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I would like to raise my concerns about the Local Development Plan.

Firstly,

### COMMUNICATION BY THE COUNCIL

If I had not had a flyer posted through my door by a member of the public in early September, myself and my family would have had no clue about the development. Such an extensive programme development, which would entirely change the area where I have lived for [REDACTED] years beyond recognition should have been communicated directly to every household. The public have not been consulted on the options that were considered nor have the council explained what rationale was used to concentrate the development so disproportionately in one area. The people of Warrington should have been consulted as per the Western Bypass and not presented as a done deal. I feel we have been cheated out of the chance to influence the future shape of our town. Why was the consultation completed over the holiday period? Note the landmark case: Halebank vs Halton BC, surely a longer consultation period is required.

### IMPACT ON THE GREEN BELT

The green belt in south Warrington is beautiful, adds character to the town and provides a barrier between the population and the motorways. Your plans are to obliterate this land and impose wall-to-wall housing. Losing the character of the local villages, which have ancient monuments such as Appleton Cross, the ancient woodland and what about the significance of

the listed buildings and traditions built over centuries in our communities. There are beautiful country lanes and footpaths that enhance so many people's lives and make this such an appealing place to live. We certainly live here because we enjoy living on the edge of a town, benefiting from the green belt and the advantages of our fantastic town.

## TRAFFIC

The congestion within Warrington is already at breaking point, our town is effectively a bypass for the M62, M56 and M6, these motorways are amongst the busiest in the country. To make matters worse the Mersey Gateway with its tolls are only going to add to this problem. Warrington also had the 2nd worst air quality in the North West and that is at our current size. Are we aiming to be the worst polluted area in the North West? I see no innovative public transport solutions. Just more roads and more people. I can't imagine the impact of building these roads and the disruption this would bring for many years.

## DENSITY

I see that you aspire to garden city principals, yet when it comes to adhering to the guidelines of number of houses per hectare, you plan to exceed this excessively not only will the whole area be obliterated, but you plan on cramming in as many houses as possible.

## NORTH WARRINGTON

Firstly, for some reason north warrington appear to be largely excluded from these plans, I note smaller developments with a much smaller ratio of housing per hectare than those in the south. Why? Also the south of Warrington is booming, good house prices, green spaces (for now) a destination village, only blighted by council neglect ( closing libraries, no new leisure centre, car park charging, attempted closure of the tip, no new

GP surgeries, all of these are needed, yet every other area of the town has been invested in heavily but not the south). Yet you suddenly find this area interesting when you have such a controversial plan.

What are your plans for enhancing north warrington urban areas, as they already have great council facilities. What will you do to enhance their quality of community with transport and housing. Your plan should encompass all areas, especially the town centre which has been deteriorating for years.

I feel that you have forced the people of Warrington to be opposition only and have provided no opportunity for the people who live in this town to contribute to their own future.

## DISCLOSURE OF INTERESTS

I have read of many instances of council officials holding positions of responsibility with companies who will be advantaged if these plans go ahead. All conflicts of interest both formal and informal need to be declared and made public, as a matter of urgency.

## CONSERVATION

I did not see any allowance for conservation of any areas. Clearly the town needs to be assessed in its current state and priority given to designating conservation areas now and in the future. For example Stretton, Lymm, Appleton thorn, Water Tower, Garnetts Cabinet Work. I saw that Warrington was the worst cultural town in the UK, surely this isn't a badge of honour we want to maintain and this plan of extensive urbanisation only adds to this label. Warrington is on the road to becoming a mall town, we are better than this.

## TRAFFIC MODELLING

There was no predictive modelling of traffic within these new

plans in the report. Nor forecasts for traffic modelling with our current road structure. Never mind the introduction of approx. 20,000 new houses (with extra minimum of 40,000 cars, not to mention the lorries the industrial areas will bring). Without such information the plan can not be assessed accurately or comprehensively. Any benefits of the western bypass will be undone.

## BUSINESS PLAN

The plan appears to focus on the business development of the town, where is the consideration and plan for Warrington's environment, the new hospital, the elderly, special needs and the social aspects.

## M6/M56 HOUSING

These new houses will likely attract professionals (as per the majority of this area), who commute to Manchester/Chester as they are easily accessible. Getting into town will become even harder meaning this new population will not relate to or add value to our town. As it is, we often have to visit northwich town as despite being 3 times the distance, we can reach there in less time. Employment opportunities should be to to encourage blue chip companies here who need professionals, forget warehousing (enough already). A lot of people live in the south as it is accessible to Manchester and Chester with the balance of having a town and the countryside on their doorstep.

It appears that this plan will move Warrington to becoming a super conurbation with Manchester and Liverpool, the natural barriers of our towns, and our distinct identities are blending into one. I have witnessed this in America where there towns are soulless. Surely we can not want to tear up our beautiful countryside and aspire to be a soulless mall town.

Regards

