

**From:** [REDACTED]  
**To:** [Local Plan](#)  
**Subject:** Consultation on Proposed Submission Version Local Plan  
**Date:** 17 June 2019 13:00:31

---

Hello,

There are issues with the local plan around the following areas:

- 1) Number and location of homes
- 2) Employment areas
- 3) Transport
- 4) Use of green belt
- 5) Carbon and other emissions

1) Number and location of homes

Homes are built according to developer needs. This leads to a large supply of commuter type development rather than the homes required. While development is developer-led this is unlikely to change. Supply of relatively expensive homes on the outskirts of the town will tend to increase car-dependence. The numbers of homes in the plan is still excessive while other major infrastructure (aside from roads) lags way behind. The borough's housing density should be increased, particularly centrally to enable the best use of any planned public transport improvements.

2) Employment areas

Too much of the jobs growth within Warrington is dependent on warehousing and distribution hubs. These jobs will tend to encourage people to commute in as there is relative unaffordability of housing within the borough compared to surrounding areas such as Halton and St Helens. Employment areas around the outskirts are difficult to reach by public or active transport. The housing and job mismatch will continue and this adds to car-dependence.

3) Transport

A large part of the new plan's development aims is dependent on the western link. This road will increase Mersey gateway toll avoidance and generate additional other journeys rendering it close or at capacity very quickly. It will also induce more direct cross-town movements of heavy vehicles rather than have them use the motorway network. WBC seem to have aims to reduce vehicle use - this road is completely counter to those aspirations. Its provision takes existing green space away from inner Warrington (Sankey Valley Park) and enables development which puts Moore nature reserve and the green corridors at risk. The western link case should have been included in both the LTP4 and local plan rather than being a standalone plan prior to their finalisation.

No other roads should be built without a thorough, independent assessment of their carbon emission effects.

4) Green belt

Green belt should be that - it should not be able to be eaten into at political whim. Warrington is already a large, sprawling town and suffers from some of the problems of over-development today. Green belt performs a function which is more and more valuable. There are already developments in the pipeline which erode green belt in the south of the borough and are outside this plan. [REDACTED]

5) Carbon and other emissions

The government has specified carbon reduction targets. The draft plan should be completely reviewed in the light of both emissions and extraction. Transport aims are welcome, however road-building and green belt usage runs counter to those. There should

be no allowance for the extraction of minerals whose purpose is to be burnt. The shift to lower-carbon vehicles does not absolve vehicles from emissions at the roadside - tyres and road dust are sources of dangerous particulates and will continue to be so however the vehicle is powered.

Regards,  
John Lydon

