

**From:** [REDACTED]  
**To:** [Local Plan](#)  
**Subject:** Warrington proposed submission version Local Plan 2017/37  
**Date:** 11 June 2019 18:26:04

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Mrs Diane Richardson

[REDACTED]  
Warrington  
[REDACTED]

Dear Sirs,

Please register my formal objection to the above Local Plan.

I do not believe the proposals contained in the above Local Plan are sound. I do not accept the scale and nature of what is being proposed by WBC due to the profound negative impact it will have on the residents of South Warrington going forward. The proposals will NOT improve the quality of our lives, quite the reverse, we will be swamped by unnecessary housing and see our precious green belt destroyed.

The plan is unsound for the following reasons:-

\* The Plan period is longer than it needs to be to meet government requirements.

\* There is no justification for predicted growth levels which are based on unrealistic economic forecasts and population projections. If the 2016 population projections were used, there would only be a need for 343 homes per year rather than the 945 proposed.

\* Therefore due to the above, the level of housing numbers are far too high made worse by the addition of a 10% flexibility increase which is unnecessary as the Local Plan will be reviewed every 5 years.

\* The over-estimation in housing need significantly increases the need to build on Green Belt! Nearly all of the proposed 11% green belt to be used will be in South Warrington which is unnecessary and disproportionate. The loss of any green belt should be more evenly and fairly spread across the Borough and only as a last resort after ALL OTHER OPTIONS have been exhausted.

\* The location of any new homes should be located where any new jobs are being created to minimise commuting and the inevitable increase in pollution. These homes should be affordable in relation to the type of jobs being created. This is NOT the case in relation to South Warrington.

Any new jobs being created near the 'Garden Suburb' will be mainly distribution and logistics - related - there will be an inevitable mismatch between levels of remuneration and costs of new housing - 'affordable' or not. It is likely that staff will be commuters from other areas as there is little commercial activity in South Warrington.

\* The villages of Appleton Thorn, Stretton, Grappenhall and Walton will be completely changed in character and distinctiveness which is totally contrary to the Vision for Warrington's Future outlined in the Local Plan.

\* The traffic infrastructure proposals are totally inadequate to alleviate the current problems of pollution, noise and congestion in South Warrington and support the new housing and commercial developments.

The Garden Suburb will have 5000 new houses which will generate around 10,000 daily car journeys.

There is nothing planned to improve the A49 as it goes north from the M56 through Stockton Heath. It is already very polluted and congested!

The already congested A56 will see around 7000 daily car journeys from the Walton Development.

About 5000 daily car and HGV journeys associated with the Waterfront Development via the Western Link. Many people will use the Western Link rather than pay tolls on the other 2 Mersey crossings.

\* The National Planning Policy Framework requires the Plan to be aspirational but DELIVERABLE . I do not believe that this Plan is deliverable and is consequently UNSOUND.

The annual average delivery of 945 new houses is more than double the current build rates (359 in 2018/19).

There is a peak requirement of 1,656 house in 2025/26 which I do not believe is achievable. Control of the rate of building rests with developers not WBC as they will only build what can be sold.

The bulk of the funding will need to come from the developers. The size of the funding is unclear in the Plan as is the commitment of developers to to deliver the necessary funding for infrastructure.

Development is only acceptable with the effective mitigation of its key impacts- traffic congestion, noise, air quality, education & health facilities, local amenities and the environment. It should also maintain/ improve the quality of life for residents. It should be PROPERLY PLANNED and implemented before and during the building process but BEFORE completion.

Yours faithfully,  
Diane Richardson (Mrs).

