3rd June 2019

Dear Sirs

Warrington Local Plan 2019

Regarding the local plan, I wish to make objections relating to the following issues:

1. Loss of Green Belt land
The plan identifies 11% loss of green belt across Warrington. A disproportionate amount is in south Warrington.
Green belt should only be used in exceptional circumstances. There would not appear to be sufficient justification for this particularly relating to the current national and international emphasis on environmental and ecological issues. Further expansion into the green belt to absorb farming land is a poor use of resources, causing long term depletion of land and destruction to the environment.
Green belt land is designed to prevent urban sprawl and maintain character of local communities. Building on the scale indicated will result in the loss of villages, permanent change to the character of communities and loss of countryside, materially effecting the lives of those who live in the communities and use the area recreationally.
Development of housing and employment opportunities should be prioritised for brown field sites.

2. Pollution
Warrington is almost totally surrounded by major motorways and main roads are regularly severely congested. Air quality particularly suffers. A plan including building of so many houses and logistics sites will exacerbate these problems.
The extra housing and employment areas will increase the traffic – lorries, cars and motorbikes will significantly increase noise pollution. The proposed industrial usage in this semi-rural area will lead to extensive light pollution from facilities operating around the clock.

3. Infrastructure
There is much congestion on local roads and junctions and on the motorway system within the area. South Warrington has no railway stations and consists of many country lanes with no easy solution for improving links between north and south Warrington due to the layout of residential streets and the major waterways crossing the town where the majority of the roads are either single track at some point, weight limited or subject to closure due to boat movement.
Confidence in the ability to develop an appropriate infrastructure given the sketchy details supplied with the local transport plan is extremely low. The deliverability of the plan in the absence of major infrastructure development lacks credibility, particularly in light of the likely costs involved.
It is impossible to imagine how a plan can be put together with a partially developed and uncosted transport plan especially when the leader of the council indicated that nothing would go forward until these issues were resolved.

4. Quality of Life. South Warrington is to a greater degree a semi-rural area. This plan will bring considerable change to local areas affecting quality of life in the locality and changing the semi-rural nature of the communities permanently.

5. Warrington town centre has to be a priority to redevelop. This Local Plan does little to connect the growing and affluent community of south Warrington to the town centre. Much shopping development has been 'out of town' which does not in any way support the town's objective.

6. Housing: the housing plan in South Warrington is developer driven. Unemployment in Warrington is very low and 3, 4 and 5-bedroomed detached housing is not aimed at workers for the logistics sites that Warrington Borough Council and Warrington & Co are planning.

7. Peel Hall housing, this has been objected to by people who live locally for many years, they have battled to keep this land undeveloped. Their views should be listened to.

Warrington's proposed local plan is not fit for purpose on any level. The parishes in South Warrington are united in their opposition to the local plan as outlined. The people living within the area are also opposed. Objections have been raised through the Preferred Development Option process but these have been largely ignored. This results in a disenfranchised population who do not believe that they are listened to.

Yours faithfully

Julie McQuillian