

From: [REDACTED]
To: [Local Plan](#)
Subject: Warrington Local Plan Comments
Date: 07 June 2019 15:46:54

Please see below my comments on the Warrington Local Plan

- There is no justification for the loss of 600 acres of greenbelt. There is plenty of brownbelt land in Warrington which would be ideal for housing, so the only justification for using the much cherished greenbelt land is to save money for the developers who would have to incur cost to prepare the brownbelt land for housing.
- The greenbelt boundary was only confirmed 5 years ago in a plan which was supposed to be good for 20 years
- The use of greenbelt land, if required at all, is totally skewed towards land in South Warrington. If, after using brownbelt land there is still requirement for greenbelt then this should be spread evenly throughout the Warrington region.
- The plan does not explain what the “very special circumstances” are for development in the greenbelt.
- The environmental and ecological impact of the loss of greenbelt land has not been properly assessed.
- There are vibrant village communities in Appleton, Stretton, Grappenhall, Walton and Moore. The impact of this development on these communities would be devastating.
- The growth numbers around which the required housing numbers are calculated are unrealistic compared to any historical growth in Warrington’s history.
- There is no new route proposed into Warrington Town Centre from the South East and the plan still relies on crossing the Manchester Ship Canal using 3 Swing Bridges. The roads into Warrington are already overloaded with traffic, especially when there are issues on the local motorways, and until this is addressed there should be a stop on ANY new development in South East Warrington.
- The traffic on the A49 between Stockton Heath and M56 Junction 10 is already totally over congested, especially at rush hour. The proposed new road bringing traffic onto the A49 just North of Junction 10 of the M56 will worsen this problem significantly.
- No consideration has been given to the problem of air pollution caused by traffic congestion on the busy local roads.
- There is no detail of how the plan will result in regeneration of Warrington Town Centre or preserve the distinctive character of our area, both of which are Warrington Council policy objectives.
- The housing proposed will provide only short term economic benefits for the local community while construction is underway on the proposed development. In the longer term a large part of the housing will simply be used as a commuter belt for the cities of Manchester and Liverpool, benefiting those cities but not the hoped for economic regeneration of Warrington.

For all the above reasons, the proposed local plan in its current format is simply not sound.

Andrew Marsden

