

[REDACTED]

From: Helen Buckthorpe [REDACTED]
Sent: 15 November 2021 14:41
To: Local Plan
Subject: Response to the local Plan

Dear Sir or Madam,

Please reconsider the Warrington Plan, I do not believe that the plan is sound for the following reasons:

When Brownfield land is available for use there is no sustainable justification for the release of greenbelt land on the outskirts of the town. The release of greenbelt in the countryside surrounding the town and in particular the South East Urban Extension will create further car dependent suburbs, leading to further congestion, pollution and negatively impacting the climate change agenda of the Town and the Country.

The South East Urban Extension, has no provision for any form of mass transport other than the motor-vehicle.

Living in Thelwall and working in Town myself I know first-hand that there is no safe route to cycle in to work and the bus service is poor with infrequent buses that have to travel all over the South of Warrington before arriving in town as services have been cut. There is no way I can use public transport as I have to be home in time to collect my children from school and public transport is not an option.

The release of greenbelt for the building of the South East Urban extension is not sound and is unsustainable given the context of a climate emergency.

The plan is not sound in that it fails to address the already chronically overloaded road system in South Warrington. The bottlenecks of Stockton Heath, Latchford, junction 10 of the M56, Junction 20 of the M6, and London Road between Stockton Heath and junction 10 of the M56.

The limited contribution to the road network contained within the plan for the South East Urban Extension is a link road from Grappenhall Hayes to Dipping Brook Avenue with a connection to the existing road network near Grappenhall Lane and a connection of a link road from Stretton Road to the A49 somewhere opposite the Spire Hospital. These do not address any of the current issues of congestion rather it simply links areas within the already congested hinterland bounded by The Bridgewater Canal, the M6, the M56 and London Road.

The separation of the South East Urban Extension from the town of Warrington is exacerbated by the lack of the creation of any new crossings over the Bridgewater Canal, The Manchester ship Canal and the Mersey in this area of Warrington.

The plan for the South East Urban Extension is not sound, in that it creates a minimum of 4200 homes of which approximately 850 will be for rent. The lack of facilities and public transport will have the effect of stranding those who are potentially less well off in areas without accessible facilities to support their needs. The plan fails to locate those who need services most in the locations close to the town centre where services are available without the requirement for travel by car.

The plan is not sound, in that it will increase air pollution levels in the already highly polluted areas of Stockton Heath, Latchford and London Road. Any plan cannot be sound in that increases the unacceptable levels of air pollution already experienced in South Warrington.

The plan is not sound because it releases greenbelt immediately and will divert investment from the regeneration of the town centre and the Brownfield sites around the town. A sound plan would delay any greenbelt release until at least the first five years of the plan were completed at which time when the plan is reviewed The significant changes to lifestyles and work patterns caused by Brexit, Covid, and the climate emergency as well as the most up-to-date ONS data may well confirm that no greenbelt release is required to support the growth of Warrington.

A sound plan would preserve the greenbelt when there is so much uncertainty regarding the real future demand for housing in the towns and cities of England.

The Plan is not sound, it's building the wrong homes in the wrong places, Warrington needs affordable housing of mixed tenure but this affordable housing needs to be near to the town centre with the facilities of the town centre accessible to those living in affordable housing. The plan does not deliver this in fact its target for affordable housing is only 20% for inner Warrington developments and 30% elsewhere.

The plan is not sound, the South East Urban Extension creates a continuous suburb merging Stockton Heath, Grappenhall, Grappenhall Hayes, Appleton, Wrights Green, and Stretton. Appleton Thorn is one field away from becoming part of this huge suburb stretching from the M56 all the way to the Bridgewater Canal. It runs contrary to

the councils own stated goal of preserving the distinctive villages that surround Warrington, instead it merges all the distinct areas referred to above into one enormous suburb.

The plan is not sound, the plan comes only seven years after the last local plan which was meant to last and preserve the greenbelt for 20 years. There are no exceptional circumstances presented in the plan that justify the release of greenbelt.

The plan is not sound as building on Thelwall Heys will lead to increased flooding in Thelwall, the fields currently earmarked for development flood whenever there is heavy rain, sometimes over a foot of water gathers in the lower field. If you build on this land then water that would previously have been absorbed and held back will have nowhere to go other than downhill into Thewlall. Thelwall New Road always floods when there is moderate to heavy rain and if the amount of water collecting there increases it may cause flooding to the bungalows on Moberly Close, Alderley Road, Prestbury Drive and Wilmslow Crescent where water already gathers when rain is heavy.

The plan is not sound its sacrifices the pleasant green spaces of South Warrington for no valid reasons, it is harmful to the environment, unsustainable in the context of the climate emergency, unjustified when looking at the 2018 ONS data, detrimental to the plans of developing the town centre, detrimental to the remediation and improvement of brown field land, contrary to the maintenance of distinctive and separate villages, woefully inadequate in terms of infrastructure to support in particular the greenbelt development, woefully inadequate in terms of concrete proposals for the funding of infrastructure and services. The plan appears to have one purpose which is the unjustified and premature release of greenbelt. A greenbelt that should be protected for the future generations of people living in Warrington able to enjoy the green spaces the people of Warrington enjoyed today. To progress the plan now is not sound, given the government's latest announcements and Michael Gove's comments regarding the protection of the greenbelt and the ending of housing targets.

With best wishes

Helen Buckthorpe

