

From: [REDACTED]
To: [Local Plan](#)
Subject: Local Plan Consultation Objection
Date: 17 June 2019 09:47:13

To Whom it May Concern,

I wholly object to the Local Plan Consultation in its current format and kindly request more lengthy and thorough assessments of the development of Warrington be made, so that an appropriate, robust and coherent plan be made and implemented that will enhance Warrington for all, not just those seeking profit.

[REDACTED]
[REDACTED] I have noticed a considerable increase in the amount of road traffic in and around all of Warrington.

Congestion

In particular, the morning commute towards the M6 takes upto 1 hour just to travel 2 miles, this occurs at least once a week and is often just due to weight of traffic or the rapid build up of commuter traffic and HGVs following a vehicle breakdown or RTA anywhere along or in the vicinity of M6/M56/M62.

[REDACTED]
[REDACTED] With the surrounding motorway network I had hoped Warrington would prove the ideal location to access all the hospital sites however, living in South Warrington is already proving to be a liability.

The proposal to build approximately 5000 new homes in the 'Garden Suburb' of South East Warrington would add at least this number of extra cars onto the existing roads at peak times and would make South Warrington grind to a halt more frequently. The quickest route to the west of Warrington is frequently via Stockton Heath and the Daresbury Express and the Mersey Gateway which rapidly becomes snarled up as the existing roads are not able to cope with the volume of traffic.

Housing

The basis on which the number of homes required has been calculated is flawed. The existing housing in South Warrington is already unattainable for many young families and professionals like myself. Affordable housing allocation of a maximum of 30% would still leave 70% of housing priced above what many households in South Warrington could afford. The suggestion that proposed warehousing and distribution centres built in South Warrington will generate ample employment opportunities is ill founded, and what few jobs would be created are very unlikely to have the associated income able to afford a home in the 'Garden Suburb'.

Green Belt & Air Pollution

The loss of green belt to provide these homes would be detrimental to the quality of life and health of the population of Warrington with net loss of green belt space, vegetation and essentially destruction of a living air filter for the copious and dangerous amount of fumes generated by motorway traffic.

The unprecedented loss of green belt would be catastrophic for local wildlife, the extent of which has not been assessed rigorously for the local plan.

I can see no grounds or 'very special circumstances' for this permanent loss of green belt and excessive building of new homes without thorough and timely development of the existing infrastructure and consideration of the health of the existing (and proposed expanding) population.

Public Transport & Infrastructure

The public transport availability and accessibility in South Warrington is grossly inadequate for the current population and needs to be expanded and improved to reduce the current car numbers on the road. Any new development must have establish a reliable and accessible to all public transport network BEFORE new residential areas are permitted to be developed.

- Access to the rail network in south Warrington is non-existent and people have to travel, invariably by car into the town centre for this, adding to the reliance on cars and increasing traffic into the town centre.

When absolutely necessary travel into the centre of Warrington also proves to be an unpleasant and timely affair with the geography and existing road infrastructure. The few existing crossings of the Mersey and Manchester Ship Canal are bottlenecks for traffic even at quiet times of the day; and should an individual be unfortunate to coincide a journey into Warrington with the passing of a ship on MSC the travel time, as well as fuel consumption/exhaust fumes from stationary vehicles and dangerous manoeuvres by already frustrated drivers makes for

Development of the green belt in South Warrington, as outlined in the Local Plan Consultation is not only offensive and inconsiderate to those already affected by the current, aforementioned circumstances of South Warrington but also to the theoretical new residents who would have to share the frustration, financial and health burden of living in the 'Garden Suburb'.

To reiterate, I wholly object to the Local Plan Consultation in its current format and kindly request more lengthy and thorough assessments of the development of Warrington be made, so that an appropriate, robust and coherent plan be made and implemented that will enhance Warrington for all, not just those seeking profit.

Yours faithfully,

Dr Laura Porter

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