

From: [REDACTED]
To: [Local Plan](#)
Subject: Revised local plan
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My objections to the local plan in relation predominantly to South West Warrington are that the number of houses 'required' are based on incorrect assumptions and therefore unsound. My reasons are:

1. the plan assumes a level of economic growth which drives the housing need. The growth predictions are based on development rates which have not been previously achieved. Even those jobs created by the development of the employment/enterprise zone are likely to be small numbers as these enterprises mainly involve warehousing and distribution. Growth is assumed to be driven by new housing creating economic benefit, not the other way round. Moreover, there is an assumption that houses will be required by people working outside Warrington (Greater Manchester, Merseyside & Cheshire) due to the proximity to the M6 & M56, rather than from Warrington itself.

Conclusion: no justification for the predicted growth

2. This number of houses will cause a detriment to the air quality & congestion, due to increase in vehicular traffic. The plan assumes a reduction in car use based on the of historical population and projection of population of South Warrington. Even if a reduction of 10% of car use is achieved, this is more than offset by the increased population from the new houses. The plan includes improved connections to the London Road. This is unlikely to improve the level of congestion entering the M56 due to the increased traffic as a result of commuters to Gr. Manchester, Merseyside & Cheshire. What is worse is that there is no new route into Warrington town centre. Traffic going through Stockton Heath is already bad (with standing traffic worsening air quality) and there are no firm plans for crossing the Manchester ship canal & Bridgewater canal. These houses should not be built until definite plans are underway & construction started to address the road infrastructure into Warrington (new bridges and roads).

Conclusion: Harmful to air quality & local ecology

3. The new employment planned comprises warehouses & distribution centres. This will provide only a modest increase in employment but workers may well be commuting from outside the area. These houses are too far from the town's railway stations & will also lead to more car use and congestion travelling into Warrington (no firm plans for new bridges). There is an assumption that some of the houses will be required by people working outside Warrington (Greater Manchester, Merseyside & Cheshire) due to the proximity to the M6 & M56, rather than from Warrington itself. This also puts more traffic onto the already congested London road, whichever the direction of traffic.

Conclusion: no solution to the already poor traffic infrastructure from South Warrington and how the London Road can cope with the increased level of traffic going in both North & South directions

4. Therefore, as the number of new houses are not justified, Warrington South West's

green belt should not be used. The loss of the environmental & ecological impact have not been properly assessed.

Conclusion: no justification for the volume of housing and green belt release

Mrs Michelle Yeong

