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I can understand the need for possible new housing in Warrington, but cannot understand why it all has to be in South Warrington and in areas badly lacking the necessary infrastructure of roads, schools, health facilities, green spaces ...and increasing traffic congestion and subsequent pollution.

I believe a detailed ACTUAL weekly monitored traffic impact review is required...not just some desk based model which does not reflect the real situation (look at the Cat & Fiddle traffic lights on Stretton Road most times of the day, as well as Stockton Heath centre....its madness to make the traffic volumes worse....and offers areal health and safety issue with likely more accidents and associated problems. Assumptions on volume of cars (ie likely to be 3 per household = 300 new vehicle sin the area doing 2 trips on average daily is SUBSTANTIAL !!

Furthermore, once anything has been agreed, any infrastructure needs to be in place IN ADVANCE of any building....to allow for a seamless process of movement. Has this been considered?

What schools are being invested in and how much money allocated?

What additional green filed sites/ locations are being created o compensate for the additional people volume?

What local amenities are being built and how much money allocated to them?

What alternative sites ae being considered NORTH of the Mersey to offset building in South Warrington?

How much additional money will WBC make annually in additional "Poll Tax"...and how will this be reallocated to offset the negative building and infrastructure impact in South Warrington where planned new houses could be built ??

I have seen NOTHING to convince me that this is a suitable or well planned or thought through idea...and suggest you get the basics right to re – present against others areas in Warrington to attempt to build upon.

A Garden City Suburb of 6000 houses in South Eastern Warrington and an urban extension of 2000 houses in South Western Warrington.

This means that ALL of the fields in Higher Walton and Appleton could be built on – and many in Grappenhall and Stretton

Key Points

Significant loss of Green Belt Land

- The PDO includes the release of greenbelt land to support 9,000 new homes over the next 20 years.
- The National Planning Policy Framework indicates that established Green Belt boundaries should only be altered in “exceptional circumstances”. There is no definition of “exceptional circumstances”. WBC indicate they believe that these are exceptional circumstances, but their reasoning is unclear.
- This land is not ‘spare’ land, it is actively being used for agricultural purposes. In the current context of uncertainty following ‘Brexit’ and broader climate change, using no greenbelt land, or at least a smaller portion of it, should be considered.
- This issue affects the whole of Warrington.

A desire for “City” status is driving the growth

- The PDO is based on an assumption of 1,113 new homes per annum over the next 20 years, equating to around 24,000 new dwellings. Although the reasoning for this assumption is discussed in the PDO, the conclusion needs to be challenged in light of the current economic environment. Adopting a lower assumption of new homes per annum could have a significantly reduce the amount of Green Belt Land which would be needed.
- In various parts of the PDO, reference is made to Warrington ‘New City’. The aspirations of WBC to become a city are not necessarily shared by residents. Such aspirations appear to be driving a higher housing assumption and employment assumptions than may otherwise be necessary or realistic.

Sheer scale of the proposed Garden City Suburb

- The proposal of a Garden City Suburb in South Warrington has horrified many of the residents who currently live in this area. The smaller villages such as Appleton Thorn, Grappenhall and Stretton, which are currently separated from one another by fields, will be completely surrounded by the new residential developments. This will completely change the character of the area and destroy its history and heritage.
- The ability to access and enjoy green space is an amenity in itself and the loss of such a significant amount of green space will be detrimental to all residents, not just local ones.

Stockton Heath is already over capacity

- Stockton Heath is not mentioned specifically in the PDO but the impact of the Garden City Suburb and the Warrington South West Extension on this village will be enormous.
- The traffic lights at the junction of the A49 and the A56 in Stockton Heath are already operating at capacity and the A49 flowing through the village is frequently at a standstill.

Traffic issues and geography

- A detailed traffic survey has not been included in the PDO.
- Warrington is uniquely positioned close to the M6, M56 and M62 motorways. The growth of Warrington has often been attributed to its proximity to the transport network. But Warrington is affected detrimentally whenever there are problems on the motorway network.
- The PDO includes an 'Eastern Link Road' from M56 Junction 10 to the north of the Manchester Ship Canal (This route would cut right through the proposed new residential areas. On the downside, this would provide a new HGV access road to the Barleycastle Trading Estate (which, at the moment, is only accessible from the M6 junction). It would also provide an alternative route for traffic caught up in problems on the M56 / M6 motorways. As such, this will result in the deterioration of the quality of life for current residents who will be subjected to increased noise, pollution and vibration from the increased traffic flow.
- The PDO also suggest the use of an old railway embankment and bridge to the west of Latchford Locks as a new strategic transport route . Again, this route would be detrimental to the people currently living in this area.

Environment

- A high level environmental and ecological impact survey has not been included in the PDO.
- A wide variety of animals and birds live in the greenbelt areas including badgers, water voles, great crested newts and bats.

Higher density in the town centre, lower density in outer areas

- WBC have used a housing density of 30 dwellings per hectare throughout the PDO.
- Achieving a higher housing density in the town centre (such as apartments) of up to 40 dwellings per hectare could mean that a lower density could be achieved elsewhere in the PDO. This would have the advantage of requiring less greenbelt land or enabling a different type of housing mix to be built (such as bungalows for elderly residents).

Healthcare

- Warrington and Halton hospitals are already operating at or near to capacity. Almost all of the GP / medical centre in Warrington are operating at or near to capacity.
- Whilst the PDO makes mention of providing new health facilities in the Garden City Suburb and the South West Extension, there is notably no mention of increasing capacity at Warrington Hospital. The residents occupying the additional 24,000 dwellings will also need access to healthcare facilities.

Equality

South Warrington is disproportionately affected by the Plan. North and Eastern Warrington are barely touched by the proposals