

## **South Warrington Development Proposals up to 2037**

While I support development in Warrington to provide housing and jobs, I am concerned that the current local plan is not sound for a range of different reasons. One major concern is that this looks twenty years ahead without detailed and realistic growth predictions. The number of houses that is planned is well beyond government housing targets and it is not clear why this number is required. My specific concerns regarding the planned development, which includes the number of houses to be built and the warehousing complex at the junctions of the M6 and M56, are outlined below.

### **Green Belt Release**

The amount of Green Belt land that is due to be sacrificed to this plan appears to be unjustified as there are Brown Belt sites in Warrington that can be used. All the Green Belt between Appleton and the M56 will be swallowed up and the industrial development at the M56/M6 junction of around 116 hectares will all be on Green Belt land.

Green Belt serves five purposes,

- to check the unrestricted sprawl of large built up areas (the fundamental aim of Green Belt),
- to assist in safeguarding the countryside from encroachment,
- to prevent neighbouring towns merging into one another
- to preserve the setting and special character of historic towns and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land

so should be protected unless there are special circumstances.

### **Traffic Congestion and Pollution**

As a local resident I am well aware of the current traffic pinch points and potential bottlenecks in South Warrington. Therefore, it is of great concern that the impact on traffic flow of the amount of new housing and warehousing proposed has not been seriously considered. For example, the bridges across the Manchester Ship canal cannot take much more traffic without causing serious congestion – and pollution – and it is not clear what the plans are for replacements or alternative routes. Unless there is a detailed analysis of potential traffic increase due to the new builds and specific plans generated on how this can be accommodated, I suggest that the overall plan as it stands is not deliverable. The Draft Transport Plan does not appear to be sufficiently detailed or costed.

### **Infrastructure**

Predictions are made for the need for new schools, health centres and shops; however, it is not clear that these will be provided or be sufficient. Although, development over the next twenty years is needed, the excessive number of houses appears unrealistic, given previous levels of building, and no development should be planned without clear analysis of infrastructure, including roads, required and funding clearly allocated.

To summarise, there is no clear case made for the release of Green Belt or guarantees to prioritise Brown belt over Green Belt and for the above reasons the plan does not seem to be sound or deliverable.

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