

From: [REDACTED]
To: [Local Plan](#)
Subject: Local Plan submission
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Attachments: [house web grappenhall consultation cqi aerial view east 3-2 5d53fffa318cbb08ebfd709f79e655e4.jpeg](#)

Warrington Local Plan PSV2021 Local Plan submission by Barbara Ellam



Overview:

At no point it seems have WBC seen fit to challenge current government housing demand figures and push back on the one size fits all National Policy. The case needs to be made that Warrington has exceptional infrastructure challenges which would need enormous amounts of funding to meet the needs of a Local Plan. These are

1. The River Mersey flowing through the town
2. The Bridgewater Canal dividing North and South with single track bridges
3. The Manchester Ship Canal dividing North and South with swing bridges and one weight restricted high level Bridge'
4. Two Main line Railway lines.
5. And bordered by three National motorways the M6, M62 and the M56

No journey in Warrington is possible without crossing over or under any of these. The Local Plan, to be achieved would be an enormous Civil Engineering Challenge and required funding of unrealistic amounts.

Consequently the plan is unsound.

The South East Warrington Urban Extension (SEWUE)

Because of the infrastructure challenges the area at best should only be considered as a contingency when all others sites have been utilised across the Borough and after the current developments such as the Southern Gateway project on land know as "Bevan Mews" are completed and should not be used in the initial stages of the Plan, possibly to be reviewed every 5 years.

Where it to be developed only option 4 of the Green Belt assessment 23 April 2021 would have any credence as options 1 to 3 would include what has been indicated as "Lumb Brook Green" these options would be totally unworkable and not feasible from a traffic infrasture point of view. A physical visit in person is recommended at peak time and school runs for anyone to understand the challenges in having any development here. This is apart from the fact that it is grade 2 agricultural land and bordered by Bridgewater canal with two single lane bridge crossing and also borders Parrs Wood. This area is also prime Stockton Heath "Green-space."

There is little or no justification in using Green Belt as the proposal would just add to Urban Sprawl which is against planning guidelines. In addition it displays no local knowledge of the area by town planners and Policy makers.

Stockton Heath

Described as the "District Centre" for South Warrington and other nearby settlements.

I have grave concerns that little thought has gone into the impact on the Village. The area has already high levels of traffic pollution due to standing traffic congestion, even more so when the MSC swing bridge is off. The neighbourhood streets are a challenge for WBC to clean and maintain now due to car parking in the streets. The very fabric is cracking up now so to build circa 4000 homes in the area would seem ridiculous and impractical. SH is a very vibrant destination with quality shops, restaurants and a good balance of day and night patronage. This means traffic is a constant in the village.

It is criss crossed by the A56 and A49 both extremely busy roads causing regular congestion throughout the day. At certain times HGVs have difficulty passing each other due to parked vehicles on London and Grappenhall roads.

With the local plan thousands of more vehicle movements can be expected coupled with developments in neighbouring Halton (Sandymoor and Daresbury) the area will be swamped and at times gridlocked.

Other "destinations" need to be created to take the strain off Stockton Heath.

Environmental and Economic assessments would have supported these points.

Mistrust, Skepticism and lack of confidence in the process:-

Unfortunately as the PSV appears to be in lots of instances a cut and paste from Warrington New Town plans of the early 70's demonstrating a lack of ability to use 21st century ideas especially in the area of Placemaking. The character assessment below seems to have been totally ignored.

https://www.warrington.gov.uk/sites/default/files/2019-08/landscape_character_assessment_2007.pdf

In South Warrington the main land owner is Homes England who if current south Warrington developments in Stretton, Appleton Cross and Grappenhall Heys are anything to go by, have not in anyway demonstrated any talent in appointing developers with experience in developing successful countryside communities . This has resulted in a Architectural Hotch Potch of housing styles diluting the areas sense of identity. No social infrastructure has been built or put in place. One has to ask what has happened to any S106 contributions as none are being spent in the area which has become and is becoming totally car dependent. Appointing Urban Splash (who have good green credentials for creating green space in Cities where none exist) in to develop Grappenhall Woods which is in prime Cheshire countryside is totally out of touch with the wishes of the local population.

Grappenhall Woods by Urban Splash:-



I rest my case.

South East Warrington Employment Area

No clear justification on the release of Green Belt Land is evident making the proposal unsound.

This area should not be developed into yet another warehousing/Distribution Centre as Warrington would be then surrounded by these structures. Leading to poor air quality and traffic congestion at one of the country's busiest motorway junctions.

Thank you,

Barbara Ellam

Sent from my iPad