the next 10 years and the Council should be including this in the plan as a key site for redevelopment. Why it has been chosen to disregard this is really not clear.
- In the past, the Council has not made good use of brown field sites – eg the Alban Retail Park has been extended but with oversized retail units that don't make best use of internal space. When land is at such a premium and bad planning results in gobbling up precious green belt, then the decision making by this Council has to be questioned.
- How can we trust that the revised green belt will not be respected and protected in the future when the Council are quite blatantly disregarding the current boundaries for their own gratification and ambition of becoming a city.
- There is not enough detail given on exactly how the additional circa minimum 22,000 cars will be accommodated across Warrington and how that infrastructure will change in order to cope.
- It has been reasoned, by the Council, that Lymm should not be included in order that its character is preserved. Why has no consideration been given to the impact on the character of Stockton Heath, Moore and the Waltons.
- The fact that a speculative land dealer has purchased green belt land and then, coincidentally put it forward for development, seems somewhat suspect. Why would he invest so much money in arable land without a gain at the end of it? In addition, the boundaries indicate potential access onto Hill Cliffe Road to his new estate and this is wholly unacceptable.



