

Warrington

16th June 2019

Dear Sir/Madam

I am against the Warrington local plan due to the following objections.

Air quality and Pollution.

Over 36,000 people each year are dying from pollution related illnesses. Warrington in 2016 was named and shamed by World Health Organisation as the second worst place in the North West for breaching safety levels for air pollution. With this plan there would be more houses, more cars, more work units-more vans/lorries of various sizes. More pollution and more poor air quality. Regular exposure to even low levels of pollution may cause changes to the heart similar to those in the early stages of heart failure. Even the Public Health chief in May 2019 recommended to ban cars idling in school zones. 28 local authority projects granted government funding to have sensors around schools, this should be extended to houses along major roads. Warrington is surrounded by 3 motorways M6, M62 and M56, when there is an accident on one of these motorways Warrington becomes gridlocked more and more frequently and becomes busy with idling cars.

Peel Hall is our last green space in the North of Warrington and the plan is to build 1200 houses, the social housing/flats are planned to be built on the land side of the M62 to act as buffers to all the big houses to be built behind it. Also if the families living in the flats were affected by poor air quality Satnam would have mechanical ventilation fitted to the flats.

Infrastructure.

When Warrington New Town built Birchwood in Warrington, all the roads were built first then the houses, medical centre, schools and business units. Not so with the local plan, houses to be built first then the infrastructure. Shocking lack of detail on what infrastructure improvements are to be made, especially with Peel Hall with roads that are already at full capacity because it is surrounded by existing large housing estates that have no drive ways, so park their cars on the road. There are several discussions about Warrington needing a new hospital as the old one is not fit for purpose with the growing population in Warrington, so how will it cope with this development. There is not enough bungalows for the growing elderly population in Warrington, and developers are not keen to build them because of the size of the land it takes.

Use of Brownfields not Greenbelt and Greenspaces.

Violation of greenbelt land, no special circumstances to release greenbelt for new build premises. There are lots of empty shops, business units and brownfield sites around Warrington. Warrington Borough Council (WBC) has not shown any clear commitment to ensure brownfields are used first. Also, there is an overwhelming amount of commercial units, and shops up for sale or rent all around Warrington that have been empty for some time and yet there are more and more new shops and business units being built. And there are more planned to be built in the local plan.

Greenbelt land helps to prevent urban sprawl. Sprawl has all kinds of negative impacts including loss of farmland, wildlife, increased car use, and neglect of old towns and cities. 1200 homes, van park, land for school, shop at Peel Hall, 160 homes in Burtonwood, 130 homes Winwick, 75 homes Croft and 200 homes at Culcheth all these areas use the same roads to get to the motorway. Warrington should not be joined to Halton, St Helens, Greater Manchester (Wigan and Salford) and towns South of and Warrington. World Health Organisation says that greenbelt and green spaces such as parks, Sports fields, as well as woods, and natural meadows, wetlands or other ecosystems, represent a fundamental component of any urban ecosystem. Trees produce oxygen and help filter out harmful

air pollution. Peel hall has a playing field used regularly by children to play football, the land is rented from Homes England by WBC, but Satnam plan to buy this land to build a new road into the development. When Warrington New Town built Birchwood, Risley Moss which had detrimental effect on all fauna and flora, and recently WBC paid £20,000 to have it returned to a wetland. There is a good population of wildlife at Peel Hall, but when Satnam destroyed the trees and pulled up the hedges, and sprayed the land, this had a big effect on wildlife especially hedgehogs (which are in great decline in the UK the main reason being habitat loss) and it took over 2 years before they returned. Warrington port will mean the destruction of Moore Nature Reserve which is 200 acres of woodlands, meadows, lakes and ponds and is home to many diverse species of plants, animals, birds and other wildlife.

Deliverability

WBC proposed local plan is from 2017-2037 which is far too many years to forecast what Warrington needs. In 2017 the consultation with the Proposed Development Plan there was 4,500 objections from residents, but WBC has ignored these objections. WBC have opted to have more than the minimum houses built than central government proposed. This is to accommodate the logistic parks at the M6/M56 junction-as that would increase employment, the council would be able to argue that we still need more homes. The answer is don't build more logistic parks and reduce the number to the minimum required. A minimum of 909 homes has never been achieved in WBC's building history. This level of construction without infrastructure in place first makes the entire proposal unsustainable.

There should be more appropriate approaches to the delivery of housing that are genuinely more affordable. The majority of the houses because of the areas where they are to be built, will still not be affordable to first time buyers, even people with professional jobs. Also a lot of developers then offer the houses as shared ownership or rental.

I believe that this development is radically wrong, not just for Peel Hall, but the other planned development on greenbelt/green spaces in Warrington. Warrington should always remain a town and not a city.

Yours faithfully

Mr F G CLAYTON