

From: [REDACTED]
To: [Local Plan](#)
Subject: Warrington Local Plan Objection
Date: 16 June 2019 22:33:22

To whom it may concern

I am writing to object to the Warrington Local Plan on the following grounds:

- Whilst I am not against the building of new houses particularly affordable housing, I object to the scale of development as outlined in the local plan. Housing numbers driving the plan are unrealistic – over an additional 18000 houses across Warrington by 2037. Population growth predictions are ambitious and based on out of date data (2014 population growth data) . The later 2016 survey and 2018 update both show lower numbers due to an overall reduction of UK economic and population growth which should have been factored into the local plan.
- Due to the areas in which the majority of new housing is proposed (South Warrington), most will not be affordable to local people.
- The plan reduces Warrington's green belt by 11% but most of this is targeted in South Warrington. Appleton Thorn village character and landscape in particular will be decimated with the creation of the garden suburb and proposed relief road and is in contravention of the Thorn Ward neighbourhood development plan– if green belt must be used, shouldn't this be targeted more evenly across the whole of the town?
- The plan does not meet the criteria for special circumstances for release of Green Belt in particular in respect of the following – to check the unrestricted sprawl of large built up areas and to assist in safeguarding the countryside from encroachment .
- There are no plans in the local plan to prioritise brown field sites over green belt, green belt should be the last to be built on not the first. Fiddlers Ferry power station (brownfield site) is due to close in March 2020. Whilst this site may not be suitable for housing, it most certainly could be used for employment land as an alternative to the proposed employment six56 area which will be built on green belt land. No consideration of this is made in the local plan.
- Details for the plans for roads are very vague with the only firm proposal being for a new wide dual carriageway again through greenbelt which is likely to become a racetrack for lorries linking the motorway to the industrial estate. Why does this road have to be a 40 metre wide dual carriageway? There are no plans as to how residents of South Warrington will get into town. Roads are already gridlocked at peak times and the whole of Warrington becomes a car park whenever an incident occurs on the motorways surrounding the town. The plan makes no reference as to how these current problems which will get far worse with the number of additional vehicles on the road as a result of the scale of the development will be addressed.
- There are no costings or attempts in the plan to explain funding for community infrastructure with reference to the garden suburb for example or the new dual carriageway and no mention of Warrington Hospital and how this will cope with the increase in population.
- The local plan proposes nothing to ease existing problems of traffic congestion and air quality. Warrington has the worst record in the country already for small particle matter which is the most damaging air pollutant as it gets deep into the lungs, heart and bloodstream. The additional traffic generated as a result of the additional housing will make this problem far worse for the residents of Warrington as a whole.

All of the above demonstrate that the plan is not sound or deliverable.

Kind Regards

Adele Bate

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Warrington

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