

**From:** Kath Douglas Furner [REDACTED]  
**Sent:** 15 November 2021 16:32  
**To:** Local Plan  
**Subject:** Objection to WBC Local Plan 2021

I wish to register my strong objection to the revised Local Plan 2021 which does nothing to allay the concerns I expressed in my previous objections to 2019 plan and some of the individual planning applications, most of which have gone ahead and therefore make this plan even worse for South Warrington and elsewhere. The plan is not viable and here some of my many reasons to object:

1. Inadequate Council consultations. None held in South Warrington where most of the development and greenbelt release is. At least last time the Council had the decency to consult with and face objections from tax paying constituents in the affected areas. The Council has not followed due process so, on principle, shouldn't proceed.
2. The Council still hasn't taken into account latest official data re house requirements which indicate nearly 50% fewer homes are required than WBC Local Plan 2021. Why have 1600 new homes been removed from the South West Urban Extension? Why aren't figures definite for the Garden Suburb which states 'around' 2400 in the plan period with an additional 1800 beyond that period = the original proposal of total 4200. This seems disingenuous, especially as some of the housing appears to be on land which wasn't included in the 2019 plan and for which there is no additional infrastructure. A mass 'housing estate' conflicting with the Council's declaration it wished to preserve the historical, individual villages surrounding Warrington, as evidenced by the fairly recent village signs. NB PLEASE change the Wright's Green signs to Wrights Green (no apostrophe) per the road signs and postal address – no response to emails sent about this )
3. Greenbelt release should not be necessary for well over a decade based on the Council previous plan numbers which identified plenty of brownfield sites. This was before the release of Fiddler's Ferry which has all the infrastructure in place to become another 'village' within Warrington developed on brownfield land. It's logical and more sustainable to focus on developing brownfield sites in the town centre to support new restaurants, cinema and the shops, all of which support jobs, especially for the younger generation. The transport links, if required, and the hospital are in the town centre and this is where new jobs should be created too. Regeneration will deliver lower costs and more affordable housing for constituents . The 'affordable housing' in South Warrington is currently around £300k which is ridiculous.
4. The plan doesn't address the overloaded road system in South Warrington where cars are the only realistic transport option. The traffic jams in 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 already cause problems. The links proposed and traffic lights near Spire Hospital will just exacerbate the congestion, even without the chaos of closed motorways which gridlocks the traffic North and South. It was clear from the 2019 consultations that the Council hadn't viewed the traffic situation at peak times and the additional houses built and still being built increased the congestion. Trying to exit the Stretton Road at the Cat & Lion at peak times creates a huge backlog and adds 30mins + to the journey and the ensuant pollution. The already highly polluted areas of South Warrington would become worse, detrimentally affecting the health of residents living near the motorways and destroying wildlife and the green spaces which are part of the rural environment.
5. Land being used for crops supporting the UK's need to increase self-sufficiency in food should be maintained and not turned into housing. We need to support local suppliers of UK products which in turn contributes to reducing polluting transport costs.
6. 656 should not go ahead as warehousing continues to be increasingly automated reducing the need for as many jobs as the Council/656 has projected. Those jobs would require the use of cars as public transport is lacking – yet more pollution. Create jobs in the urban area where the infrastructure and public transport are.

7. The plan for the South is cart before horse with houses being built first followed by supporting infrastructure some time, arguably never, as with the 1000+ homes already built in the various villages in the South Eastern Extension.

In conclusion, Warrington needs mixed options, affordable housing in the town centre area on brownfield land. It's not sustainable to develop on greenbelt and open spaces where little public transport/facilities exist for residents. To progress the plan now with the Government's latest announcements about preserving green spaces and ending housing targets is not sensible, especially when future housing demand is so uncertain. Other councils have put their plans on hold for those reasons. I see no evidence to support the release of undeveloped, open land which would impact climate control initiatives and destroy the beautiful open spaces for future generations to enjoy in their leisure time as well as current Warrington residents.

Thank you

Katharine Douglas Furner

