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I do not believe the Warrington Local Plan is sound, on a great number of points, which I will detail further below.

Nor am I sure it is legally compliant, or meets its duty of care, given it appears to have pretty much ignored the thousands of concerns raised 2 years ago, suggests it will breach at least 4 of the 5 points which define the purpose of greenbelt as set by government, appears to be very much driven by developers and some council members relations/dealings with them (now and historically), and potentially presents a conflict of interest given that WBC part own Wire Regeneration with Langtree who, I believe, are the preferred developers for much of the proposed housing, as well as pre-emptively planning a huge development (Six:56) on our greenbelt already.

1. Greenbelt

The Greenbelt boundary was only confirmed 5 years ago, as part of a 20 year plan, and yet here it is looking to ignore it and annihilate 11% of it.

Nearly all of the greenbelt land is targeted at South Warrington – putting aside the fact that Brownfield sites should be targeted first, and we shouldn't even be touching this greenbelt, if we NO OTHER alternative then surely it should be spread more evenly across the borough.

Known Brownfield sites such as Fiddlers Ferry have not been taken into account and whilst it may be uncertain in next couple of years, surely if you are going to commit to a ridiculously long 20 year plan then this should be factored in.

There does not appear to have been a full and proper environmental and ecological impact assessment of the areas to be impacted, and yet I know it will result in a major loss of the Moore Nature Reserve which cannot be right.

The loss of the greenbelt is not justified and from what I can see does not meet at least 4 of the 5 'special circumstances' for development in the Greenbelt.

Integrity of the villages in South Warrington are pretty much all threatened.

2. Housing

The number proposed is unrealistic and probably undeliverable - Warrington has never built that at that rate, and given it's geographical challenges (Ship canal, and surrounded by 3 motorways, leading to infrastructural challenges) is not realistically likely to.

It is far in excess of what Warrington needs, AND what the Government laid out, which should anyway be tempered to our local circumstances.

The growth appears to be driven by the council wanting to create benefit by building the houses first, rather than the other way around, suggesting greed not need.

There is nothing to show how the residents of the new housing in South Warrington will even be able to get into the town centre – roads are already congested and traffic a major issue due to overloaded infrastructure and only 3 old, single carriage way swing bridges to cross the Manchester Ship Canal.

How can any of this housing lead to regeneration of the town centre?

3. Infrastructure

The existing infrastructure does not meet existing needs, let alone future ones, and this plan does nothing to show how this would actually be addressed.

The only firm proposal is a dual carriage way Appleton area, but this is likely to become a rat run for lorries looking to avoid the traffic on the M6 & M56 to their proposed logistic sites earmarked for the "employment areas" in South Warrington in the plan.

As mentioned above, it is still reliant on 3 old Victorian swing bridges, which its owners (Peel Holdings) don't even look after now, despite pleas by residents and the parish councils, and have been left to rot – they need painting, which will require long term closures as have been left too long, and they keep breaking down.

There are no additional crossings over the Ship Canal planned (the Western Link would not address any of the new, or existing, residents in South Warrington trying to get into the town centre).

There are no improvements to the A49 planned either.

There is nothing to address the congestion in Stockton Heath Centre.

So how can this plan knowingly let its plans be reliant on them and not put additional infrastructure in place?!

There is a very real danger that this plan will lead to the housing being built but none of the necessary supporting infrastructure – the transport plan being proposed in conjunction with this plan, is shockingly lacking in anything concrete or even potentially of any great value to address even today's huge traffic and congestion issues.

4. Air Pollution

Air quality in Warrington is already one of the worst in the country, as per the recent W.H.O. reports published.

This has a proven impact on health, and even the Government have announced the need for more trees to improve air quality.

The very fact that this plan is looking to destroy valuable and much need greenbelt, and hence trees, instead of increasing them, is a disaster in the making! It will lead to a worsening of the air quality as our greenbelt are the lungs of Warrington and help to partially offset the fumes of our 3 motorways, one of which (the M6) is frequently at a standstill and hence pumps out harmful particulates to the East and South East of Warrington. We need to keep that valuable protection given by all the greenbelt, but especially so that in the South.

Mersey Forest based at Risley Moss has a plan which isn't even referred to, to capture Carbon & pollution to help eliminate climate change, reduce sound along busy roads/motorway.

5. Facilities/lack of detail

Appears to be insufficient affordable housing.

No mention of where the new Warrington hospital will be located which is a major strategic development, and could have a MAJOR impact on traffic, and isn't even mentioned in the transport plan either.

The plan in general seems to be poorly thought out and requires a major rework so it is realistic. In addition to addressing the above it needs:

- To be shorter in duration so it can be more certain
- To be less ambitious so it doesn't damage things like the greenbelt, and create unnecessary disruption to traffic, facilities etc etc.
- To exhaust all brownfield sites before looking at greenbelt.

