

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

27/9/2017

Warrington Preferred Local Development Plan 2017

I am writing with to register my objection to the above Preferred Local Development Plan 2017 (PLDP).

There seems to be a massive imbalance in this proposal, which really feels more like a plan designed to enable the property developers to create an urban sprawl across the south of Warrington, which is to their benefit, rather than the towns benefit.

As I understand it, this plan is very heavily focussed on South Warrington, there is virtually nothing in relation to North Warrington, nor for the development of the Town Centre which has deteriorated badly over the years. Surely a plan would be better placed focussing on the improvement of the town itself and looking at North and South Warrington equally.

As part of the vibrant South Warrington community, I had no idea that the consultation was taking place, until notified by my local community. This indicates that not enough consultation has taken place with the public. We should have been clearly contacted and consulted well in advance. By doing that this would have allowed the local community to have an input and enabled us to align the PLDP aims and values with that of the local communities. We really need to be fully informed when a public consultation is going to take place, what it's aims are, and of course transparency of whom will benefit from the plan.

Quality of life and impact on the community

It does not feel as though the plan is designed for the benefit of the community, certainly not for the environment with such a grab of Green Belt land and not for the quality of life of the community, especially with the potential loss of ancient woodland, the loss of local village character, the potential loss of the Trans Pennine Trail and the potential loss of ancient monuments.

This PLDP will have a direct impact upon my quality of life, in fact since my house runs parallel to the Trans Pennine Trail (TPT), it may be that my house would be right in the path of the high level North South arterial route indicated in Figure 7.

The environmental impact on the wildlife here will be far reaching. Living so close to the TPT we are privileged to be visited by nesting birds, bats, badgers, foxes, hedgehogs and

owls. If the arterial route proposed in figure 7 were to become reality, all of that would disappear.

South Warrington benefits from its rural location, in fact its very appeal to developers comes from that very thing, and yet if the PLDP was to go ahead, that very local village character combined with the woodland rural character that we are privileged to have, would be destroyed and replaced by an urban sprawl

Traffic

Living off the main arterial route where the traffic diverts whenever there is an accident or delay on the M6 – which let's face it is pretty much every day, means that we regularly face grid lock. It can take us hours to move through town. Yet this plan shows a potential for a massive increase in traffic through South Warrington to the town centre which will increase the amount of gridlock that we suffer.

The PLDP has not addressed the impact of the huge traffic / transport implications for Warrington. I was told at the meeting in Lymm that no detailed transportation or traffic model had been prepared for the proposal. Surely there can be no PLDP until the traffic modelling of an already grid locked area has taken place.

If you are going to increase housing by 24,000 units, then since most homes 3/ 4 / 5 bedroom homes have a minimum of 2 cars these days that is going to put an additional traffic capacity of a minimum of 48,000 cars on the local road system, and that does not include the planned increase by attracting more employees to the town.

Is it just going to rely on existing physical capacity to set the limits. If the traffic plans are not tied in and are done on a separate basis what happens if no monies are found to fund the road expansions.

There are significant barriers to increasing the traffic flow in South Warrington due to the rural lanes and protected heritage assets. There are numerous single lane choke points, like Lumb Brook Road Underpass, Red Lane Bridge, Grappenhall Hump Back Bridge, Hough Lane Bridge.

City Status

It seems as though the number of houses to be built that have been outlined comes more from the Council's aspiration to have a city status rather than the needs of the town,

PLDP para 4.38 claims to “secure high quality design and reinforce character and local distinctiveness” and yet if you look at the new structures in the town centre they have not reinforced the traditional and historic character of the town but have instead contributed to the anodyne feel of the town itself.

If Warrington gets “city status” surely it is going to increase the pressure on demolishing more of the architectural heritage of the town. This is demonstrated by that fact that Fig 4 “city centre” does not show any existing or proposed conservation areas on it.

Infrastructure

In your local Core Plan 2015 you said that in terms of age profile, the borough has an ageing population which is exacerbated by the legacy of a New Town demographic created

during the rapid increase in population in the 1970s and 1980s which is now moving towards retirement you said this would exert significant pressures on the borough's health and care services.

So my question is, how will the town's infrastructure, drains, health and care services plus educational services cope with the planned increase of 24,000 houses and their occupants.

Spatial strategy

I urge you to consider the re-use of previously developed land and brownfield sites as a first priority. It surely cannot be the right to disproportionately use remove so much of the greenbelt land instead of redeveloping the brownfield sites.

Surely if we remain a town then the four main areas of growth as defined in the Preferred Development Option would not need the projected housing requirements. In which case it would be unnecessary to use Greenbelt land

Justification for the projected number of houses seems to stem more from the councils aspirations to enable the transition of Warrington from a New Town to a New City. This is evidenced in the councils document Warrington Means Business.

The overall housing need for Warrington is 839 dwellings per annum (over 20 years this totals 16,780) nowhere near 24,000

The highest demand / need for properties is in the 2/3 bedroom sector circa £125,000, yet the average wage in Warrington is £26,000. If the average house price this year is £156,000 to enable somebody to buy the average house The average single wage needed to buy at £156,000 without help from schemes is £44,500 (based on 3.5x single income) We already anticipate that the age of the population over 75 will rise by 42% by 2037 this will create a for specialist elderly accommodation.

There is a social demographic report out on Warrington which identifies areas such as Bewsey, Howley & Orford etc as some of the most deprived for housing and healthcare in the country. Yet it shows Stockton Heath as one of the least deprived in the country. Surely then there is a more compelling argument for the redevelopment of North Warrington and the Town Centre instead of putting so many additional houses in South Warrington.

Employment Land

The areas zoned for employment seems to be extremely reliant on large scale distribution and warehousing investments. The staff employed in these sectors are usually low paid agency staff that are often on short term contracts or even zero hours contracts. These are not people likely to be able to afford to buy the new properties in the area, which means of course, more commuting, adding to more traffic.

What the council should also take into consideration is the advent of new technologies. It is already common practice in large companies that automated systems are put in place to streamline the operations. For example Kelloggs at Trafford Park use robotic forklift trucks in the warehousing, these forklift trucks are unmanned and run 24/7 so once programmed they just keep going. In the warehousing industry Amazon are already using robots in their Manchester warehouse to help warehouse workers pick and pack more efficiently, thereby reducing the numbers of employees required.

Finally

I would urge you to consider the impact on our town. The sheer numbers of houses you are looking to build means on the current plan would mean a huge loss of our greenbelt. The need for a massive road redevelopment would be required.

With the increase in traffic, it will have a direct impact on my air quality, on the noise levels that I live with and light pollution I face from the vehicle headlights.

It will destroy the community I have been part of for the last [REDACTED] years.

Your sincerely

[REDACTED]

[REDACTED]