

From: Matthew Collier [REDACTED]
Sent: 15 November 2021 13:35
To: Local Plan
Subject: Local Plan Objection

To whom it may concern,

I am writing to oppose the Local Plan in its current form for the reasons outlined below:

Unacceptable Reallocation Green Belt Land

The use of greenbelt land should be a last resort especially when there are brown field sites closer to the centre of Warrington. Situating a new development this far from the town centre won't do anything for the redevelopment and regeneration of Warrington.

The local plan does nothing to address the ecological and environmental impacts from losing even more greenbelt land and will only have a negative impact on the environment. The boundaries were only confirmed 7 years ago and should have lasted 20 years and the plan has no justification as to why this has been changed.

The use of greenbelt while reduced from the previous plan to 5% still disproportionately targets south Warrington which already has less greenbelt available. Developers often sell houses in the south for more than anywhere else in Warrington which would significantly impact the affordability for young families.

The Inclusion of Thelwall Heys

There was a 2004 planning inquiry that found that this part of the Green Belt was not suitable for development but no consideration for this has been put into the details for the latest plan. I live locally to this land and it often and regularly floods. There is nothing included in the plan to explain how this issue would be resolved and the impacts on existing houses that already have issues with flooding. I often walk around that area and there is a lot of wildlife including bats which are a species protected by law, foxes, rabbits, owls and amphibians that rely on the land within the area proposed for development. Thelwall doesn't have the infrastructure to support more homes, there are very few shops, the schools and GP's are oversubscribed. The plan is missing a significant amount of detail related to the Thelwall Heys development for example access to the site isn't highlighted.

Infrastructure/Air Pollution

South Warrington has some of the worst air pollution across the UK and the proposed plan wants to increase this with the inclusion of things like Six56. There is no consideration on the plan to the impact of this on people who live in the area. Adding more homes and traffic can only make things worse, the government's policies on electric cars doesn't solve the issue either with the heavier weight of these vehicles and increased tyre wear there will be more micro plastics contaminating the air and waterways. The roads in Warrington and especially the smaller roads around south Warrington can't deal with the existing traffic. Adding 4200 more homes with multiple times that of cars needs massive improvements in infrastructure that just can't be done in south Warrington without negative impacts to wildlife and existing homes and businesses. Increasing traffic and congestion will only have a negative impact on the government's climate change aspirations.

The reliance on the existing swing bridges that are very poorly maintained and often break down is a terrible oversight of the plan. The only high-level bridge over the ship canal (other than the motorway) is again poorly maintained and not suitable for heavy vehicles.

The Plan Offers Nothing to Regenerate Warrington.

The plan offers no evidence that constitutes exceptional circumstances for reallocating green belt land for development.

There is nothing in the plan that details how the character of Warrington will be preserved or improved which is supposed to be one of Warrington Councils key objectives.

The plan offers no improvements for our roads and the accessibility for South Warrington residents attempting to travel into town will only be made worse and therefore residents are less likely to travel into Warrington.

The number of houses to be developed are unrealistic and have never before been achievable especially with a skills shortage in the construction trades and difficulty in sourcing materials.

Construction on the scale of the local plan just isn't required or justified based on the predicted growth that this plan has been intended to accommodate.

Regards

Matthew Collier

