

Local Plan,
Planning Policy and Programmes
Warrington Borough Council
New Town House
Buttermarket Street
Warrington
WA1 2NH

28 May 2019

Dear Sirs,

Objection to the Local Plan

As a resident of Warrington [REDACTED] I wish to object to the proposed Local Plan submitted by Warrington Borough Council.

I consider that the Plan is not fit for purpose and is not sound for the following reasons:

The growth proposed is over ambitious and is not deliverable. The expected level of development over the period of the plan is unrealistic as the levels required have never been delivered before in the past in Warrington so why would it be delivered now. To deliver that level of development requires a significant amount of pre-planned and prepared infrastructure across the town and the South of Warrington to support it. There is no evidence of a detailed infrastructure plan nor of any funding to deliver it. There is no correlation between the local transport plan and the proposed Local Plan, and the Plan is merely suggesting that the infrastructure will follow the housing development by 2040. That further demonstrates a lack of a sound plan for South Warrington.

The impact of the proposed growth will create a significant increase in traffic congestion on existing roads A49 and A56 through Stockton Heath and Walton and adjoining residential roads. The crossings over the Manchester Ship Canal already struggle to cope with the weight of traffic. I have witnessed this congestion growth year on year and no plan has been proposed by the Council to address the congestion and the air pollution problems that this is creating along key routes into Warrington. Stockton Heath and Lower Walton are already suffering from air pollution and traffic congestion but there is no detail on what assessments the Council have done to measure the impact of this nor how it would address

the health impacts from the additional traffic congestion generated by the developments proposed. A further demonstration that the plan is not sound.

The proposed plan does not set out in detail how it will deliver sufficient school provision/facilities and health and wellbeing facilities in South of Warrington to meet the additional growth outlined. No detail is provided on where it will be provided and how will it be funded, further demonstrating that the plan is unsound and undeliverable.

There area of proposed housing growth is focussed on the South of Warrington, but the Council's economic growth proposals are based on the growth of the commercial logistics sector in the north of the Borough. The Plan should coordinate any growth in housing with the economic growth in jobs for the north of the Borough utilising the brownfield land available as a priority, rather than focusing on the release of Green Belt land in the South of Warrington. The Plan is assuming new residents in Warrington with jobs in the north of the town will live in the south of the Borough which is not logical as the Local plan proposed does not demonstrate a sound plan to enable all the proposed additional residents to commute into and across the town in any effective way. Commuting into and across town is already over congested and ineffective.

Warrington is poorly served with infrastructure to enable crossing of the River Mersey and the Manchester Ship Canal and the Plan proposed does not address how it plans to meet the growth in the South of Warrington proposed. There is no new route into the town from the South East of the Borough and access is still dependent on Victorian swing bridges and a Cantilever bridge, none of which were designed to take the weight of traffic they currently are and will not be able to manage the proposed growth set out in the Plan.

There is no understanding in the proposed Plan of the growth in housing that will take place in Greater Manchester and Liverpool. Greater Manchester has adopted a 'brownfield land first' policy approach with a coordinated transport and infrastructure plan to support the growth proposed in its plans. This is not the approach the Warrington Borough Council has adopted and demonstrates a poorly coordinated approach to planning growth and infrastructure for Warrington. The plan should demonstrate a strategic and integrated spatial planning approach that takes into account the plans for its adjoining local authorities but this has not taken place, questioning the soundness of the Local Plan proposed.

The proposals are not enough to act as a catalyst to the regeneration of the town centre and the proposed growth in the south of the Borough will merely continue the pattern of commuting into Manchester as the major economic growth location in the north of England, for working, shopping and leisure.

The Local Plan proposed contravenes the Government position that green belt should only be used when it is demonstrated that other alternatives are not available. The Green Belt boundary in Warrington confirmed 5 years ago has been disregarded. What has changed that supports such an ambitious plan for growth in the south of Warrington?

The environmental and ecological impact of the loss of the Green Belt has not been properly assessed. The impact on Lower Walton, Higher Walton, Moore, Appleton, Grappenhall and

Stretton from the development proposed, including Garden suburb proposal, will be devastating. The character of the area would be changed forever with the loss of amenity to residents and damage to the environment from the loss of green belt areas will be significant. Moore and Walton will be tripled in size, changing the integrity of both historic villages. The plans proposed undermine the purpose of green belt to prevent the unrestricted development of built up areas resulting in significant and damaging impact on the environment in the South of Warrington. None of this has been assessed in the proposed plan.

I trust my views and objection will be taken into account in considering the proposed Local Plan.

Yours sincerely



Murray Carr