

From: [REDACTED]
To: [Local Plan](#)
Subject: Objection to the Local Plan
Date: 12 June 2019 20:31:09
[REDACTED] [REDACTED]

To whom It May Concern

Please find below my objection to the Local Plan. In my opinion there are many reasons why this plan is not sound and not fit for Purpose.

- The volume of building on the Green Belt and the impact on the environment and ecology
- The Economic Growth
- The Volume of Housing proposed
- The Infrastructure
- Congestion and Air Pollution
- The Plan is undeliverable

The Greenbelt

The loss of 600 acres of Green belt has not been properly justified within the plan. Almost all the 11% of Green belt proposed to be released for housing and employment is in South Warrington. The environmental and ecological impact of the loss of this greenbelt has not been assessed. The council has not reviewed it's brownfield sites since 2017 and it is a legal requirement to review on an annual basis. In totality the council has underestimated the value of Warrington as a whole and have concentrated all development in the South of the Town. There are also sites, such as Fiddlers Ferry, which are likely to become available within the life of the plan which do not appear to have been taken into consideration. The plan does not clearly show what the "very special circumstances" are for development in the Greenbelt.

Economic Growth

The council is being too ambitious. Growth activities are based on unrealistic levels of activity and development at rates that have never been achieved before. They have been based on discussions, and previous growth plans (the Strategic economic Plan) created by Business people for Business People. My understanding is the basis of the plan has been created by people who sit on the boards of companies who are currently in the process of applying for Planning Permission to build large Warehouses on Green belt land (before approval of the Local Plan). There appears to be a conflict of interest and no coordination in considering all the applications and the overall impact of this plan. Unlike other areas of Cheshire, Warrington does not have a national reason for this level of growth (eg HS2)

Volume & Type of Housing

I question the soundness of the plan again, when the distribution of the new housing being built on the Greenbelt is mainly in the South of Warrington (over 6,600 houses) when current housing in the area is executive housing, developers would only be required to provide 30% affordable housing and the proposed Economic growth is coming from low paid, warehousing

and distribution centre jobs. There is also no network infrastructure within the South of Warrington as both railway stations are in the North, meaning more cars around town. Current capacity on the railway network does not support Warrington at the moment and would not support the level of Growth proposed. The level of housing, is both excessive, and not achievable. The plan shows towards the end of the 20 year period Warrington would need to deliver upwards of 1600 houses a year when currently the highest level of new housing has been less than half that. There is also no definitive proposals within the plans to provide a road infrastructure to support this level, and type, of housing. Currently it is difficult for residents of South Warrington to get into town, and the Local Transport Plan proposes solutions which will not meet the needs of South Warrington. The cost to rectify, an already busting at the seams infrastructure, will only be met by developers building expensive housing, housing which people working in Warrington will not be able to afford. Which means people commuting into Liverpool or Manchester which increases the amount of traffic on a Motorway network around Warrington which already struggles to cope with the volume of traffic

The Infrastructure

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In addition to the already struggling motorway infrastructure, there is no proposed new route into town from the South east and the plan still relies on three Victorian swing bridges. As well as road infrastructure, where is the provision for Health, schools youth and social care. While the buildings may be able to be built, historic evidence in the North of the town shows it is not always possible to recruit the necessary experts to meet these needs especially within an already struggling NHS. The plan is also not clear on how the new infrastructure will be funded. Estimations of work to replace the cantilever bridge,(only 50mil) are unrealistic and the level of infrastructure that is needed to meet the plan is not achievable or deliverable. Where is the money coming from? Is it viable to deliver the whole package.

Congestion & Air Pollution

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Again, at a time when Climate change, and air pollution is at the forefront of everybody's mind, and Warrington appears on the list of places with the worst pollution in the country the council are proposing within the Local Plan to increase volume of housing, which increases the volume of cars, and the volume of distribution centres, which increases the number of HGV's across Warrington while significantly reducing the Green belt. I challenge the soundness of this decision. Once the Greenbelt is lost it is lost forever. At a time when the North is trying to replace (create) the Northern Forest would this not be a much better use of the Green belt land rather than concreting over the Green belt.

So summing up the above, my concern is whether the plan deliverable, the housing numbers which drive the whole plan are unrealistic relative to what Warrington has achieved in the past. These numbers MUST be challenged as to what is practically achievable. There is nothing specified in the plan to improve the A49 as it goes North of M56, there is no definitive plan for how residents in South Warrington will get into Town. There is no plan to maintain the distinctive character of South Warrington. The villages are likely to be subsumed by a "Garden Suburb" and their integrity would be threatened. The Plan does not clearly show what the very special circumstances are for development of the Green Belt and the most likely outcome is that many houses will be built on the Green belt and the necessary infrastructure will not be delivered. We risk our Greenbelt being sacrificed and damaging the environment and ecology

around the area for the sake of an over – ambitious plan

I respectfully urge the Council to reconsider the proposed Local Plan. I would also appreciate confirmation via email that this objection has been received and acknowledgement it will be considered alongside any other email objections and those lodged within the tool on the Local Plan website. For your information, that system is very confusing and complicated.

I would also like it registered that I also object to the Local Transport Plan, which again is predicated on getting people off the roads, but not complimented by providing housing in areas where leaving the car at home is not an option. It appears to be lots of ideas, with very little analysis or costed solutions proposed and the plan is to do this in the next 5 years – however how can a Local Plan proposing so much development be agreed when no transport solutions have been.

Your sincerely

Sarah Pomfret

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