

[REDACTED]

From: [REDACTED]
Sent: 11 November 2021 10:50
To: Local Plan
Subject: Warrington Local Plan

11/11/2021

Dear Sirs

I am a resident of South Warrington. Please treat this email as my objection to the council's local plan. Whilst I support certain aspects of the plan, including those relating to development of the Mersey shoreline and the imaginative re-purposing of the land at Fiddler's Ferry, I am not satisfied that the plan for the South East extension is sound.

This proposes that 4,200 dwellings and a 137 hectares of industrial development be constructed on green belt land. Green belt land should not be sacrificed until all potential brownfield sites, of which there are a significant number, have been utilised.

The South East extension section of the local plan places unsustainable pressure on existing pinch points already subject to traffic congestion and pollution. Nothing is proposed in relation to the A49 in Stockton Heath or Lumb Brook Road at the Bridgewater Canal.

I am not aware of any concrete proposals in relation to public transport. Currently there are no buses in the early morning or evening. Anyone needing to travel to work outside Warrington by rail is obliged to first drive into the town centre.

Inadequate public transport means that new and existing residents will rely on their own cars. 4,200 new dwellings are likely to introduce a further 8,400 cars into the area, exacerbating existing congestion and pollution. This will be detrimental to the quality of life in the area. It will also increase vehicle emissions which are detrimental to the health of asthmatics like my son as well as increasing greenhouse gas emissions contrary to the government's 2050 net zero carbon target.

The high price of the majority of the proposed dwellings to be built is such that only a minority of new home owners will find local employment resulting in increased car use in the area contrary to the government's 2050 zero net carbon target.

The pay of many of the jobs (e.g. warehouses, logistics) which would be created in the proposed industrial development will be insufficient for those workers to buy homes in the South East extension. The result will be an increase in car traffic from other parts of Warrington putting increased pressure on the already strained road infrastructure. Again, this is contrary to the government's 2050 net zero carbon strategy.

Any sound plan needs to address outstanding infrastructure issues. The existing plan fails to do so. I do not believe that a justified case for the South East extension has been made but if the additional housing and industrial development does proceed this needs to be supported by an improved public transport network and the issue of traffic bottlenecks addressed. If I recall rightly the 2019 version of the local plan contemplated an additional high level crossing over the ship canal which would deal with this concern at least in part. No definitive plans are set out for increased schooling or medical provision in the area and, again, if the additional housing is to be built there needs to be such provision. Its absence invites piecemeal development without adequate infrastructure support placing unsustainable pressure on existing resources.

Yours sincerely

Andrew Bogle
[REDACTED]