

[REDACTED]

From: Elizabeth Adam [REDACTED]
Sent: 14 November 2021 21:50
To: Local Plan
Subject: Fwd: Draft Local Plan 2021, South East Warrington urban extension

Dear Sirs

Please see, in the attached email below, my objections to your previous proposals.

Having considered the revised proposals, I believe the plan is not sound and detail my concerns below. Timescales in the plan are vague and do not give reassurance.

Green Belt and Brownfield site development

I am pleased to see that the new proposal has reduced the use of green belt land and increased the use of brownfield sites. I am alarmed that the green belt to be sacrificed is virtually all in the South Warrington area. There are no assurances in the plan that the green belt will be used only when the brownfield sites have been maximally utilised. Once developed the green belt is permanently lost. The associated amenity and ecology is lost forever.

Roads

- there are assurances that the relief road for the A49 to the new developments will be built before the housing yet in the plan the first housing will be completed 2025/6 while the relief road completion is 2038.
- access to the M56 via the already congested A49 with an additional junction. The A49 is an extremely busy road taking vehicular traffic south from Warrington. There is significant congestion on all the existing junctions which tinkering with the junctions will not alleviate. Please consider accessing the new road from the M56 J10 roundabout using the existing Stretton Fox access road. This would remove extra traffic from the A49 and might divert some of the existing traffic.
- sustainable modes of access across the Bridgewater Canal. This sound aspirational. What does it mean? Access to Warrington in the North is controlled by the Bridgewater and Manchester Ship Canal crossings. These have a finite capacity.
- high quality internal and external walking and cycling links and funding to support bus services. These might improve the amenity of the area for the existing and new residents BUT will do nothing to reduce car use and hence congestion and reduced air quality, noise and light pollution.

Facilities

No indicative timing for support infrastructure ie schools, health, leisure and shopping facilities. These must precede the house building. There is evidence from the recent housing developments in South Warrington and elsewhere eg Winnington that these facilities are the last to be developed and may not be built. This means that developments result in the overcrowding of existing resources.

Amenity

Village atmosphere in semi rural environment which attracts many residents will be lost.

Environmental impact

Reduced air quality, noise and light pollution from increased housing, increased local population, increased car travel, increased congestion and standing traffic on local roads.

Thank you for considering my comments.

Yours faithfully

Elizabeth J C Adam



Sent from my iPad

Begin forwarded message:

From: Elizabeth Adam
Date: 16 June 2019 at 22:28:43 BST
To: "devcontrol@warrington.gov.uk"
Subject: Local development plan

Dear Sirs

I write to express my concern about the impact on the village of Stretton in the latest version of this plan.

The village of Stretton is a distinct entity spread on either side of the Cat and Lion junction of the A49. It is separated from Pewterspear by the Pewterspear Green land. It is a village of one and two storey dwellings in the main. There is a local Post Office, pub, doctors surgery, church and school.

The proposal is to build housing, including 3 and 4 storey dwellings in the open land, currently green belt, between Stretton Road and the M56 motorway. This is more dense than and out of character with the existing housing. The ribbon development of housing stretches across Stretton Road to the new local centre and beyond, completely engulfing the existing village with no green corridor as promised in previous plans. The new access road is a possible dual carriageway and appears to cut across the existing Stretton Road at the level of Oak Walk. These proposals completely change the character of the village and subsumes it into the new development. There is huge loss of identity. There is a huge loss of amenity. We enjoy the rural nature of the village, the open green spaces where children can play safely and can explore nature and where it is safe to walk a dog. The air quality is better than that in the village of Stockton Heath because there is less vehicle pollution. The current Barratt Homes development beside the school has resulted in a significant increase in traffic with associated noise and air pollution and loss of amenity from the construction traffic. There is development at Appleton Thorn village by Bloor homes and some of this traffic will come west to join the M56 at the Stretton junction adding to the existing congestion. Add to these developments the proposed development of the land between Green Lane and Dipping Brook Avenue. Another large number of houses whose vehicular traffic will impact on all the surround big roads. The impact of the increased population and the increased associated traffic has yet to be felt but can be inferred. The proposals in the 20 year plan will only add to this.

In summary, your proposals will result in

- 1 - loss of the village identity
- 2 - loss of amenity for current and future residents
- 3 - increase in road congestion
- 4 - increase in noise pollution
- 5 - increase in air pollution
- 6 - unsustainable pressure on the local resources ie primary school and local GP practice
- 7 - unsustainable pressure on neighbouring local resources including secondary schools
- 8 - permanent loss of the green belt

I trust that these comments will be taken into consideration when you review your plans.

Yours faithfully
Elizabeth JC Adam



Sent from my iPad