

From: [REDACTED]
To: [Local Plan](#)
Subject: Local Plan comments - for deadline 5pm 17th June
Date: 17 June 2019 15:59:07

Dear sirs

Please see below my comments on the proposed local plan for Warrington.

As a resident of South Warrington, I am extremely concerned at the proposed scale of the development affecting the south of the town. I moved to Warrington (in preference to other more expensive areas) because of the green belt surrounding my village and whilst (i) I appreciate that the green belt is never guaranteed and (ii) that some development has to take place to deliver sustainable affordable housing, the proposed loss of green belt and scale of development is not justifiable and not sustainable.

Whilst I understand that Warrington Borough Council's (**WBC**) justification for the scale of development across the town is to meet the housing targets set by government (and a threat of the development being handled by the government if WBC do not set out their local plan), the planned number of houses actually exceeds those targets. I have also seen correspondence shared publicly from the parliamentary candidate for the Conservatives for Warrington South to suggest that the argument proffered by WBC is not actually correct. The level and scale of development is not one that WBC have been able to deliver to date - they have no precedent for doing so based on previous years house building.

I have seen nothing in the Local Plan which justifies the exceptional circumstances required to release green belt for development. At a juncture when climate change is becoming a very real threat and we are being told of the importance of ecosystems and carbon capture, nothing about this plan acknowledges this challenge and the opportunity to provide a unique sustainable development rather than an identikit estate as are springing up all over the UK (and in particular Grappenhall Heys).

The proposed Local Plan does nothing to address the very real need for infrastructure in the town. As a resident of the south, all supermarkets, hospitals, shopping amenities are located in the north, with the only access points being the swing bridge or high bridge. The issues with these crossings are all well documented already; adding another 5,000 houses all with accompanying cars and potential HGV's from the proposed employment zone accessing these crossings would exacerbate the already congested roads. I understand that air quality within Warrington is already at concerning levels, Warrington having been singled out by the WHO as one of two towns in the north west with alarming levels. Whilst the various plans talk optimistically of increased public transport use, it ignores the reality that our bus service, is unreliable, is limited, and is expensive compared to an equivalent car journey. Whilst I do use the bus from time to time, it has been with a note of frustration that it has frequently been late (which is not

acceptable when I have to catch a train or attend an appointment) and is not as convenient as using my car. Given the lack of detail on the infrastructure in the plan (such as surgeries, access to schools), I fail to see how it addresses the need for people to access these facilities without using cars. It is not clear how any further infrastructure will be funded; of course if the housing is developer led, it is highly likely that the need for a school or other facilities may not be realised until some time after the initial stages of development, pushing pressure on local schools, which are, in 2019 oversubscribed.

In short I do not support the proposals from WBC. I think there is a real opportunity for WBC to be forward thinking with a focus on sustainability and design, if they are justified in proceeding with the plan, but sadly this draft Local Plan offers nothing new and distinct from either the last proposed Local Plan nor that of any other council in England.

Yours sincerely

Helen Pemberton

[REDACTED]

[REDACTED]

Warrington

[REDACTED]

[REDACTED]