

From: [REDACTED]
To: [Local Plan](#)
Cc: [REDACTED]
Subject: Opposition to Warrington Local Plan 2021 (correctly formatted)
Date: 14 November 2021 19:21:43

Apologies, my email program mangled the formatting first time round. Please find a legible version below.

Opposition to the Updated Proposed Submission Version Local Plan 2021

I oppose this Local Plan on the grounds that it is **unsound, unjustified and undeliverable**. I refer to the tests of soundness as set out in paragraph 35 of the [National Planning Policy Framework \(NPPF\) 2021](#).

1) The Updated Proposed Submission Version Local Plan is NOT positively prepared

The area's needs have not been objectively assessed

Instead of the planning process responding to the current and future needs of Warrington's residents, it has been hijacked by the developers' agenda. They want to build expensive houses on Green Belt rather than affordable housing on brownfield sites.

Although this iteration of the plan "moves away from the Garden Suburb concept in South Warrington" it still proposes 2,400 new houses as part of a "South East Warrington Urban Extension". This is an unjustifiable number of commuter homes in an impractical location. The proposed residents of this unaffordable housing would travel by car to Warrington, Liverpool and Manchester, placing further strain on the road and motorway network which is already congested to breaking point.

No regeneration of the town centre is proposed.

The plan is not consistent with achieving sustainable development

The plan period is still too long at 18 years and the proposed number of houses needed is still vastly overestimated. The projections do not consider the implications of Brexit and the Covid-19 pandemic. This huge number of houses is simply not needed to serve the needs of Warrington and does not justify the level of harm to the Green Belt.

2) The Updated Proposed Submission Version Local Plan is NOT justified

It is not an appropriate strategy, taking into account the reasonable alternatives

Brownfield sites such as Fiddlers Ferry should be developed as a priority before Green Belt land is even considered.

It is of great concern that the Thelwall Heys standalone development has been introduced into the plan and targeted for early completion before brownfield alternatives. The proposal for this development was rejected more than 10 years ago due to poor access and the effect on main roads and the Springbrook junction. As traffic levels have increased greatly in the intervening years the impact on the local roads will now be much worse.

No exceptional circumstances have been cited to necessitate the release of Green Belt

The purpose of Green Belt is to check urban sprawl, stop merging of settlements, preserve historic settlements and assist in regeneration.

The so-called “South East Warrington Urban Extension” will make Warrington one big **urban sprawl**, bounded by the M6 and M56 motorways.

The settlements of Stretton, Appleton Thorn, Grappenhall and Thelwall will all **merge** into each other and lose their independence, feeling of community and historic identity.

South Warrington’s Green Belt performs a vital function as ‘**green lung**’ for the whole community. This plan advocates the destruction of nearly 1000 acres of South Warrington’s Green Belt. The Covid-19 pandemic made us even more cognisant of the importance of green spaces for the health and mental wellbeing. Destroying these green spaces would have a hugely detrimental effect on Warrington’s residents.

Warrington had the worst rate of small particulate pollution in the UK for PM2.5 in 2018. We need to retain the Green Belt for our population’s health and wellbeing. We do not want to increase the traffic and pollutants on our crowded roads.

Rather than regeneration, this Local Plan proposes the **destruction of the local environment, its ecology and its residents’ wellbeing**.

3) The Updated Proposed Submission Version Local Plan is NOT effective

It is simply not deliverable over the plan period

The infrastructure to support the new developments will not be in place. The Local Transport Plan (LTP4) has not been updated since 2019 and does not include any new or alternative routes to take traffic from South Warrington into the town centre. Instead it relies on the already severely congested routes: A49 and A50.

This Local Plan lacks any viable infrastructure to support it. Existing roads will be overwhelmed. There is no plan to deliver other necessary infrastructure: schools, hospitals, doctors' surgeries etc. in time to meet the needs of the influx of new residents.

4) The Updated Proposed Submission Version Local Plan is NOT consistent with national policy

It does not enable the delivery of sustainable development in accordance with the policies in the National Planning Policy Framework.

The economic objective is not met

It is unjustifiable to blight South Warrington's Green Belt with an "employment area" consisting of logistics warehouses. Warrington already has more logistic sites than anywhere in England. These generate few jobs because of automation and their (low-paid) workers will have to travel to the site, adding more vehicle movements to the already congested road system in South Warrington. Infrastructure to support the "employment area" is severely lacking.

The social objective is not met

The proposed number of homes exceeds demand, they are not affordable and they are in the wrong location. Far from affording a safe built environment, the new developments will make an already congested motorway junction more dangerous by introducing more heavy goods vehicles and commuter traffic. This will impact on the health of the community by increasing pollution and by removing the highly valued open spaces it currently uses to support its wellbeing. The cultural heritage and community feeling of the existing separate villages will be destroyed.

The environmental objective is not met: instead of protecting and enhancing our natural, built and historic environment, this Local Plan will destroy the character of South Warrington. It will decrease biodiversity and increase pollution. The proposed dormitory settlement with its lack of supporting infrastructure will increase reliance on cars for transport, which is the opposite of moving to a low carbon economy.

This Local Plan does not "meet the needs of present and future generations."

Current and future residents of Warrington will be disastrously affected by the loss of Green Belt which is vital to our health and wellbeing – once lost it is gone forever.

There is no justification for the predicted growth in house numbers, no need for these housing and employment proposals, no exceptional case made for the release of Green Belt and no need to harm Warrington's air quality and environment.

Reject this Updated Proposed Submission Version Local Plan because it is **unsound, unjustified and undeliverable.**

Mrs Carole Rhodes

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