

**From:** [REDACTED]  
**To:** [Local Plan](#)  
**Subject:** Objection to the Warrington Updated Proposed Submission Version Local Plan(September 2021)  
**Date:** 12 November 2021 16:52:17

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Dear Sirs

I am writing to register my opposition to the proposed submission version local plan (September 2021).

I believe the plan is unsound both generally and specifically as I have set out below:

- I do not believe that the target of new housebuilding is necessary. I have seen ONS data suggesting that the growth of the town is far lower than these housing targets suggest and the plan has not been adjusted to reflect these figures. The growth in housing numbers generated by the standard model are not a target, they are a starting point.
- The plan for the South East Urban Extension is unsound, the plan is based around building the wrong houses in the wrong places. It creates a minimum of 4,200 in South Warrington, of which approximately 850 will be for rent. The lack of facilities and public transport will have the effect of stranding those who are potentially less well off in areas without accessible facilities to support their needs. The plan fails to locate those who need services most in the locations close to the town centre where services are available without the requirement for travel by car.
- Details for any improvement to the existing road network in South Warrington are very vague in the plan and I do not believe that the current road network can either support or cope with the introduction of a further 8,400 cars on our road network. Also if there are problems on the motorway network around the town this excessively exacerbates the traffic congestion in South Warrington.
- The infrastructure for this proposed development would need to be in place prior to the houses being built and not on the promise of it being built in the future. From what I can see, the infrastructure planned is a promise after the event and not something that would be built in advance of all this proposed housing and is reliant upon funding from the developers!
- The suggested warehousing that is in the plan will further cripple the road network when there are problems on either the M56 or M6. There are already too many large HGVs travelling up and down Barleycastle Lane and Grappenhall Lane in and out of Appleton Thorn Trading Estate and the Inland Border Facility on Barleycastle Lane. These roads are narrow country lanes and these types of vehicles are very dangerous to be flying up and down such types of roads.
- The case being made for the release of green belt land is not sound. The latest guidance from the Government is that all brownfield land should be used prior to the use of any green belt land. I believe that the Council's priority should be the use of land in and immediately around the town centre and at Fiddlers Ferry and not on green belt land outside of the town centre. The provision of 4,200 new houses in South Warrington will bring with it at least a further 8,400 cars on the road network around South Warrington. These roads are already very congested and when there are problems on the M56 or M6 these roads are brought to a standstill now by traffic cutting through the town from one side to the other, this proposed development will only serve to make that considerably worse. South Warrington is also land locked by both the Bridgewater Canal and the Manchester Ship Canal. The bridges that cross both of these waterways are very old and

antiquated. The extra cars that these plans would add to the roads of South Warrington will both cripple the road network, but also are not in line with the Council's declaration of a climate emergency. How can adding a further potentially 8,400 cars to the roads of South Warrington help either the area, the country or the global climate crisis?

- The absence of the use of land at Fiddlers Ferry for housing is also unsound. There is a railway that runs from Fiddlers Ferry to the town centre. This is exactly the type of infrastructure that would be required for social housing particularly as well as minimising the numbers of cars on our roads from both a health point of view and climate emergency point of view.

To sum up, I think that the plan is undeliverable. I believe that the Council is being too ambitious. Their growth predictions are based on unrealistic levels of activity and development at rates which have never been achieved before. The growth appears to be driven by new housing creating economic growth and benefits rather than the other way round.

The Council has stated that it wants to retain the village communities of South Warrington. The plan will create a huge urbanisation from Grappenhall to Appleton. This will destroy the greenbelt that we have left in South Warrington and will cripple the already struggling infrastructure in the area. The current residents of South Warrington do not want our green belt destroyed or the destruction of our village communities.

Yours faithfully

Noreen McDonald

