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To: [Local Plan](#)
Subject: LOCAL PLAN OBJECTION INC DOC
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Warrington
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It has now been confirmed that Fiddlers Ferry Power Station will be closing in a little over nine months time on 31 March 2020. The company said it hoped to redeploy some employees elsewhere in the group with others remaining to decommission the site.

As we have all being stating since the very start of the PDO proposal Fiddlers Ferry should be included as a brownfield site. To the doubting Thomas's that say it is too dirty a site & will need cleaning up, true. But Fiddlers Ferry as with the ex Bold Power Station in St Helens are/were both coal fired.

Bold Power Station has been cleaned up providing 34-hectares of a flourishing residential community development consisting of high-grade residential properties and public open space. Showing what is possible for the Fiddlers Ferry site.

Another example in Staffordshire. Showing once again what is possible for the Fiddlers Ferry site.

Rugeley coal plant to be transformed into a sustainable village. Energy firm plans to build 2,000 homes powered by solar panels on the Staffordshire site.

WHERE is our big involvement with the new Northern Forest?

The first tree has now been planted and it is underway. If anything this is what should be on the Stobarts & SIX 56 sites a Forest to soak up pollution of the Motorway and a big woodland park, not huge industrial & overpriced housing increasing pollution.

THIS...Is what should be covering our greenbelt helping to Hoover up the motorway pollution. NOT acres & acres of massive HGV's. It is also 85%

subsidised VIA The Woodland Trust.

Confirmation from the National Planning Policy Framework has also strengthened the protection of the Greenbelt & that the housing need figure is not a target. As confirmed to Andy Carter PCC via RT Hon James Brokenshire, the Secretary of State. that Greenbelt should only be used in exceptional circumstances {COPY OF THE LETTER ADDED TO THIS EMAIL}

SEE ALSO, below Via Andy Carter PCC -

"Early in the consultation process I asked the Secretary of State for clarification as to who was responsible for permitting the development of Green Belt locally. In his response, he gave clarity around the process and also restated that changes to the green belt should 'only be made in exceptional circumstances and if fully evidenced and justified'.

Last week i wrote to the CEO of SSE to ask for clarification on their plans for Fiddlers Ferry, as the Local Plan document contained little detail on how this vast site might be used when power generation ends, because of Govt legislation requiring coal-fired plants to close by 2025.

The Council responded publicly saying "there is not currently sufficient certainty for the site be included within the council's developable employment land supply, but given the scale of the site, this will be kept under review".

Just a week later SSE gave a straight answer to my questions and announced the plant's closure by March next year. Perhaps if the Council has asked the Board of SSE about the strategy for this key location they would have had more certainty!

This news significantly changes the level of brownfield land supply within the proposed plan period and whilst the site may not be suitable for housing it can certainly be used for employment land, which means the argument that green belt should be released because of a shortage of suitable land in the Borough is greatly diminished.

There's a presumption in NPPF that brownfield should be used before green belt land. WBC should make changes to the plan before submission to the Planning Inspectorate, removing green belt employment land south of the Ship Canal from the proposed plan. This news also supports the argument that applications by Stobart and Six56 are premature, as there are significant changes required to the plan."

Vast increased HGV activity & increased car pollution is contradictory to the Governments declaring a climate emergency. So the changes I would like to see delivered is serving the local communities and environment & stop putting business before people.

If an industrial park takes up vast Green Belt space and brings about thousands of HGV movements every single day, then this will cause an increase in pollution. Also if a new road is just a bypass, there is a possibility it may reduce pollution, but only if existing traffic levels do not increase. In reality, when a bypass is built, it tends to attract more traffic.

However, if a road opens up land for further development, it is certain to bring about an increase in pollution. Putting Profit before Health. Poor transport strategy lacking essential detail – lots of road infrastructure is unplanned or only aspirational across lifetime of the Local Plan Some infrastructure projects (roads and bridges) will be grossly underfunded and therefore whole plan is undeliverable. Vast increased HGV activity & increased car pollution is contradictory to the Governments declaring a climate emergency. So the changes I would like to see delivered is serving the local communities and environment & stop putting business before people.

This plan offers unjustified economic growth based on old data and ambitious assumptions

- Overwhelming house build schemes - 18,900 houses across Warrington by 2037
- Overwhelming commercial premises near Appleton Thorn/ Grappenhall, - situated on approx. 365 hectares of pristine land, some of it precious Green Belt land; premises would be 2nd biggest in the country behind Trafford Park
- Violation of green belt land, no special circumstances to release GB for new build premises
- Contravention of Thorn Ward Neighbourhood Development Plan (NDP)

Transport Plan LTP4

- Poor transport strategy lacking essential detail – lots of road infrastructure is unplanned or only aspirational across lifetime of the Local Plan
- Some infrastructure projects (roads and bridges) will be grossly underfunded and therefore whole plan is undeliverable
- Urban sprawl, 7400 houses in S Warrington alone, mostly around Appleton Thorn; destruction of village character and landscape
- Unrelenting additional traffic, 2,000 HGVs per hour from Langtree Six/56 commercial warehousing site with 42m high 'sheds'
- Pollution- air quality/ noise – Warrington already has worst record in the country for dangerous small 2.5-micron particulate emissions. There's a proven link btw exposure to small particulates and premature death (respiratory, heart)OVERALL BOTH THE LP-PSV and LTP4

are UNSOUND AND UNDELIVERABLE 