



Planning Policy Team
Warrington Borough Council
New Town House
Buttermarket Street
Warrington
WA1 2NH

To Whom It May Concern,

Re : Planning Development for Houses/Urban extension and City Suburb in South Warrington / Consultation process July 2017.

We are strongly opposed and object to the future development plans in South Warrington. These are the reasons why we object: -

1. City Status for south Warrington.

The PDO is based on an assumption of 1113 new homes per annum over the next 20 years, equating to 24000 new homes. 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 significantly reduce the amount of green belt land which would be needed. The desire of WBC to give south Warrington “city” status is not shared by ourselves. We feel that this would devalue to price of or house which is unfair.

The development of a “city “ status will destroy the character of the area and destroy its history and heritage. We will not be able to enjoy green space which is an amenity. We currently go on regular walks and runs but this will not be possible if the area is developed into a “city”. This will have a detrimental impact on our overall health and general well-being and that of other residents.

2. Traffic Issues and Geography.

No detailed traffic survey has been included in the plan and the roads roughly pencilled in do not remotely address the transport needs for this huge development. South Warrington is already greatly affected by traffic congestion and pollution due to its proximity to the M6 and M56. The current traffic congestion at Lymm junction is terrible and we have often waited for 30 mins to get onto the motorway between 8am and 9 am. Once on the motorway the traffic is gridlocked and a lengthy journey to work is experienced. This issue would be much worse. This cannot be good for the economy and will not help residents in their daily commuting to work but make this worse.

Residents in south Warrington are affected detrimentally when there is an accident on the M6 or M56. These issues re traffic congestion and access to the motorways would only be worse and would end up affecting even more people if so many houses are built in south Warrington as the population growth would be far too great for this problem to ever be rectified. If the government is spending billions of pounds on new trains and networks for the underground, HS2 and new roads and motorways, why is Warrington council planning to build houses in an area that would make congestion and traffic problems and pollution much worse? These plans are not in line with current government policy which strives to reduce traffic problems, congestion on motorways (to prevent road traffic accidents) and pollution.

The PDO includes an "Eastern Link Road" from M56 junction 10 to the north of Manchester Ship Canal which would cut through the proposed new residential areas. On the downside, this would provide a new HGV access road to the Barley Castle 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 residents including ourselves who will be subjected to increased noise, pollution and vibration from the increased traffic flow.

3. Environment.

A high level environmental 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. South Warrington's countryside is a green lung for the town enjoyed for centuries by people from right across town.

4. Stockton Heath is already over capacity.

Stockton Heath is already a very busy village experiencing congested traffic, increased pollution and noise. Stockton Heath is not mentioned in the PDO but the impact of the Garden City Suburb and the Warrington South 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.

5. Healthcare.

Warrington and Halton Hospitals are currently operating at capacity. Warrington Hospital A&E is likely to close due to financial problems within the hospital and will be moving to Whiston Hospital so the residents in south Warrington will be further away from an A&E. The PDO does not consider this fact and the health of residents in south Warrington will be even more at risk if there is an increase in local population (estimated to be an extra 55000 extra residents) caused by the "City" and extended suburb leading to increased healthcare needs such as respiratory illnesses caused congested traffic. The increase in population in south Warrington will reduce the access to emergency services due to creating reduced access to the motorways caused by congested traffic.

There is no capacity within the Warrington health economy to provide healthcare for an increase in the population. Waiting lists are already long and there is a 2-3 week wait to get an appointment with a local GP. All of the GP / Medical centres are operating at capacity.

Whilst the PDO mentions the provision of providing new health facilities in the Garden City Suburb and the South West extension, there is no mention of increasing capacity at Warrington Hospital and within the current health economy. The residents occupying the 24000 dwellings will also need access to healthcare facilities.

There is a national shortage of GP" s, consultants and nurses and any increase in health need in south Warrington is unlikely to be met in the future. The council is not able to provide this and The NHS is already struggling nationally and locally and resources are already scarce with more government cut backs in sight.

6. Equality

South Warrington is shockingly disproportionately affected by the PDO. North and Eastern Warrington are barely touched by the proposals. This will have the effect of devaluing the price of the current homes in South Warrington. This could have implications for the council in the future regarding litigation from the residents in south Warrington.

7. Significant Loss of Green Belt Land.

The PDO includes the release of green belt land to support 9000 new homes over the next 20 years.

Paragraph 83 of The National Planning Framework indicates that established Green Belt boundaries should be altered in "exceptional circumstances". There is no definition of "exceptional circumstances". WBC indicated on page 15 that they believe that these are exceptional circumstances, but their reasoning is unclear and unsubstantiated.

The land is not spare land and 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.

There are large brown field sites likely to be released within the 20-year period of the plan which have not been considered. Fiddlers Ferry is nearing its end and Warrington Hospital is

planning to move to a new site. These areas could make a significant contribution to the towns housing needs so that green belt land could be spared unless essential.

WBC have used a housing density of 30 dwellings per hectare throughout the PDO. A higher density of 40 per hectare might be appropriate in some places such as apartments in the Town Centre. This would relieve pressure to use green field sites.

We hope that Warrington Borough Council will give serious consideration to the issues we have raised in this letter and inform us of any future changes, proposals and issues that may affect us in this way.

Yours Faithfully

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[Redacted name]

[Redacted address line]