

**From:** [REDACTED]  
**To:** [Local Plan](#)  
**Subject:** My Objections to Warrington Local Plan  
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Find below my objections to this plan

Overall I object to the minimum of an additional 4200 new homes spread across various local areas involving the loss of large areas of green belt land. This huge urban expansion including larger logistics sites would be in an area where existing infrastructure is already grossly overloaded. The proposed increase in road transport comes at a completely unacceptable time concerning atmospheric pollution with no guarantee any additional infrastructure will be in place before these additional houses appear.

The loss of approx 1000 acres green belt in the south warrington area is totally unjustified and in addition to houses, any warehousing included in this will be heavily automated and not result in significant extra employment. The green belt land included was labelled as protected for up to an additional 13 yrs but this now appears to have been ignored. Insufficient consideration has been given to the environmental impact of the loss of this green belt.

The houses in the plan are not intended as affordable and in line with other houses recently built in similar areas, will be expensive and end up being purchased by Manchester and Liverpool commuters further compounding the current transport limitations in this area.

The town centre in Warrington is currently like a ghost town, numerous empty retail units, efforts and investments would be better served focused in this area rather than this pervasive plan which tries to capitalise on a desirable area but destroying its attributes in the process.

The plan published relies on unrealistic projections of growth ignoring what's happening in larger established conurbations with the proposed housing intended as the motivator for later commercial growth when in practice this isn't what happens.

The load on local roads now is unacceptable with current housing in the area and both to access the M56 going south or north towards Warrington is hard enough currently before any additional traffic loading. So the additional congestion and the resultant air pollution with even current measured particulate levels approaching World Health Organisation recommended maximum is a non starter.

The published plan is completely flawed in concept, explanation and planning and must not go ahead.

David Cornwell

Sent from my iPad