

From: [REDACTED]
To: [Local Plan](#)
Subject: Local plan
Date: 30 May 2019 13:44:17

Dear Sirs,

I wish to object to the Local plan proposed by Warrington Borough Council.

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There is no justification for the excessive number of homes planned, which exceeds the Government housing targets. As a letter from Rt Hon James Brokenshire states local authorities should assess the need not exceed it and AFTER consultation with the local people. There were 4,500 letters of objections after the first consultation. It is apparent that WBC disregarded this enormous negative response to the plan

This huge development will destroy both the character and distinctiveness of all the villages, something that is very precious and part of our history, which should remain as a heritage for future generations. Green belt should be only considered if nothing else is available. There is no justification to take such huge swathes of green belt in one particular area. It was stated last week that it is planned to build many houses on the site of the present hospital when the new one is built.

The decimation of the abundant wild life and their habitat is horrifying. Not only that there are a huge number of people who come from the town to appreciate the wonderful views and tranquillity of the area. It is an asset to the town and Warrington should keep this green belt for future generations. All the villages in question should keep their own identity.

The development of employment land is not backed by any meaningful economic strategy for the town and neither is there an economic plan to justify such a huge expansion. Does Warrington have enough job opportunities to satisfy the future householders or will they commute to neighbouring cities again adding to congestion.

I then must question the soundness of this plan.

There are huge flaws in this plan. After attending a meeting today all aspects of it apart from the land they are taking are very vague. The proposed bridge over the canal at the moment is just a line the planners have no idea where it will start and where it will end just an approximation of Ackers Road over to Station Road. There is no thought of how the thousands of extra vehicles will commute to and from Warrington and the surrounding areas. I also have grave concerns over the vastly increased pollution from the extra vehicles

There has been no clarity on how all the infrastructure will be funded. It is assumed that the builders will contribute to this but where will the medical staff, teachers and all the other professional come from? It's difficult enough to fill existing places without trying to employ others. There are no attempts to explain the funding for these.

Where are the job opportunities to employ the many thousands of people that will relocate to this area? Most are in warehousing and logistics all of which will be fully automated in the near future. Thereby reducing the hundreds of new jobs promised in the plan. The majority of the proposed new residents will be forced to commute elsewhere adding even more chaos to the roads. As for the commercial developments there are many commercial units empty in Warrington and the surrounding areas that could be filled before building more on Green belt land

Is the proposed link road from Stretton to Grappenhall Heys a dual carriageway to provide the HGVs a link road? This road will also add to the pollution through our villages. WBC has not given any indication where the money is coming from to fund this dual carriageway.

Surely it is not possible build on such a scale in an area where people are living. Again the restrictive roads will cause a huge problem for construction vehicles.

How has the unrealistic costing of £50 million pounds for the new bridge been estimated? And where will that money come from.

The fact that WBC has only overseen 500 houses a year how can they realistically oversee double that amount.

It is unthinkable to build more houses without any infrastructure in place. The roads are very overcrowded as it is. There are only two ways out from Grappenhall over the small bridges and the access to the motorway is a small roundabout. It is completely impractical for thousands more cars to make the roads unbelievably congested.

I understand that there is a criteria for releasing Green belt

Firstly to check the unrestricted sprawl of large built up areas. Grappenhall will have over 5,000 houses

Has all urban land been considered? There must be many brown field sites within the area.

There is no safeguarding of the countryside by encroachment. All the fields in the area are working fields producing crops every year. They are clearly not being safeguarded

As stated before. The identity of all surrounding villages will be lost. This is our heritage to cherish not to be lost in an urban sprawl. We owe it to the residents, visitors and future generations to keep our green belt.

Who will benefit from this urban sprawl? Not the people of Warrington. Would it be WBC and the developers? There certainly wouldn't be any affordable housing and where would the people work - not Warrington. The majority will commute.

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Geraldine Leitch

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