

**From:** [REDACTED]  
**To:** [Local Plan](#)  
**Subject:** Amended objection to Local Plan - table missing on initial email  
**Date:** 17 June 2019 16:21:17  
**Importance:** High

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Please accept this email as my OBJECTION to the LOCAL PLAN

I DO NOT support this plan . It is not sound for the following reasons:

- Building on brownfield sites from the town centre outwards must be a priority and come first . The confirmed closure of Fiddlers Ferry in itself provides a vast amount of Brownfield land that can be used and already has infrastructure in place. Although this site would require cleaning it, like the land of the old Bold Power Station , this can be done. - Developers should NOT be allowed to cherry pick green belt sites.
- National policy revisions have strengthened protection of the greenbelt. There has been nothing to prove the exceptional circumstances that are required to remove green field sites for development.
- A Government minister has said housing targets are not set in London but decided locally. Forecast numbers in the peak building years greatly exceed historical figures and are unrealistic. The latest 2016 population growth figures should be the starting point for forecast, not 2014s. Even if the figures for 2014 are used the council is still grossly overplaying the number of houses that it needs to build!
- The plan need only be for 15 years. 20 years is excessive. A shorter period would mean fewer houses need to be in the greenbelt.
- Growth forecasts are too optimistic. Current Economic uncertainty dictates that the economy forecast should be downgraded. Warrington is successful and doesn't need a higher level of new jobs.
- The Council is placing too much emphasis on logistics and distribution which are becoming increasingly automated generating fewer jobs. These are 24-hour businesses requiring huge numbers of vehicle movements and considerable space
- The high-value houses planned in the south will not be affordable for employees working at the nearby logistic sites. They would be bought by out of town commuters. More genuinely affordable houses are required and more affordable land is situated on the north side of Warrington which is taking little or no hit with this plan.
- The Councils vision is for a vibrant town centre surrounded by attractive countryside and distinct settlements. Destroying the vast swathes of green belt land that is proposed under this plan is not in keeping with this vision and will destroy the village features of Walton, Grappenhall, Appleton Thorn and Stretton.
- Congestion is already a major problem on roads in the south of the

town and at Junction 20 on the M6. There is a huge issue with accidents on the M6 around us - see attached table below \*. There is no infrastructure in place for the planned amount of housing in south Warrington and no guarantees that it will be provided. What **guarantees** are there that developers will contribute to these facilities when they are needed?

Infrastructure must be built before houses, not afterwards. The cost has been underestimated and should be challenged.

- Air pollution is increasingly recognised as a serious health problem. Warrington has been identified by the WHO as being in the top 5 towns/cities in England that exceeds the pollution limits. No-one in their right mind can contemplate building thousands of new homes, destroying green belt land hugely and increasing the amount of traffic specifically HGV's when we live in such a polluted atmosphere. We need more planting less building to improve air quality.
- Green spaces are good for wellbeing and mental health. The council wants us to walk and cycle more - where exactly are the people of south Warrington meant to do this when swathes of green belt are disappearing before our eyes? Not only that but part of Moore Nature Reserve would be lost too.

This Plan is poorly thought out, unsound and frankly dangerous to the environment. Any councillor who votes to pass this Plan should hang their heads in shame and never be allowed to hold a council post again.

\*

5/6/19 M6 closed for an hour M6 Junction 20 -HGV and car collision  
31/5/19 Collision between 2 HGVs between M56 Junction 10 and Lymm interchange  
15/5/19 Lorry fire Junction 19 M6  
21/2/19 HGV leaking chemicals shut Lymm services for 7 hours  
22/8/18 HGV & 2 cars crash between Junction 20 & 19  
6/8/18 HGV overturned on roundabout at Junction 20  
25/7/18 HGV overturned on roundabout at Junction 20  
18/1/18 HGV overturned between Junction 20 & 21  
25/7/18 HGV overturns on dumbbell roundabouts  
24/4/18 HGV overturned Croft interchange  
3/1/18 HGV overturned on roundabout at Junction 20  
9/11/17 HGV crashes through barrier spilling fuel across motorway between Junction 20 & 19  
6/6/17 HGV overturned between Junction 20 & 21  
13/4/17 HGV shed load between Junction 20 & 19  
10/1/17 HGV fire between Junction 20 & 21  
21/10/16 Two HGVs and 3 cars crashed HGV went through central reservation Junction 10  
M56/Junction 9 M6  
5/9/16 HGV shed load M56/M6 slip road  
29/3/16 HGV shed load closing 2 lanes between Junction 20 & 19  
5/2/16 HGV overturned at slip road Junction 20

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Eileen Bass, [REDACTED] [REDACTED]