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**From:** Patrick Warner [REDACTED]  
**Sent:** 17 June 2019 12:14  
**To:** [REDACTED]  
**Subject:** Objection to the Local Plan

Dear WBC,

I wish to register my strong objection to the currently proposed local plan and transport plan. Although I do not deny the need to build additional housing in the overall area, I am not convinced that this is a sound or deliverable plan, or that it will be good for the Warrington area in the long term. My main issues would be as follows:

- 1) The calculation of the additional number of houses needed is based on old data, combined with unrealistic and undeliverable assumptions.
- 2) Building 18,900 new houses across Warrington by 2037 seems to me to be way too high a number, and in any case not deliverable.
- 3) I am deeply concerned about the huge amount of green belt land proposed to be released for both housing and commercial use.
- 4) The commercial development areas (as evidenced by premature applications already being submitted) seem to be earmarked for businesses which have a very large geographic footprint, a very low employment potential per hectare used, and a preponderance of low paid non skilled positions.
- 5) Traffic and Roads – if there is really a need to build thousands of houses in Warrington, especially in the southern area, it should not be done until and unless there is an approved and guaranteed infrastructure and roads being put in place. Having lived in the South of Warrington area for many years, I think the assertions that traffic problems will be minimal or negligible are flawed – we will see up to 2000 HGV movements per

hour, plus all the additional traffic from all the new houses. I find it astonishing when I hear and read that it's been determined this will not cause major traffic problems in the area. Most of the proposals in these plans to alleviate this seem to be somewhat vague and insufficient.

- 6) I have read in the proposal that a new crossings of the canals and rivers is not needed to delivery these proposals. This is completely unsound and is in direct contravention to the proposed aim of allowing people in the South of Warrington to easily access the city. There is already a need for additional crossings even now, so adding all of this additional load onto the local network will cause major problems. There are already major traffic bottlenecks in the area, which would very clearly be made a lot worse by these proposals in the long term.
- 7) My impression from the plans is that it's expected that most of the new people moving into the South Warrington area will just want to circulate around their local area, and will not need enhanced access to the City and the motorway networks. This is clearly not a realistic or sound assumption. In particular I believe these would be a need for enhanced access to the motorways and I didn't see any proposal for how this would be achieved. I have been involved in the local planning committee for the Parish Council for some time, and I have seen that it's very difficult to get developers to actually meet their obligations to help with infrastructure even when there are clear and detailed proposals and agreements in place. Vague proposals are even less likely to happen in a timely way.
- 8) Pollution – Warrington already has a severe air pollution problem and is one of the worst polluted cities in the country. Allowing these plans to go ahead, especially without properly coordinated infrastructure and roads delivered in advance, is not sound or safe for the people of Warrington. In particular, there is a severe problem in Warrington for small 2.5 micron particulates, which have been shown to cause premature death and other health issues.
- 9) I don't think the case has been truly made for the release of anything like this amount of green belt land – I don't think this meets the criteria for special circumstances.
- 10) I think any plans should also be re-assessed in light of recent announcements about the Fiddler's Ferry power station site which is to close in 2020 and it's highly likely this land will become available for housing. This land should be used in priority to releasing green belt land.
- 11) As a general point, in my view, the entire planning system in the UK is not fit for purpose and has the strong potential to lead to urban sprawl without the required coordinated investment in infrastructure.
- 12) I do not agree with the release of greenbelt en masse as part of the local plan since it will encourage developers to cherry pick those green belt sites and try to develop on those first – no green belt should be released until the existing brown belt opportunities have been used up.

In summary I object to this plan for the reasons stated above, and I don't believe that this is a sound or realistic proposal.

Patrick Warner

[REDACTED]

Tel: [REDACTED]