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From: Jen S [REDACTED]
Sent: 15 November 2021 11:29
To: Local Plan
Subject: Local Plan Objections

I wish to make my representation and object to the Local Plan.

I live on [REDACTED], and have witnessed never-ending, constant congestion in the five years we have lived here, as has my father in some of the later of his 30 years he lived here previous to that. It has always been a 'busy, main throughfare' but now levels are beyond belief, and plans to further congest and air pollute this road and others like it around our town boggles the mind. As I write this, traffic is at a standstill, and has been grid locked all morning since 8am. This is daily. Even weekends.

The consultation was not fit for purpose. The events were held on the opposite side of town when they should have been held locally, where the developments are actually planned.

Anybody isolating were not able to attend as only a small window of dates were available. Also anyone relying on public transport struggled to get to the venue.

The plan is not sound as Warrington Borough Council have not complied with the standard assessment for calculating local housing need, which should be a starting point not a target.

WBC have also increased housing numbers using a 10% uplift. 2018 ONS data predicts lower growth for the Town.

There is sufficient Brownfield land to accommodate the lower housing figures.

Building on Greenbelt will not help a young generation locked out of the housing market.

No consideration has been given to Town Centre regeneration or renewal in the plan.

The revised 2021 NPPF ensures the vitality of Town Centres, supports a prosperous rural economy and promotes sustainable transport.

Focus should have been on development of Brownfield sites. The release of Greenbelt planned, which includes prime agricultural land does not agree with WBC declaring a climate emergency.

The NPPF states there needs to be exceptional circumstances to justify the release of Greenbelt, there are none justifiable in the Plan.

The sacrifice of Greenbelt planned in South Warrington is for no other reason than expensive executive housing.

The planned developments at Thelwall Heys and the South East Urban Extension will create more car dependant suburbs in an area already suffering from congestion and pollution.

There are no realistic alternative modes of transport planned.

There are no viable road networks planned to alleviate traffic congestion.

The planners have not taken current traffic congestion into consideration in an area dissected by canals which is gridlocked at peak times.

Building vast warehousing on Greenbelt, such as the Six56, is unsound due to employees being car dependant again which is not sustainable. Employment will be low paid and probably automated eventually. It will not contribute to local employment needs therefore does not constitute exceptional circumstances to release this land.

The Plan focuses on building the wrong type of houses in the wrong locations.

People need affordable housing near to the Town Centre and should not be reliant on cars as their only method of transport available.

No detail is given regarding provision of funding for health services, education or public transport therefore the Plan is not deliverable.

The Villages of Grappenhall, Thelwall, Stockton Heath, Appleton, Stretton and Wrights Green are in danger of becoming one huge suburb.

The 2021 NPPF states 'Greenbelt exists to prevent urban sprawl to preserve the character of existing settlements.

Heritage and character of these beautiful villages should be preserved for future generations.

The 2021 NPPF states "development should be encouraged within existing built up areas"

Building away from the Town Centre contributes to pollution as people are car reliant.

The Plan should be halted due to recent Government announcements regarding the protection of Greenbelt and ending housing targets.

In summary; the Plan is not sound for the following reasons..

Lack of infrastructure

Over inflated housing numbers

The wrong type of houses in the wrong areas.

No priority given to building on Brownfield first.

No consideration given to regenerating a dilapidated Town Centre.

Releasing vast areas of Greenbelt in an area made up of small villages for executive housing and low paid car reliant warehousing does not demonstrate exceptional circumstances to justify the release of Greenbelt.

No consideration given to air quality.

No consideration given to the current problems regarding the volume of traffic.

Jennifer Savage

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Sent from my iPhone