

From: [REDACTED]
To: [Local Plan](#)
Subject: Objection to Local Plan
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OBJECTION TO LOCAL PLAN

I wish to object to Warrington's Local Plan on the grounds that it is conceptually unsound in the following areas:

1. Green belt release
2. Housing location
3. Infrastructure provision
4. Transport provision

In particular I wish to object to the so-called South East Urban Extension, an urban sprawl of 4200 houses on the land from Grappenhall Heys to Stretton with much of it in the parish of Appleton. I give my comments as they apply to this appalling proposed development.

1. Green Belt Release

The Green belt release would destroy much of Warrington's finest countryside and best agricultural land, thus damaging the attractiveness of Warrington as a whole. No justification is given for this Green Belt release, no special circumstances are provided. Development on the scale proposed would be a desecration

2. Housing Location

Where the housing is to be located is fundamentally unsound. The proposed housing would be on the edge of town, remote from Warrington's shopping centres, supermarkets, railway stations, Cultural Quarter, Hospital and so on. Inevitably, new residents in this area would rely on car travel, adding to the severe congestion which already exists in the town. Warrington's unique geography with its very limited crossings over the barriers to transport presented by the Manchester Ship Canal and the River Mersey, is simply not compatible with large housing developments on the periphery of the town; these are a recipe for traffic chaos. New housing must be closer to the Town Centre.

3. Infrastructure Provision

For sustainable development, shops, sports facilities, medical services and so on should be within easy reach of new housing, not miles away. This is not the case. The road infrastructure should be sufficient for travel out of the immediate area. This is not clearly specified in the plan. Certainly, the plan gives no confidence that the required infrastructure will be provided. When the first phase of the housing at Grappenhall Heys was completed, about 20 years ago, there was a statement by the Council's planners that no further development here would take place until the Howshoots Link was built, a road to the M6/M56 junction. In the event, the further development went ahead without the provision of this road. The Howshoots Link promise was specific but the promise was broken. Hence there can be absolutely no confidence in vague suggestions for highways improvements to cope with the even greater increase in housing in the plan.

4. Transport Provision

There is a naïve belief that the new residents in the 4200 houses on the edge of town will use public transport to travel to the town centre. This will not happen. After the first phase of the housing at Grappenhall Heys was completed about 20 years ago, a bus service from town was extended so that it turned round in the middle of this new housing. In the event, the number of residents from Grappenhall Heys using the service was just about zero. No residents got off at the terminus at Grappenhall Heys, nobody got on, and the service was stopped after a very short time. Similarly, one would expect very little usage from anywhere in the south east urban sprawl, if this part of the local plan goes ahead. Instead, cars would feed into the already congested road network, probably at the rate of one car per adult resident.

Conclusion

The Local Plan would destroy Appleton as we know it and very attractive countryside and farmland would be lost forever. Very large-scale development at the edge of the town would result in considerably increased car travel, which would make Warrington's traffic congestion, which is already bad because of its unique geography, very much more severe. If this Local Plan goes ahead, it would certainly provide very good reasons for Appleton residents to leave the town. It should be rejected.

 Brian Axcell









3rd November 2021