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From: Dave Bailey [REDACTED]
Sent: 15 November 2021 15:32
To: Local Plan
Subject: Warrington Local Plan - Comments - David Bailey - [REDACTED]

Green Belt

New plan reduces Warrington's Green Belt overall by 5% particularly in Appleton, Appleton Thorn Grappenhall and Stretton.

1400 acres of Green Belt land would be lost across Warrington 1000 acres coming from the above areas.

The Urban Expansion would accommodate a minimum of 4300 houses. There will be significant expansion of warehousing facilities, using a lot of land and not creating many high quality jobs
None of the loss of Green Belt land is justified.

Existing Green belt boundary was confirmed only 7 years ago. It was supposed to be good for 20 years.

The plan for the Green Belt land will hit South Warrenton hard, the Council should look more carefully at using brownfield sites before releasing Green Belt.

It is unclear how the Council will be able to control the rate of house building once the Green Belt has gone and the environmental and ecological impact of the loss of Green Belt has not been properly assessed in the revised plan.

Housing

Around 2400 new homes will be built upto 2038. Most of the housing will not be affordable for local people. Developers would only be required to build a maximum of 30% affordable homes and affordable homes need to be located near to appropriate facilities.

Workers at the warehouses will probably have to commute from outside the area.

New homes in the south would be located too far from both railway stations meaning more car use across the town as a whole.

Fit for Purpose?

Details of the plans for the roads are very vague. Some indicative plans are provided but do not for part of the Local Plan proper. These details should not be left to be settled later. The true effects of the development cannot be judged properly without these details.

There is no definitive proposal of how the residents of South Warrington will travel into town. No details of how increased traffic could be accommodated on the aging and overloaded crossing of the Ship Canal and the Bridgwater Canal.

There is not detail of how the Plan will actually result in regeneration of Town Centre or preserve the identity and distinctive character of South Warrington, both of which are Warrington Council policy objectives.

The Plan does not show convincingly what the 'exceptional circumstances' are for development in the Green Belt.

The most likely outcome is that many houses will be built on Green Belt but the necessary supporting infrastructure will not be delivered.

We risk our Green Belt being sacrificed for the sake of an over-ambitious plan.
The integrity of all our villages would be threatened.

Town Centre

The proposals would not trigger regeneration in the Town Centre. They would just leave us with the same pattern of commuting into Manchester and Liverpool for work, shopping and leisure.

Funding the new proposals will draw council money away from the Town Centre, achieving the opposite of what was intended.

Economic Growth

The Council are being unrealistic with its forecasts. Growth predictions are based on levels of activity and development at rates which have never been achieved before.

Growth seems to be driven by new housing creating economic benefit, instead of the other way round.

Infrastructure

There is no new route into town from the South East end of the town and the Plan still relies on 3 Victorian swing bridges over the Ship Canal and the inadequate single-track crossings of the Bridgewater Canal.

The Infrastructure Delivery Plan is dependent on roads and bridges that are already overstretched.

The revised Plan gives no confidence that the infrastructure needed can or will be delivered.

The Plan hints at the use of the Cantilever Bridge as part of a 'Mass Transit Corridor' but with no timing or details.

The future of the 'Western Link' would appear to be questionable on grounds of cost and given the removal of Port Warrington and the South West Urban Extension in Walton from the 2019 Plan. But it still appears in the new Plan.

Congestion and Air Quality

The development proposed does nothing to ease the existing problems of traffic congestion and air quality. And can only make things worse, especially in Stockton Heath and Lower Walton at Junction 20 of the M6 and Junction 10 of the M56.

Increasing reliance on road traffic is wholly inconsistent with the UK's Climate Change aspirations.

Regards

David