

From: [REDACTED]  
To: [Local Plan](#)  
Cc: [REDACTED]  
Subject: Warrington Local Draft Plan Consultation Response  
Date: 17 June 2019 11:25:50

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I object to the proposed local plan and consider that the plan is unsound for the following reasons:

1. There is no justification for the housing numbers proposed. As I understand the situation, official population predictions suggest a further 528 houses are required per year. The government suggested figure of 909 houses is therefore too high and there is no justification whatsoever for the council to plan for an even higher number of 945.
2. Furthermore, there is no reason to plan for 20 years of development when 15 years is more the standard. The effect of planning for 20 years leads to the proposed release of green belt land which would not be required for a 15 year plan during which period more brown field sites are likely to become available. There are no exceptional circumstances necessary for green belt to be released. This release of green belt has been manufactured by the planners by choosing a 20 year timeframe for the plan. The proposed loss of green belt will change the character of the area which many residents, my family included, cherish.
3. The existing road network is presently inadequate to cope with the **existing** demands of the present population due to the pinch points caused by the Manchester Ship Canal (MSC) crossings. Unless there are new canal crossings this will not change. Traffic is often at a virtual standstill in Stockton Heath. Travel by bicycle from Stockton Heath into the town centre is fraught with danger especially at the narrow swing bridges over the MSC and at the Bevan and Bridgefoot roundabouts. There are no new roads proposed to tackle the existing problems let alone the ca.1000 houses already granted planning permission. Moreover, another ca.5000 houses in Appleton and Grappenhall are planned with a further 1600 houses in Walton. On top of this the plan sets aside land for a further ca.2300 houses after 2037.
4. The further gridlock that will ensue particularly around Stockton Heath village centre will lead to further air pollution problems and consequent impact on public health. As far as I understand it, the planning system should contribute to enhancing the local and natural environment by preventing **existing** and new development being adversely affected by unacceptable levels of air pollution. Of particular concern is small particulate pollution as measured by PM 2.5. Recent studies link high levels of PM 2.5 to, amongst other impacts, premature death from heart disease and lung disease and also to triggering or worsening heart attacks, asthma attacks, bronchitis and other respiratory ailments. These microscopic particles tend to stay in the air longer than larger, heavier particles and can bypass many of the body's natural defences. I understand that Warrington has been identified in 2016 by the World Health Organisation as breaching safe levels for PM 2.5 and is considered one of, if not the worst places in the country for small particulate pollution. It is shocking that there are no monitoring sites for PM 2.5 south of the MSC and in particular none in Stockton Heath village where the problems of standing traffic could be anticipated to generate very high levels of PM 2.5. The massive increase in traffic generated by the proposed development (with an associated additional ca. 20,000 domestic vehicles and commercial vehicles linked to the large proposed employment area) can only make matters worse. Furthermore, in addition to the traffic generated by the new housing proposed there will be further traffic brought into South Warrington generated by the proposed employment area. There does not appear to be a realistic solution to the traffic problems and associated air quality

problems in the proposed local plan.

5. On top of this there are planning applications for a massive development for Eddie Stobart and SIX56 which will bring further chaos to the surrounding road network in South Warrington with thousands of additional lorry movements with the attendant pollution problems. These proposals will destroy forever large areas of Appleton's green belt. Warrington has already more warehousing/logistics employment than most other areas in the UK. It is likely that most jobs taken will go to workers from outside the area increasing traffic on local roads with attendant air pollution and delays. It would appear that if the plans go forward, the future vision for South Warrington in particular in terms of employment is as a warehousing and distribution centre. Hardly the high tech clean environment future I would have envisaged should be the aim of Warrington Borough Council.
6. Whilst the plan predicts there will be a need for new schools, medical facilities and shopping centres there is no certainty as to when these will be provided. There are already problems with accessing medical facilities and addressing this should be a priority before any significant expansion in the population is considered.

Yours sincerely,

Dr. Richard Ward

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