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Dear Planning Policy Team

Please find my email to be included in the Warrington Local Plan Development Option regarding the proposed release of green belt land for the projected South West Urban Expansion. My understanding of the proposal is for 2,000 new homes, primary school, local centre, health facility and park by releasing green belt land in Moore and the development of Port Warrington in Moore to 200,000 sqm for freight from the ship canal.

The main concern is the over-development of Moore which is a historic village along the Bridgewater canal surrounded by countryside which will be detrimentally affected by the proposed developments and the character of the village will be swallowed up in a mass of surrounding bland new build housing.

The release of green belt land for development is very concerning as there are few green spaces left, if this land is used for development it will be lost forever for future generations and it supports a diversity of local wildlife. If more hardstanding is constructed, the concern over flooding will increase as natural drainage is built on, particularly as the wet weather increases.

The proposed 2,000 new homes will also create more pressure on the roads through Moore village, even with the planned Western Link. Given that most households have 2 cars then 2,000 new homes could create 4,000 more vehicles using the surrounding roads. At times of peak traffic/motorway incidents many people use Moore as a shortcut and the village roads were not designed for this volume of traffic, particularly the historic bridges across the canal. This creates stress for residents whose privacy and parking is affected. Further traffic fumes/pollution will be emitted so if green belt land is used there would be little greenery to help neutralise these pollutants.

The expansion proposed by Peel Holdings at Port Warrington will inevitably affect traffic surrounding/through Moore, even with the suggested rail infrastructure. What type of materials will be transported to the Port? The noise pollution will increase. Town centre congestion will surely get worse if the ship canal use is increased when the bridges are required to be open. The development of Moore nature reserve which is used by residents, visitors and pupils at Moore primary school, will be an invaluable loss. In an age where childhood obesity is a national concern, the reduction in available natural spaces to walk, observe the wildlife and enjoy the fresh air is detrimental.

A point to mention is the need for Warrington to become a new city when we are close to the cities of Liverpool, Manchester and Chester. Is there instruction from Government requesting the development of 24,000 new homes and employment areas in Warrington over the next 20 years? Has the possibility of the increase in crime rates been addressed?

Please consider the above response in the forthcoming consultations.

Yours sincerely  
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