

From: [REDACTED]
To: [Local Plan](#)
Subject: Local Plan Consultation 2019
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It appears that the Local Plan has changed little from the initial PDO documentation in 2017, despite over 4,500 objections to the original proposals. Therefore, I would like to make the following objections to the local plan which support and enhance the objections that you will have already received from other local South Warrington residents, parish councils and professional planning consultants.

1. The Economic Growth figures are grossly exaggerated and as such are an unsound basis for these Local Plan proposals. There are no specific major developments in the future for Warrington that would merit such high growth predictions. The proposals do not consider the the impact on Warrington of any other major City/Town developments the immediate vicinity such as Greater Manchester or Merseyside. These unsound growth figures appear to drive an unrealistic need for excessive housing in the plan.

2. Especially in the South Warrington area theree is an unjustified and disproportionate loss of Greenbelt Land. These proposals are contrary to the National Planning Policy Framework's 5 key purposes (NPPF): (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; (c) to assist in safeguarding the countryside from encroachment; (d) to preserve the setting and special character of historic towns; and (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. This criteria was set by the UK government to protect greenbelt land and protect the environment. The plan does not demonstrate any "exceptional circumstances" for building on greenbelt land which is in direct contradiction to the NPPF Policy regarding building on greenbelt land.

3. The plan should be reduced to a 15 year plan to enable all brownfield sites to be explored and developed prior to any discussions on Greenbelt land being released. Nothing has changed since the current Greenbelt land boundaries were designated by WBC less than 5 years ago.

4. The proposal of a Garden City Suburb in South Warrington is unsound and unjust given the contradictions in the plan from NPPF policy and the unjustified level of housing requirements for Warrington as a whole. The smaller villages such as Appleton Thorn, Stretton and Grappenhall Village which are currently separated from one another by green fields will be engulfed by new residential developments if the current proposals were to be realised. This will completely change the character of the area and destroy its history and heritage forever. The environmental and ecological impact of the loss of Greenbelt has not been properly assessed in this plan, neither was it for the initial PDO proposals. WBC future developments need to be sustainable for future generations as they state in their principles of the Local Plan, such a huge destruction of the greenbelt land in South Warrington is not sustainable and will ruin greenbelt land for future generations.

5. The proposed infrastructure in the new garden suburb and surrounding areas in the South of Warrington are unrealistic and unsound. There are no new proposed routes into the town centre from South Warrington, thus all the traffic will continue to use the three ageing swing bridges to facilitate movement across the Manchester Ship canal in the town centre. These bridges are already at capacity and cannot accommodate any additional traffic without causing serious delays and congestion in the area. Furthermore, with the potential for increased use of the Manchester Ship Canal , the LP does not mention how this will be managed in the future. In addition, There are no additional crossing points being proposed for crossing over the Bridgewater Canal, thus all traffic will have to continue to rely on unsuitable bridges to cross the Bridgewater canal (e.g. under Lumbrook Bridge, over Cliff-Top Bridge). All of these crossing points and their respective associated road infrastructure are either already at saturation point.

6. The the only new major route being proposed is the Western Link, but this can only be accessed by the current road network. This does not give any benefit to those living in the vicinity of the A49 or

A50, which are already at capacity in the South Warrington area, therefore this is not a sound plan for the future.

7. The Housing Delivery Plan is unrealistic and thus unsound. The LP states that approx. 19,000 houses are to be built by 2037, which equates to an average of approx. 1000 houses being built on average every year until 2037. Given that the previous “best” annual build in the Warrington area was just short of 700 houses, it is reasonable to conclude that this housing supply plan is not realistic and not achievable. Additionally, most of the new housing in South Warrington will not be affordable to local people given the higher average house pricing South of the canal.

8. The negative and detrimental impact of the plan on Congestion & Air Pollution is unacceptable. Warrington is currently one of the worst places to live in respect of air quality and pollution levels according to WHO and other studies. This is a 20 year plan, it is not acceptable to plan for poor health in the future.

In general the Plan is Unfit for Purpose. The plan is based on housing predictions that are unrealistic relative to what WBC has managed to achieve in the past, together with unrealistic and elevated economic growth figures. WBC needs to re-assess and challenge the housing numbers and agree what is practically achievable. The Secretary of State for Housing has recently quoted that the government methodology for housing is a starting point, not a target. The plan needs to change to a 15 year plan and concentrate on delivering housing numbers by utilizing all brownfield sites first. That way, WBC protect the greenbelt land for future generations. Details of the plans for roads in South Warrington are vague. The only firm proposal is for a new dual carriageway running parallel to the M56 linking Barley Castle industrial estate to Jct 10 of the M56. This does not protect the character of South Warrington. There are no specific plans to improve the A49 as it goes through Stockton Heath and up to the M56, or to go through an already congested Warrington town centre. In general, there is a lack of linkages into Warrington town centre from the South, therefore nothing will improve. There are no details in the plans for how residents of South Warrington will get into the town centre without using the existing road network. The integrity of the South Warrington villages and the greenbelt land are threatened by this plan.

Given the recent announcement from the Government regarding its legal commitment to reducing carbon emissions and becoming carbon neutral by 2050, this plan is in direct contradiction to the new UK law. The plan destroys valuable Greenbelt land and increases local road traffic and congestion, both of which directly and indirectly result in increased carbon emissions in Warrington, especially in the South Warrington area.

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