

From: [REDACTED]
To: [Local Plan](#)
Subject: Objection comment to WBC Proposed Local Plan
Date: 12 June 2019 22:40:38

[REDACTED]
From: Gillian Hebenton, [REDACTED] Warrington. [REDACTED]
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To whom it may concern,

I am writing in reference to the consultation on the 'Proposed Submission Version Local Plan' as I wish it to be noted that I strongly object to this local plan.

The planned number of houses in the plan is well above the targets set by government housing targets and in my opinion economic growth targets do not match official figures which anticipate slower growth. I do not believe that there is any meaningful economic strategy for the town which would support needing to build this amount of housing. As such there is no justification for predicting a need for this level of housing in the town.

As I understand it, one of the purposes of green belt is to help prevent housing sprawl and the case for releasing green belt cannot be made when there is still undeveloped brown belt areas. This level of development will destroy the unique character of the villages it will engulf - another primary aim of greenbelt.

Warrington has never been able to deliver housing at the rates suggested in the plan and there is no indication of how this endeavour will be different. Unless this is addressed then the local plan is doomed to failure and is undeliverable.

The plan is completely dependant on a road network with no clear plan on how to resolve the already congested roads - particularly at peak times. M6/M56 junction already suffers serious congestion and tailbacks throughout both the morning and evening rush hour. As soon as there is even the slightest delay or incident on the motorway network the whole of Warrington feels the impact, as the roads are gridlocked with drivers trying to find alternative routes. The introduction of a huge number of new houses in the area will only exacerbate the situation on a daily basis. I cannot see how putting more vehicles on these roads will improve the situation.

In addition to the motorway issues, there are very few details regarding crossings of the canals to links south warrington to the centre. Current crossings are inadequate often getting stuck open - causing major congestion. An increase in

vehicles on the road will exacerbate this situation and probably drive people to other cities and towns which will further deflate any local economy benefits. Without creating reliable, well-maintained crossings, these houses will not bring any significant prosperity to the town and local economy.

There is very little detail on how any of the infrastructure will be funded and managed. There is no proposal to use public money so it does lead to the question of where the funding will come from to build, maintain and run the hospitals, doctors surgeries, health centres, schools and roads. I am also unable to find details of health and well-being facilities that will be required and how they will be funded & built. There is no plan as to when these facilities would be built & how they would be funded through any transition period. For example the local schools cannot absorb extra pupils from any new housing so where do these children go before the new school is built? If the intention is to build the facilities up front, how will they be funded, maintain and staffed in the interim?

LPT4 does not have the necessary level of detail to support this level of development and does not give funded public transport solutions to the planned increase in population.

The environmental impact of this development cannot be understated. The loss of Green Belt land for all of Warrington's residents along with increased air, light and noise pollution is catastrophic and devastating. The loss of biodiversity in the remaining Green Belt will be irreversible. This is a disastrous decision for our environment.

WBC has an ambition to reduce pollution and encourage sustainable travel, in line with the current draft LTP4. However this application is contra to all of these aims.

It has recently been reported that Warrington has some of the highest levels of air pollution in the UK and the M6 / M56 corridor are already some of the worst areas in Warrington for air pollution. The local economy is unlikely to be able to support people living in the houses being proposed and those individuals are not likely to use public transport or cycle to work, so leading to a reliance on cars and resulting in further increased levels of pollution. This plan does nothing to reduce reliance on vehicles, the associated pollution and the adverse impact it has on health.

This proposal is unjustified in its size and is unrealistic on economic growth rate. It does not safeguard the countryside from encroachment and I believe it goes against the purpose of Green Belt. This is in addition to the huge impact from increased pollution on the local population and congestion on the town's roads. In my opinion it is undeliverable and unsound and should not be implemented.

Yours faithfully, Gill Hebenton.