

From: [REDACTED]
To: [Local Plan](#)
Subject: NTLS Warrington Local Plan
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To whom it may concern, please see my written comments objecting to the many assumptions within the plan and outlining the need for change to improve the lives of all Warrington residents.

Warrington sits in the part of the NorthWest where air quality is poor, as you know wider social aspects of environmental protection are extremely important for public health.

To quote James Brokenshire, Secretary of State for Housing, Communities and Local Government emphasised that housing need figures are not a target and local authorities should make a realistic assessment of the number of homes their communities need 'using the standard method as a starting point in the process'.

As Six56 is still going to appeal, we need to confirmation the removal of this element from the plan,

Releasing greenbelt for executive homes does not constitute as an 'exceptional circumstance'.

According to the 2018 public health report, Warrington's largest proportional increase is expected in the older age groups (65+) by 13% which equates to roughly 27,600 people. This is made up of 23,300 65+ and 4,300 under 65.

From 2003 onwards, Warrington's Old Age Dependency ratio has risen faster than England's. By 2039, Warrington's OADR is projected to be 43.8 much higher than 40.5 in England

There is no need for housebuilding on the suggested scale.

There is not rationale for building 816 houses each year in this area, this is nearly double the historic approach removing SEWEA without also removing the South East Warrington Urban Expansion on Green Belt land

We fully support Removal of the South East Warrington Employment Area is a positive step: reduces release of land from Green Belt, protects the amenity of residents in homes within the proposed development and in the wider locality, protects Bradley Hall Moated Site, preserves wildlife habitats

According to the 2018 public health report, there are areas of poor air quality next to the motorways and main traffic routes.

The Air Quality Action Plan was made available for public consultation which has 18 actions aimed at improving air quality including improvements to reduce traffic impact and development strategies that can mitigate the impact.

The air quality in Warrington is a concern. It has been previously highlighted by the World Health Organisation as dangerous and in breach of national safety levels - this is a public health concern. The highlighted AQMA's around the town are unlikely to achieve national air quality objectives by the relevant deadlines particularly with additional traffic from the car dependent estates.

The car dependent estates will be contributing to the current traffic problems across town

including Lumb Brook (especially during the school run), Cat & Lion Traffic Lights (which backs up down London Road). In addition to this, if there is an accident on the motorway, the town comes to a complete standstill. There is a lack of understanding around investment in infrastructure

The Victorian swing bridges are unable to cope with the current volumes of traffic, let alone additional traffic which is absolutely not an option. The proposed developments will be situated within the AQMA according to Warrington Borough Council's website.

The health of Warrington residents also needs to be taken into consideration: According to the public health report(s) from 2012-2014, there were 856 respiratory deaths recorded. In the latest figures from the 2015-2017 report, this has increased to 875 deaths recorded.

From the WBC census, the local population do not travel to work by a bicycle and have no incentive to do so. This then feeds the problem around air quality and lack of infrastructure

In recent media, it has been stated that the Government will reduce national housing targets that have driven the Local Plan housing calculation - Brownfield will be a priority.

In summary:

No greenbelt can be released without an exceptional circumstance - WBC cannot exploit this loophole to meet targets.

The proposed developments do not fit the character of the area, the car dependent developments are un-necessary, unaffordable and unattractive - the general consensus is that our countryside must be preserved.

Annual housing delivery historically is 458 over the last 13 years - way off the proposed 816.

10700 houses can be built on brownfield with 3000 more after the plan period