

From: [REDACTED]
To: [Local Plan](#)
Subject: Objection to the local plan
Date: 14 November 2021 10:05:16

Please find below my objection to the local plan, my name is Isabel Chadwick I live [REDACTED]
[REDACTED]

The number of new homes to be built is higher than the most recent growth estimates for the town. Why aren't we revisiting these figures to reflect what is required?

The plan relies on significant building of new homes and employment facilities across the Borough, many of which are away from the town centre. This will mean increased reliance upon roads and bridges and cases that are often already congested and over capacity. Almost every Friday night roads around the M56 / M6 junction 20 are blocked with long queues. The extra vehicles associated with new houses will make this impossible for local residents. It will add to existing poor air quality and congestion. Whilst the plan indicates some new roads but there is no clarity about where these will actually be, how they will be funded or whether they will be built before new building takes place – is this an acceptable position for the residents of south Warrington to be left in?

The plan gives no detail about how services (education, health services or reliable public transport) will be developed or funded which raises a question about whether they will happen once the developers have finished building?

The housing Plan suggests that the Town Centre will be developed and other brown field sites (e.g. Fiddlers Ferry) it fails to establish the requirement to regenerate the town centre (which quite frankly is a disgrace) and build on brownfield sites before green spaces e.g. Peel Hall and Thelwall Heys. Why would you build on Greenfield sites first it has always been brownfield first, what is the justification. The green belt areas close to the villages have become so important over the past two years a place for people to walk, relax, stake stock all good for residents mental health.

The Plan identified large areas that are currently within Greenbelt for development (1400 acres). Given the uncertainty about the actual number of houses/employment areas needed, and any obvious commitment to focus on regeneration and brown field sites first, is release of Greenbelt justifiable now? It is clear that the e are already falling short of the growth suggested.

The plan proposes the removal of a large area of Greenbelt at the M6/M56 junction to create large scale distribution and logistics site. As I have already stated the traffic situation in this area is already unacceptable but the plan gives no detail re access, transport improvements, green infrastructure and utilities and these will be left to the developers to propose

in the form of a development framework. Employment opportunities on sites like this are low paid low skilled is this the aim for the plan?

Finally as a resident of [REDACTED] I would like to mention Grappenhall school, plans to regenerate this area were included in the original plan but they have now been removed are the council going to let this go to ruin as they have the old rectory? This plan ruins our villages which surround the town please take a step back and think what do we need, how can we utilise brownfield and the town centre better.

Kind regards

Sent from my iPad