



23 September 2017

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

Dear Sirs

**Warrington Borough Council Local Plan**

I list below my objections to the current Preferred Development Option:

1. The Public Consultations weren't advertised adequately and were held over the school summer holiday period.
2. Consultations should have been held in the Grappenhall area as it is so greatly affected.
3. The maps on show at the consultations were very unclear.
4. Some of the maps were too low to be able to see without kneeling on the floor which a lot of the population were unable to do.
5. The council calculation for the housing requirement was done before the Brexit announcement which must have massive implications. Also the HS2 line was thought at that time to be stopping in Warrington which it isn't. Government has since announced revised housing requirement calculations therefore surely the estimates are too high.
6. Brownfield land should be used before greenbelt which would greatly reduce the impact.
7. The planning is driven by developers who wish to use greenbelt as it's less costly to develop.
8. The population of Warrington do not want the town to become a 'new' city.
9. The majority of the proposed housing is planned for the most expensive area of the town. Obviously the potential council tax income has some impact on this.
10. Warrington has the 2<sup>nd</sup> highest air pollution in the North West according to the World Health Organisation. The density of housing and therefore traffic would greatly add to the pollution.
11. The planned development in Grappenhall would be treble the existing number of houses in Grappenhall and Thelwall put together, greatly changing the character of these areas.
12. Rumour has it that Yodal want to build a super-sized warehouse at the junction of M56/M6. What incentives are being given to them to draw them to Warrington and why build there?
13. The release of Green Belt land for the purposes of urban development and sprawl in any area of the town is unacceptable and unnecessary. Green Belt should remain Green Belt. Green fields, woodlands, natural habitats should not be destroyed.
14. The proposed supporting infrastructure of roads and highways will be destructive, invasive and difficult to build. It will not alleviate congestion/pollution in the town.

15. The public have not been consulted upon the framing of any plan aims, principles, values or proposals for Warrington. The public have been put in the negative position solely as objectors rather than as contributors to the purposes and aims of the plan.
16. The PLDP is about quantity and NOT quality for Warrington as an integrated town. It hardly refers to Warrington north of the Manchester Ship Canal where quality of urban design, street-scape and open space should be top priority. The town and inner urban areas are in dire need of very high quality urban design which respects Warrington's unique historic architectural quality. Over the years, development control, enforcement and highway works have done little to improve the quality and attractiveness of Warrington. The town centre should create pride and identity with Warrington.
17. The PLDP. Para.4.38:W5 claims to 'secure high-quality design and reinforce character and local distinctiveness...'. However, WBC has had difficulty in demonstrating sufficiently this ambition and capability. The quality of the new gargantuan constructions in the town centre and of development control and enforcement have not harmonised with the traditional historic character and scale + fine urban grain of the town centre eg shops along Winwick Road and in Cockhedge, poor shop fronts eg Bridge Street, Dial Street, Church Street, Orford Lane, Lovely Lane, Padgate Lane, Latchford Village, Stockton Heath Conservation Area, etc.
18. The existing roads and lanes should contribute to defining the absolute limits to urban 'growth'. There should be no more urban growth and 'development' around all Warrington in order to preserve and protect its green environs, rural character and setting.
19. At the consultation held at the Park Royal one of your planners said that the motorways were seen as a natural boundary to the green belt and that anywhere within the motorway network would ultimately be built on. If that's the case how are residents supposed to access the green belt as you certainly can't walk, run or ride a bike around the access roundabouts to the motorways? By car adding even more traffic?
20. This plan does not constitute 'sustainable' development. Warrington, particularly the town centre, has already suffered far too much destruction of its historic buildings, distinctive identity, local culture and character by the building of shed shops, malls and huge car parks. Many of its local and town centre businesses have disappeared. The massive, unsustainable growth proposed will result in the destruction of Warrington and its environs which we know and love.
21. Building 24,000 additional homes in Warrington could potentially add another 50,000+ cars to the roads. If there are any problems on the motorway Warrington is currently at a standstill numerous times a year. Details of the huge traffic / transport implications for Warrington have been omitted from the PLDP because no detailed traffic computer models appear to have been tested for the road network. The implications for south Warrington, north Warrington and, in particular Walton, Latchford and west Thelwall are potentially disastrous. Existing roads and routes will experience increased traffic congestion, pollution and noise. This is a crucial component without which the plan cannot be fully assessed. Roads and lanes likely to be affected by severe traffic congestion:
  - Latchford Village + Knutsford Road: High level arterial road with extensive bridgeworks + slip lanes to take major traffic load of north south traffic. Latchford Village is already a traffic island! Importantly, Figure 7 indicates a sweeping major north – south arterial road along the high - level railway alignment which ends up in Latchford. Also, significantly affects south Thelwall, (Does this arterial road connect to Bridge Foot via Knutsford Road?)
  - Stockton Heath Village will experience significant increase in traffic from both Knutsford Road, Grappenhall which are identified as a major artery via Ackers Road and Grappenhall Road the canal-side section of which will be a rat – run to Stockton Heath)
  - London Road via Stockton Heath will be experience even more Traffic
  - Walton Road (as an extension of Grappenhall Road) will also experience increase in traffic as it connects the above roads to the Stag Pub Junction for the proposed Western bypass to Liverpool Road.

- Red Lane / Windmill Lane / Quarry Lane / west end of Whitefield Road, Hill Cliffe Road will become even more of a rat – run owing to its cross – road connection with Lyons Lane.
- Lumb Brook Road and Bridge Lane are defined as major arteries to connect with the newly opened (now closed) Stockton Lane. These three roads will converge at Lumb Brook Bridge.
- Grappenhall hump back bridge will also experience significant pressure.

22. The draft proposals for Warrington would require more disruptive road widening and engineering works to accommodate increased traffic: For example, the north – south traffic movement will considerably increase the current significant pressure on the rural lanes of south Warrington and on protected Heritage Assets on the Bridgewater Canal which will most likely ‘require’ their demolition or significant alteration: The threat to the rural landscape, heritage assets and lanes of south Warrington will be hugely destructive.

Please, please for the sake of the people born and bred in Warrington don’t ruin our lovely town by trying to turn it into a new city which none of us want. It’s appreciate that some development will take place during 20 years but the sheer scale currently planned is totally frightening.

Yours faithfully

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