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Local Plan  
Planning Policy & Programmes  
Warrington Borough Council  
New Town House  
Buttermarket Street  
Warrington  
WA1 2NH

To whom it may concern,

**Warrington Proposed Submission Version Local Plan 2017- 2037**

I object to the above plan as the proposals are not sound :

The loss of Green Belt in South Warrington is disproportionate. There should be no need to build on Green Belt - a Brown Belt first strategy should be employed. Warrington say brownfield sites may not become available immediately- this does not matter since WBC have already approved plans for house building in the suburbs, some on Green Belt which will meet demand for years. What is needed is social housing for those on low incomes, disabled, elderly and young families, not more so called affordable homes. The data and reasoning is unsound as Government have said Warrington can determine its own needs. Therefore the most up to date information should be used to calculate actual need and type of need, not artificially inflate the figures to please developers. Given the past history of Warrington's building rates, the proposals to build the number of houses in the plan is undeliverable.

It is unsound to ignore the economic potential of the Fiddlers Ferry site.

There is too much emphasis on logistics which is a large contributor to emissions and is also increasingly automated. The jobs will not be delivered as evidenced by the Omega development and these inflated promises of jobs have been used to try to justify the inflated housing numbers, inflated even more by 10% contingency and making the plan longer than it needs to be. There are empty warehouses all over Warrington so, as with housing, the plan is developer led. The data and reasoning are unsound and there is nothing to substantiate the delivery of jobs.

The Green Belt site proposed for industrial use contains 10 pond, 2 woods and protected species. Plans for Port Warrington involve the loss of part of a Nature Reserve. The reasoning is unsound in a time of Climate and Environmental Emergency.

The road infrastructure cannot cope with the current traffic. The swing bridges break down with the slightest temperature change and traffic grinds to a halt on the M6/M56/A50 daily - any incident in the area results in gridlock. It is unsound to bring more HGVs to a distribution centre and cars to the 5000 houses proposed. The plan for traffic is unsound.

The air quality in Warrington is one of the worst in the UK for PM2.5. The proposals for economic growth and housing will adversely affect the health of Warrington residents. The reasoning is unsound - Warrington are planning little to improve air quality in this plan or the LTP4 other than wait for others to do it for them.

In summary, I believe the plan is unsound and will have a negative impact on residents, particularly in South Warrington.

Yours faithfully

Andrew Hoskinson

9/6/2019