



To whom it may concern:

WARRINGTON PREFERRED LOCAL DEVELOPMENT PLAN 2017

**We oppose in its entirety for the following reasons:**

Significant loss of Greenbelt, landscape, ancient woodland, woodland rural character thereby contributing to a potentially higher pollution level on a day to day basis.

Loss, destruction and / or alteration of heritage assets and local village character and architectural distinctiveness e.g. listed buildings, ancient monuments, ancient woodland.

Traffic congestion / transportation: result in intensive and destructive road works throughout ALL Warrington both north + south. Road congestion is unmanageable when problems occur on the Thelwall Viaduct, Warrington is frequently gridlocked and recently remained so until well after 9pm.

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 focus, Latchford and west Thelwall are potentially disastrous. Existing roads and routes will experience increased traffic congestion and pollution e.g. noise. This is a crucial component without which the plan cannot be fully assessed.

The new housing population will create even more intense traffic congestion and pollution throughout the town.

Environmental Impact analysis is prominent by its paucity.

Without such a restricted urban capacity based plan, residents, councillors and decision makers will not be able to assess the PLDP because of such an important omission. Surely any proposed traffic model based on environmental and social parameters should be analysed and assessed by independent consultants.

Considerations need to be made for all emergency services and also health care services such as GPs and District Nurses as well as the care staff supporting clients in their own homes with regard to the road structure proposal. Local hospitals are already stretched with regard to waiting times in A&E and waiting lists to see consultants. For eg: 71 day wait to see a consultant in some fields of expertise and evidence of patients in corridors on previous visits to A&E.

Latchford + Bridgewater Canal listed bridges are already under strain with current traffic levels.

Rural lane character are under threat.

Poor consultation: with residents not contributing to the principles of the PLDP.

Lack of a detailed plan to preserve and enhance the urban quality of north Warrington

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.

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.

City status will put pressure on Warrington Town Centre to demolish even more of Warrington's unique architectural heritage and replace it with more characterless and clone-town buildings.

Current drainage systems are unable to manage what is seen as normal rainfall for example Grappenhall streets are frequently flooded.

Regards

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