

To Planning Team

Myself like many other residents of Warrington have real concerns about the soundness and legality of proposals laid out in the Local Plan. My biggest concerns relate to the release of the green belt air quality, traffic pollution and the impact on the local population's health. The plan consists of widespread weakness, relating to lack of infrastructure being identified, no honest assessment of how Warrington Western Link will impact on local communities. The plan doesn't meet the criteria for release of the Green Belt, has no health impact assessment and contradicts/ignores measures to improve unacceptable levels of air pollution.

I am aware of the expectation/demand from national government to build more housing, I am also aware of the need for the Council to generate income from business tax, however, that appears to be at the expense of the populations health and wellbeing, and in the longer-term place greater burden on the already overwhelmed NHS and Adult Social Care System.

Air pollution is the biggest environmental threat to health in the UK, with between 28,000 and 36,000 deaths a year attributed to long-term exposure. There is strong evidence that air pollution causes the development of coronary heart disease, stroke, respiratory disease and lung cancer, and exacerbates asthma. **In 2015, 4% of all deaths in Warrington were attributable to air pollution, and on average 490 people die every year in Warrington from CVD related conditions.** (*Warrington JSNA 2108, attached*)

Warrington published **Joint Strategic Needs Assessment in February 2018**, with a focus on air quality, identifying areas where air quality exceeds the WHO limits and the health impacts of this pollution on health. **Warrington has two Air Quality Management sites AQMA**, where PM 2.5 (traffic related) levels exceed acceptable levels. Warrington Borough Council have a duty to actively reduce these levels because of the significant risk of harm it poses to the local population.

The 2 AQMA sites in Warrington include the roads in and out of Warrington Town Centre. It is evident to all residents of Warrington, that when there is an accident on any of the local motorway networks that this area becomes gridlocked with traffic, further confounding the problem and pollution. I believe that the Local Plan will further increase the amount of traffic passing through Warrington and therefore further increase traffic related air pollution.

The second AQMA site sits along the motorway pathways and includes Lymm Services and the surrounding Appleton area. This is very close the Green Belt, proposed for further development. If Warrington Borough Council were committed to reducing the impact of poor air quality why would they build residential homes in this area? And why would they allow further industrial development that will significantly increase traffic pollution? **On 11 March 2019, Public Health England (PHE) Monday published a review of evidence on how to improve air quality in the United Kingdom** with the aims to create a 'clean air generation' of children, and make sure new developments are clean by design. The review informs local and national government on actions to improve outdoor air quality and health.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/795185/Review\\_of\\_interventions\\_to\\_improve\\_air\\_quality.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/795185/Review_of_interventions_to_improve_air_quality.pdf)

**Please can you tell me if Warrington Borough Council have considered this guidance and the following guidance and legislation when developing the Local Plan for Warrington?**

PHE's review built on the [Air quality plan for nitrogen dioxide \(NO2\) in UK \(2017\)](#) from the Department for Environment, Food & Rural Affairs (Defra) and the Department for Transport (DfT).

The review also built on [Air pollution: outdoor air quality and health \(2017\)](#), published by the National Institute for Health and Care Excellence (NICE), which focused on transport related interventions - to include other pollutants and reviews of interventions in industry, agriculture, transport and planning and behavioral change. PHE's review supported the development of Defra's final [Clean Air Strategy](#) published in January 2019.

**If Warrington Borough Council has considered this evidence in developing the Local Plan, they are ignoring the health impact on local people? Given that people living in the greatest deprivation are currently most affected, are they also actively increasing unacceptable inequality?**

Yours in disbelief

Margaret Neil

