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TO WARRINGTON BOROUGH COUNCIL

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.

To have a "Garden City Suburb" of 6000 houses in South Eastern Warrington and an urban extension of 2000 houses in South Western Warrington is not feasible ... it would mean that ALL of the fields in Higher Walton and Appleton could be built on - and many in Grappenhall and Stretton ... Too much green belt land will be lost.. ...This is a step too far.. The National Planning Policy Framework indicates that established Green Belt boundaries should only be altered in "exceptional circumstances" ....yet there has been no explanation or attempted justification of "exceptional circumstances". Our community land is not 'spare' land, and adopting a lower assumption of new homes per annum could have a significantly reduce the amount of Green Belt Land which would be needed.

The infrastructure proposals with the housing plans are exceptionally poor. ... 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 = 24000 new vehicles (9000 houses) in the area over the next 20 years ..... ) 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.

Furthermore, once anything has been agreed, any infrastructure needs to be in place N 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 employment is being brought to the area ?

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

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

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

What alternative sites æ being considered NORTH of the Mersey to offset building in South Warrington? Why is the building work all in the South (with a token gesture of housing based North of the river. .. ) 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).

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 ?? (Assuming 9000 extra homes the average increase in council tax revenues will be £16m, 24000 homes will be £43m.....)

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.

My village of Appleton Thorn, as well as 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 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. NB: 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.

Overall, and in conclusion, this is a badly thought out, poorly considered housing proposal which is ignoring a number of fundamental issues to satisfy the requirements of only one group...ie Warrington Borough Council; you CANNOT ignore the voices and requirements of residents of South Warrington !!

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