

Warrington Local Plan

Further to WBC's Revised Local Plan covering the period 2017 – 2037, we comment as follows:-

1. Green Belt

The loss of 600 acres of Green Belt is not properly justified.

- Almost all the land targeted is in South Warrington. Should there not be a more even spread across the whole of the Borough.
- Brownfield Sites – little or no assessment of available land. Obviously cheaper to develop Green Belt land.
- Environmental impact assessment has not been properly considered.

2. Housing

- Total houses proposed in South Warrington appears to be driven by proposed employment areas. These employment areas are warehouses and distribution centres. Both traditionally are minimally staffed with the majority of workers most likely coming from outside the area.
- The British housing industry performance with respect to new builds per annum is poor, and as such could not deliver the number of houses envisaged in the time scale identified, particularly when other Authorities, both adjacent and countrywide, will be placing their demands on the industry.
- The proposed increase in housing will place a significant need for new schools, doctor's surgeries, care centres, nurseries, additional policing and fire services etc etc. All these at a time when teachers, GPs, police numbers are reducing. Little or no thought has been given to this!

3. Infrastructure

• Highways

Little thought has been given to the increase in traffic generated by the additional housing and employment areas.

The existing situation is horrendous with the whole of Warrington (particularly in the South) living on a knife edge trafficwise, particularly when motorway closures occur, Manchester Ship Canal traffic increases, antiquated swing bridges (which appear to be poorly maintained) fail etc etc. The nightmare scenario is that they all happen at the same time!

It is questionable as to whether the proposed Western Link Road will alleviate East – West traffic flow in Southern Warrington. No traffic model has been presented.

• Water Supply/Sewerage

Little or no comment was made on these matters. Increase in hardstanding associated with the additional housing and employment will put intolerable pressure on existing sewers, sewage treatment and watercourse sufficiency.

∴ Congestion and Air Pollution

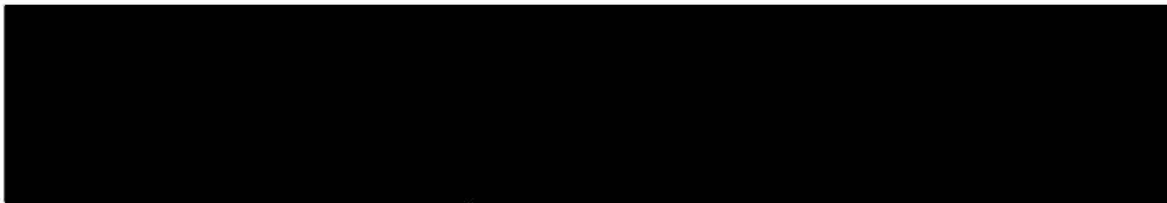
Traffic congestion and the associated air pollution will increase in South Warrington as a result of the additional housing provision (2-3 cars per property) and movement of extra HGV traffic to and from the proposed employment areas.

5. Economic Growth

- Growth predictions are based on unrealistic levels of activity, and development rates which have never been achieved to date.
- No account is taken of what is happening in adjacent Authorities (particularly Manchester and Liverpool).
- Growth appears to be based on the maxim “build houses and economic benefit will come”. A flawed premise (ie the wrong way round).

General

- Little or no liaison with adjacent LA's.
- No detail as to how the plan will result in the regeneration of Warrington Town Centre.
- The integrity of all local villages would be threatened.
- The plan does not address what the “special circumstances” are for the proposed development the Green Belt.
- The plan is not fit for purpose and as such is unsound. It is questionable as to whether it is deliverable.
- How will the proposed infrastructure be funded – Central Government, Local Government, Housing Developers etc? What is the likelihood of this being forthcoming?



Barbara & Peter Wild

