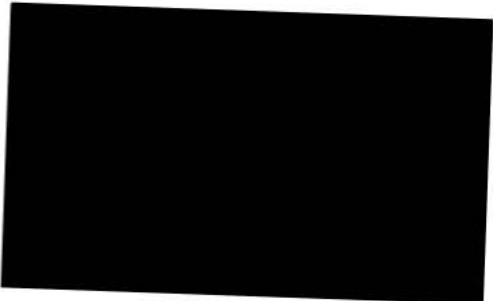


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Local Plan, Planning Policy & Programmes
Warrington Borough Council
Newtown House
Buttermarket Street
Warrington
WA1 2NH



24th May 2019

To whom It May Concern

I am writing to raise my objections to the Warrington Local Plan (Proposed Submission Version).

The reasons are as follows:

1. The number of houses that the council says needs building of 18900 to house 44000 people is not realistic. The official population growth forecast is only 18874 by 2041 which would require only 7864 dwellings. This could all be built on Brownfield sites. Developers are only interested in maximising profit by building on Greenfield sites. Affordable houses in South Warrington would be around £250,000 (80% of the full cost) which would be out of reach for first time buyers. These are the very people we should be trying to house.
2. Loss of 600 acres of Greenbelt is not justified, the Government's National Policy is supposed to protect Greenbelt. The plan does not clearly show what "Very Special circumstances" are for the development of Greenbelt. 80% of South Warrington's Greenbelt will be affected. This should be spread more evenly over the whole of Warrington. The reason the Greenbelt is to stop the merging of settlements preserve historic

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Settlements, protecting the countryside with its habitat and wildlife. Green space is required for health, wellbeing and air quality. Brown sites should be used which will become available at the sites of Fiddlers Ferry, lovely care hospita and Levens within the next 20 years.

3. The plan mentions new doctors surgeries but can they guarantee that they will be manned in time. There was no details of a new hospital, refuse plan, old peoples homes or social care that affects 1 in 5 homes. Will the services be in place at the right time and place or will it be undeliverable which makes me question the soundness of the plan.
4. Our roads motorway junctions and canal crossings are already congested. With the new proposed Stretton / Grappenhall Industrial development and extra housing the roads will not cope. The proposed dual carriageway from Stretton to M56 junction would be a race-track of HGV's and commuters from the new housing estates and industrial development to the already overstretched motorway junctions. Any problem with motorway exit closures would divert traffic through Grappenhall causing gridlock. Any new road here would impact surrounding countryside, Bridgewater canal and Transpennine trail. How does that fit with the Councils statement regarding character, attractiveness and distinctiveness.
5. Air pollution would be adversely impacted in Grappenhall and Thelwall with the extra HGV's and commuters, created from the Industrial development and extra homes. The Council used air quality reasons to get development turned down in Peel Hall and should use the same argument here.

Once our Greenbelt has been developed it will be lost forever together with the trees and plants that support our wildlife. There are protected species such as bats and owls that

live along the Transpennine^{2/} trail, canals and other
green belts that would be adversely affected.

Please give these points major consideration.

Yours faithfully

A solid black rectangular redaction box covering the signature area.

ROSLIND M. ALCOCK.