

Dear Sir,

Draft Local Plan for Warrington

I have viewed the local plan and informed comment and I would like to add my own views and comment. I have been a longstanding resident of Warrington [REDACTED] so feel that I have a valid perspective and experience.

I live in [REDACTED] Warrington which is the area directly affected by the Local Plan and by incremental planning applications that erode the green belt outside of the draft Local Plan.

The large estates through Appleton, Grappenhall and Appleton Thorn were built and then poorly served and supported by Warrington. The infrastructure for people (schools, community, health, local centres, transport) was never developed and as a result there is a reliance on mobility from motor vehicles.

South Warrington is an area where people have good incomes and travel to their jobs outside the area ... by car. The M56 and M6 of a morning and evening is evidence of this; operating to capacity already, and this plan, and incremental planning proposals, will contribute directly to worsening the situation.

Quite simply this plan is to take the current green belt and build on it; build more 'affluent' properties and logistics and transport hubs. The simple effect will be:

- Permanent removal of the green belt when Warrington has more than adequate brown-field sites for housing.
- Monolithic housing developments with immediate local infrastructure impact
- Deliberately induced vehicle movements:
  - People living in the new properties will not be working in the new logistics and distribution hubs – they will travel out to Liverpool, Chester and Manchester – by car, as happens now.
  - People working in the new estates will travel in, as they do now, by car, except there will be more of them. Today they travel from distance to work there.
  - Logistics and warehousing means more heavy goods vehicle movements – on top of the cars and commuting – 24/7.
  - The contribution to widening the motorway access roundabouts is of little value when the motorway is already at capacity – we will simply create more efficient queueing.
- The centre of Warrington can't cope with traffic now ...

Notwithstanding the environmental impact of removing the greenbelt, the introduction of significantly more vehicles and vehicle movements will have a deleterious impact on the health, and safety, of the local residents. The health impacts of vehicle concentrations is already well known and this new green belt development will be directly polluted by HGV movements, more care movements, queuing traffic on local roads and motorways.

In truth, it is the developers and builders who win here, not the people of Warrington. Developers will come in, make their money and leave. We, the residents, will live with the polluted and congested legacy.

Local government has a spectacularly poor record of manifesting local benefit for the residents when it comes to dealing with private industry. I see no evidence that the sacrifice of the green belt in Warrington will make private beneficiaries truly contribute and share that sacrifice.

I am steadfastly opposed to the Local Plan and specifically the impact on our green belt. Not just for me but for our children and their legacy and future.

Yours faithfully,

Steve Howarth.