

From: [REDACTED]
To: [Local Plan](#)
Subject: My Objections to The Proposed Local Plan
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Objections to Revised Local Plan WBC

The Plan is not justified or deliverable, nor does it meet the assessed needs of the area. It is being promoted through Homes England, which would generate profits for the government and for the developers, to the disadvantage of exiting residents. The land involved has been held since 1974 and was left undeveloped. It became Green Belt as a result of public demand to protect it from future development. Although some reductions have been made in the amount of Green Belt land required since the previous Plan, there is still an assault on this precious commodity, and insufficient use is made of emerging brown-field sites. Moreover, the Six56 development is still included in the Plan. Yet there is a lack of motorway junction capacity, lack of multimodal transport options and there will be heritage damage and an impact on the environment.

The plan will destroy the distinctive nature of South Warrington, leading to large losses of this vital Green Belt. The figure of 4,200 new houses in addition to the number already approved is proposed for Appleton, which will make it an urban sprawl: the very thing the Green Belt should prevent. The number of new dwellings and their associated vehicles is unsustainable. Thelwell Heys is threatened by 310 houses and the logistics hubs nearby will jeopardise Green Belt, wild life and atmospheric quality, while producing no benefits for local dwellers. As it stands the motorway junctions cause huge back-ups of traffic into the area, which will be exacerbated by the addition of the logistics hubs.

The plan provides no indication of how public transport will be developed to support these huge housing numbers. It is certain that additional car numbers will feed into increasing congestion. Stockton Heath is already full: on-street parking is difficult to find for residents and is often taken by those wishing to shop in the village. These parking difficulties will increase, as will pressure on the Forge Car Park.

Despite the length of the Plan there is repeated vagueness with reference to key points in the infrastructure. For most residents there is the option of the overloaded A49 or two wholly unsuitable single lane crossing points for the Bridgewater Canal, one of which is a humped-back bridge which is well over 100 years old. There are no plans provided to deal with the issue of the canal crossings, either in terms of refurbishment of existing bridges, or the provision of additional crossings. Lumb Brook Road traffic will increase and Red Lane (single lane, listed building) will become a worse rat run from Quarry Lane and Windmill Lane. Extra Traffic from Hatton will exert pressure for widening or rebuilding Hough Lane Bridge. As more traffic seeks to miss the centre of town by using the new Slutchers Lane bypass this will put additional pressure on the Walton MSC bridge.

The proposals to improve local roads, which are already heavily congested, are inadequate. Congestion will cause further air pollution and destroy our quality of life. Air quality is virtually ignored in the document, and the issues are brushed aside. This is especially the case in Stockton Heath which suffers from long traffic tail backs daily. Air monitoring in Stockton Heath shows that pollution from particulates is already approaching the WHO recommended maximum. The document does not mention air pollution as a concern

Plans for infrastructure to support the thousands of proposed new houses are absent. Local GPs, dentists, school and bus services are unable to cope now, before any extra housing is built. The plan acknowledges that three new schools, and medical and leisure centres are required, in the Appleton area but gives no indication of where, when or how these will be provided. GPs in the area are inundated at present and additional population numbers will bring even worse service to residents, and the danger of missed illnesses or even deaths as a result. The plan gives no analysis on the impact of the increase in population on the residents of Stockton Heath. There is no information given on the provision of a new recycling centre. Additionally, there are no concrete plans to improve the inadequate bus services, as consultations only began this July. The Council makes vague promises of 'hoping to boost passenger numbers and cut fares' and applying for grants. There is no specific strategy or actual proposals provided, it is all smoke and mirrors.

Plans to improve and regenerate the Town Centre are missing. This needs considerable improvements, to encourage its resurgence as cultural and social centre. At present it is a sad, partially- derelict embarrassment, lacking a decent bus service. The Plan fails to deal with the rapidly changing nature of town centre usage, which, had it been properly considered in the Plan, might well have reduced the call on Green Belt land and provided affordable housing and starter homes in locations where demand is likely to be highest, close to public transport hubs. Linked to using the Fiddlers Ferry site this might well prevent the majority of the proposed homes being built on the Green Belt

In attempting to satisfy Conservative government housing plans that are outdated, the plan grabs large areas of Green Belt, which is a vital lung for the town and reserve for essential insect, plant and animal life. In turn, this threatens our farming communities, which will be essential in the drive to our becoming a country that produces its own food and hence reduces carbon footprints. Green Belt is essential for our physical and mental well-being and its present proximity for local people will be radically reduced when new housing covers many local acres.

The Plan must be re-examined and revised to reduced proposed new housing numbers, preserve our Green Belt and improve the local infrastructure , schools, GPs and public transport.

Yours faithfully

Paula Young