



To:  
Warrington Borough Council

I personally write to submit my detailed objections to the proposed preferred development option by the council in the township of Warrington:

1. My primary objection is the over development of our green belt land, which I believe is beyond the latest published government recommendations. Whilst I agree more housing is needed, mostly in the social/affordable/sheltered housing sectors and in light of recent leasehold problems relating to profiteering it should be on a strictly freehold basis, unless flats etc. The whole proposal looks like a disproportional development of Warrington sacrificing large areas of green belt. Your plans to build more homes is far too excessive. The infrastructure of Warrington can't sustain such over development. The existing roads are already too busy and development / road building will no doubt cause even higher unwelcome pollution, increasing health risks and mostly likely congestion through our township. This will in turn along with increased population impact on the NHS - Warrington Hospital is not large enough to cope as it stands. Proposals also show new health facilities - the NHS is struggling to fill medical posts. Can you actually guarantee these centres will function? Domestic waste will increase dramatically, what provision has been considered to dispose of this? More building will create the loss of drainage land coupled with changing weather patterns in the UK it will increase flood risks. I witnessed Latchford Locks flooding over the quaysides in the last 2 years requiring police to cordon off the site. You can't rely on the Ship Canal to drain all the water away, as it serves other counties as well. Over development could make likely flooding even more dangerous as water courses overwhelm the community. Our Warrington suburbs are village like and proposals will make these areas suffer, and lose their unique character.

2. Of particular interest to myself. The plans show a potential roadway through Latchford, Grappenhall and Thelwall towards the proposed Garden City Suburb . This is on the route of the well established Trans-Pennine Trail a nationally recognised coast to coast walking route and wild life corridor in Warrington. This also begs the question as to what wildlife surveys have been undertaken in relation to all of the proposals. The trail is a civic amenity enjoyed by many local people and other people coming to Warrington, it must not be lost. The building of such a road will also impinge on local housing which will be lost via compulsory purchase. Plus the locality and character of some of the residential properties will be damaged by such a large roadway. Noise, flooding and pollution may also be a significant factor on large

new roadways damaging the residential areas alongside the route. Factually the former railway route is not wide enough to sustain a decent roadway hence there will be a need to widen the route and destroy housing. A lot of the residents on the route are elderly and can't cope with such stress in their lives. I strongly object to the loss of the Trans-Pennine Trail for this particular roadway proposal

3. The Garden City Suburb proposal is really objectionable. It is a huge over development proposing 7274 homes. Why does the council think we want city style developments, Warrington should remain a township. Such over developments will destroy the rural aspect, remove enjoyable public footpaths and damage the environment. I have no desire to see a city status in Warrington, in fact the application for such status has previously and rightly failed. Even taking the word City out of the title still leaves the proposal as a serious over development of green belt land. I firmly believe the council should review and make use of every brown field site for development before destroying green belt. Development should also be considered in suitable existing settlements where space is available, green belt needs to be a protection priority. The majority of Warrington residents don't want to see green belt lost. Notably the plans presently exclude the Fiddlers Ferry site but it is well know that the coal powered station will go off line and potentially be a large brown field re-development site, it should be factored into plans now.

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