

From: Peter Mason [REDACTED]
Sent: 15 November 2021 16:37
To: Local Plan
Subject: Objection to Local Plan

Dear Sir/Madam,

I am writing to voice my objection to the local plan for South Warrington for the following reasons

The vast majority of the greenbelt release takes place in the South East Urban Extension, all of the council run consultations sessions were held at the Halliwell Jones stadium north of the Bridgewater Canal, the Manchester ship Canal, the Mersey and the town centre whilst the vast majority of the greenbelt development is proposed for south of these water barriers. Consultation events run by the council with council officers present should have taken place in the south of the Borough. The area most directly affected the South East Urban Extension could have had council run consultation events as last time in venues such as the park Royal Hotel. The failure to do this renders the consultation process unfit as it did not allow a proper expression of views.

The Plan, at point 4.1.10 of the document, Confirms that Warrington has an urban capacity of approximately 11,800 homes that could be built on brownfield sites, the annual "target" pre the 10% uplift of 816 homes, Implies that there is sufficient Brownfield land to support a 14 1/2 year building program. On this basis there is no need to release any greenbelt until sometime well beyond the first decade of this plan.

The priority of the Council should be renewal of the town centre and the development of Brownfield sites not release of the greenbelt. In the early years of the plan an enhanced stepped approach to the building figures could be taken which would allow for only the available brownfield sites to be developed.

Greenbelt release as an immediate consequence of this plan will have the effect of drawing development and developers to the released greenbelt rather than focusing attention and effort on the town centre and Brownfield developments and Work contrary to plans to regenerate the town centre.

The Council have declared a climate emergency, the release of greenbelt is not sound in the face of the Council's own climate emergency, the government's own declaration of a climate emergency and the global desire to reduce greenhouse gas emissions.

The South East Urban Extension has no provision for any form of mass transport other than the motor-vehicle and promises of public transport systems. The topography of the area that is earmarked for the South East Urban Extension makes realistic alternative to the car almost impossible for journeys to and from the town or journeys to work.

The plan does 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.

Specifically there are no concrete plans to address the junction at Lyons Lane and the A49, or the Owens corner roundabout on to the A49, both of which, if these plans were to go ahead, would see significant additional traffic flows and further congestion.

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 will increase air pollution levels in the already highly polluted areas of Stockton Heath, Latchford and London Road.

A good plan would preserve the greenbelt when there is so much uncertainty regarding the real future demand for housing in the town.

The Plan is 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 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 opportunity to develop Fiddlers Ferry which has rail transport links to the town centre has been sadly missed, this location should not become an employment location but rather a new village built on Brownfield land with sustainable links to the town centre and beyond. The plan as currently drafted fails to capitalise on the opportunities that present themselves to the council for Brownfield land residential use at Fiddlers Ferry.

Kind regards, Peter Mason

A black rectangular redaction box covering the signature of Peter Mason.