

**From:** [REDACTED]  
**To:** [Local Plan](#)  
**Subject:** Objection to Local Development Plan  
**Date:** 17 June 2019 12:44:27

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To Whom It May Concern,

I am writing to object to the local development plan that the council seem intent on implementing at all costs, despite the plan being flawed, vague information being presented and no one in the area deeming this a suitable proposal.

#### **Predicted Housing Need: -**

- First in relation to the planned number of homes, the numbers planned are well above government housing targets. Indeed your own numbers regarding predicted needs appear to be grossly inflated. Given the state of ambiguity at the moment at the country level to plough on with a 20 year plan seems ludicrous.
- There is no discernible rationale as to why there needs to be a release of greenbelt areas. Why is 80% of the greenbelt in the south of Warrington being targeted, when there are brownfield sites throughout Warrington that should be focused on prior to ruining the green belt. This is not in keeping with the character of the area.
- There is no economic imperative that means this development is needed.

#### **Flaws and ambiguity with the plan**

Throughout all the consultations information has been contradictory and ill planned at best.

- There seem to be none or vague plans to address the additional traffic that will be going over the Manchester ship canal, which will be in the hundreds of thousands. That's if crossings can be made with the impact of extra flotilla coming in for Peel Port
- No currently brownfield information has been updated, the last report being conducted 2 years ago.
- No air quality tests have been undertaken. We are constantly reported as one of the worst towns in the UK for air pollution, however WBC want to remove the greenbelt and Eco structure, and replace this with gridlock, only exacerbating the situation.
- Growth of the town is dependant of having a properly thought out transport plan, the western link road will only aid Eddie Stobart/Langtree, it won't help residents. London Road is at a stand still at most times of the day, never mind when the swing bridges are in operation. Adding 5000 houses into the mix, which is likely to add at least another 10000 cars on the round without any infrastructure changes is negligent to say the least. Cycle to work/public transport options are not appropriate responses, as the majority of people will not use them. For instance for me to go [REDACTED] to work for 9 would involve me getting numerous bus changes and leaving the house at 5 – unworkable.
- No clarity on how any of the infrastructure will be funded, only a vague response on this will be resolved once the housing is in place?? Very strange
- Your growth targets regarding automated industry are also flawed. The majority of

industry that is being targeted here are logistic hubs. These are generally focused on low paid job or automated. Given these houses will be £250k plus these are not being built for these workers, even if the numbers were correct.

### **Logistical Issues**

- No real assessment on the impact of the western link road will impact residents
- The road that is being planned to go through Stretton, Pewterspear, Appleton Cross and Grappenhall appears to be a dual carriageway. Is this a rat run for Eddie Stobarts and Langtree HGV's.
- The impact on local residents of the planned speed of this development
- Additionally rumours are that the hospital will also relocate to the south of Warrington. This will cause significant risk to health as getting through already gridlocked roads will be nightmarish, never mind getting over the swing bridges if these are in operation. Again the potential relocation of the hospital has not been taken into account for the south of Warrington, if it is to be relocated, again this leaves a huge site for redevelopment

### **Deliverability**

- At no time has WBC demonstrated where this is all being funded through
- A high school GP surgery and supermarkets are being touted in the plan, yet again when queried there is no confirmation who is funding this
- WBC has never demonstrated being able to manage development on this scale.

Overall your plan is ill advised and thought out and doesn't have the support of people in the local area. It does meet the needs of 4 of the 5 criteria for the release of the green belt

- To check the unrestricted spread of large built up areas
- To assist in safeguarding the countryside from encroachment
- To preserve the setting and special characteristic of historic towns
- To assist in the urban regeneration by encouraging the recycling of derelict and other urban land.

To the last point with the new regarding the option for redevelopment of fiddlers ferry this would be the ideal area for redevelopment before utilising green belt land. This needs to be incorporated into any plan

To summarise the plan is flawed based on the following factors: -

- Unjustified economic growth based on old data and ambitious assumptions
- Overwhelming commercial premises near Appleton Thorn/Grappenhall not in keeping with the area. The size of the proposed development 43 Wembley's does is too much for the local area to accommodate
- Overwhelming house build schemes – 18,900 by 2037
- Urban sprawl – 7500 in south Warrington destroying the character and landscape of the local area
- Additional traffic – 2000 HGV's per hour from Langtree 6/56, this without taking into the account the additional cars for the extra housing. The air quality will be even worse, that

the already dangerous levels currently

- Gross underestimation of the costs of the infrastructure required
- Violation of the greenbelt – brownfield options should be exhausted prior to the use of any greenbelt land
- Contravention of the Thorn Ward Neighbourhood development plan

WBC seem intent on ruining this area and the way they have gone about the consultations of these plans by separating them all and making it harder for people to object and/or see the scope of the full plans seems duplicitous at best. Never mind the conflict of interest with a large majority of the council leadership with their too close associations with the interested parties in these developments.

Overall the LP-PSV and LTP4 are unsound and undeliverable. Listen to the people that pay for you!

Regards

Louise Cornelia

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