

**From:** [REDACTED]  
**To:** [Local Plan](#)  
**Subject:** I object to the Local Plan.  
**Date:** 16 June 2019 21:17:26

---

I object to the Local Plan for these (and many other) reasons;

The Plan is illogical that, in this age of increasing uncertainty (eg Climate Change for one) it looks too far ahead. Given the current uncertainty then perhaps 15 years would be more reasonable.

The Plan will make, with respect to South Warrington (and other areas of course), the quality of the air that we all breath worse. Warrington Borough Council (WBC) are not known the the adequacy of their air quality monitoring arrangements and it is known that our air quality is already amongst the worst in the country. It surprises me that the Labour controlled WBC are so poor in this respect as I understand that the National Labour Party champion air quality matters - a matter on which they can be commended and one which the local Party should aspire.

The Plan to allow the building on Green Belt of a massive number of houses in the Borough (including a huge number in South Warrington) is, it seems, far beyond the number set out in Government guidance/requirements. Simply, why? WNC have not been forthcoming (eg at a recent Chief Executive/Council Leader forum in Lymm that I attended) in answering that question. This leaves me with little option but to consider that there are fundamental issues within WBC finances ie more houses/more council tax/business rates are needed to address over spending elsewhere. I have not been able to reconcile the WBC 'purchase' of solar farms outside the Borough nor the financial investment in a 'Bank' (where our share holding does not appear to reflect the investment) with benefit to myself and the other Borough residents ie majority stakeholders by numbers surely.

The Local Plan includes that in South Warrington a massive industrial development will decimate the Green Belt. There is no compelling reason for any such development to be in that area. Convenient it might be for users of such but disastrously impacting for residents, there is no sign that WBC nor the Developers want to be 'good neighbours', only that they want to take advantage of us and make life difficult for us. Development with little (or no, as the Developers only make suggestions for changes to the Highways Agency/WBC and not actually ensure that any improvements are made) infrastructure change..... not really a good sign - indeed, not acceptable.

Also relating to the above, the 'Stobart' application for a new National Depot; the Developers told me (at a recent presentation at the current depot) that they have been 'courted' by the town of Northampton and that they can/would locate the new depot there. Please therefore note that Warrington does not Have to take this development, plans are already in place to locate it elsewhere.

Further, the 6/56 development; I see no compelling nor, even, good reason why it has to be located in South Warrington. It is noted that, even, this last week, the. owners of the coal fired Fiddler Ferry power station have indicated an intent for it to close as early as next year (2020). This Brown Field site has the potential to address the 'requirements' that are currently planned to be so costly in terms of taking away current heavily agriculturally used Green Belt land across the whole of the Borough. This Brown Field site, being available now at relatively short notice, has excellent transport links to M6/M56/M62/Mersey Gateway connectivity.

WBC have failed to tell its employers, ie me and the other council tax payers in the Borough sufficient to convince me of the reason for, basis of and financial benefits of (seemingly) handing large swathes of our Borough to a single developer (why have they entered into an agreement with such?) from outside of the North West. Surely we should be supporting local business/enterprise to the maximum. Agreements/arrangements seem to have been made in secret and now 'confidentiality' clauses are cited as the being the reason our employees are prevented from telling us all. This is not acceptable and adds further as to why I distrust the basis of the Plan as currently presented.

Housing and Employment in South Warrington; it is my understanding that the developers of the housing in South Warrington, effectively adjacent to Stobart and 6/56 are planning for houses selling at/around £400k. My understanding also that for houses to be considered 'affordable' they would be priced at 80% of £400k, ie £320k. Given how it is projected in national and local press, the jobs at these locations would be 'warehouse' related and surely a significant proportion of then housing planned to be adjacent to them should be truly affordable to people who work there. I cannot imagine any warehouse operative related post that would support, say, a young couple with children getting a mortgage on a £320k property. Surely, affordable housing should be provided adjacent to employment areas and they would realistically need to be priced at £150k. Such houses would be smaller, less 'wasteful' of Green Belt ie more per acre of land and, as travel to work by car would be reduced, better air quality would benefit them as us.

Not enough emphasis/pressure has been placed on using Brown Filed sites BEFORE any Green Field site is used. This shows a lack of will by WBC to 'to do the right thing' for Borough residents.

Not enough thought has been shown in the Plan for the implementation of road network improvements in the development areas BEFORE development starts. It has been shown for decades across the Borough that road network improvements do not always follow development ie in the Gemini/Westbrook area where even currently road improvements are ongoing to take account of development over the last 10 years or more.

Also, the Plan does not address traffic movements/congestion TODAY. Half hearted and short term measures that only seem to help developers (eg Port Warrington) are simply wrong. We are surrounded by a very, very busy motorway network and connections (M6/M56/M62/Mersey Gateway) but, as often happens, they come to a halt due to accidents/incidents. Warrington then generally comes to a standstill (with a noticeable worsening of air quality). The developments included in the Plan can only make matters worse - the existing road network will see greater utilisation yet the Plan does not propose that sufficient infrastructure improvements will be put in place BEFORE any of the developments - how can this be justified? Once again, air quality for the resident of the Borough will get worse.

I believe that it is totally wrong for WBC to take away areas of Moore Nature Reserve for the benefit of developers. The Reserve is a valuable and irreplaceable asset of the Borough.

Following on from the above; WBC have planned a Western Link Road over the MSC and under the WCML. The estimated cost, as published, of this project is in my opinion significantly less than the real cost of its implantation. This seems to follow the WBC model of financial planning whereby Borough projects eg the New Market Hall/new Times Square (whatever it is called) and associated works, where the likely final cost is expected to be significantly greater than that projected when the project was approved.

Once again, please would you note my objection to the Local Plan in its current form.

Paul Wilkinson

[REDACTED]

[REDACTED]