

From: Tony Smith Yahoo [REDACTED]
Sent: 15 November 2021 16:26
To: Local Plan
Subject: Local plan objection - Grappenhall / South Warrington

New Local Plan Objection Response – 10th November 2021

I wish to express my extreme concern and lodge my objection to the proposals outlined in the new Local Plan on the following grounds:

- **Significant and unjustified loss of green belt land**

I fail to see on any level Warrington Council's logic behind continuing to pursue a policy whereby the 'preferred option' would still appear to be to build such a large proportion of the new housing on green belt land, particularly in the South Warrington area. Green belt policy was created for a very good reason, i.e. to prevent urban sprawl, maintain an area for agriculture and forestry, and provide a habitat for wildlife, having a positive effect on the lives of both rural and urban inhabitants. In view of this, by their very definition, these areas should be the choice of absolute last resort and not a 'preferred option'.

I have seen no justification whatsoever for such large-scale release of green belt from what I have read or seen with regard to the new Local Plan and remain very unconvinced that enough consideration has been given to the use/re-development of brown field sites around the town. I am afraid, to me, the new plan continues to simply reek of pursuing the easy/cheap/most lucrative option for the developers and council alike.

- **Increased traffic and inadequate infrastructure**

The current infrastructure is creaking under the strain of existing traffic, you only have to witness the effect of an incident on any of the three motorways surrounding Warrington to get an insight into the potentially disastrous affect that a, potentially huge, increased volume of traffic would have. The lack of any detail in the new plan of how increased levels of traffic, particularly in South Warrington, will be supported is alarming to say the least.

- **Environmental affects**

The potential detrimental effect of the disruption, noise, vibration and pollution such large scale housing and potential infrastructure construction would have on wildlife and residents should not be under-estimated and the loss of such large areas of green belt can only serve to exacerbate this. Furthermore, the resulting increased reliance on/volume of road traffic and the pollution that will be generated is inconsistent with the UK's climate change aspirations.

- **Burden on schools and healthcare amenities**

Local schools and dentist/doctors' surgeries are already over-subscribed and Warrington/Halton hospitals operating to capacity. The building of new schools and health care facilities may be included in the new plan, but what consideration has been given to how these will be staffed and funded going forward?

- **Loss of character and identity**

The large-scale use of the green belt for development, particularly in South Warrington, will completely change the character of the area forever and villages will lose their identity.

- **The soundness of the plan**

Finally, in view of the massive scale and potential effects of this proposal on the residents of Warrington, particularly South Warrington, I would like to express my concern as to the soundness of this new plan on the following grounds:

- Taking into consideration the constantly changing/evolving nature of the Governments political position in relation to many issues, a 15-20 year plan seems completely unrealistic and highly undeliverable and should be at the very most a 5 or 10 year plan.
- There is absolutely no clear proof or justification, or indeed any in my opinion, of exceptional circumstances for building on and destroying green belt land.
- Considering 'falling' birth rates, I fail to see the justification or necessity to build such large numbers of houses, particularly as the majority of them are not deemed 'affordable'.
- There is a very concerning lack of detail on how the existing or any proposed infrastructure will support such large-scale development and the resulting increased volume of traffic.

Loony Smith, [REDACTED]

Best Regards,
Tony Smith

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