

From: [REDACTED]
To: [Local Plan](#)
Subject: Warrington Local Plan Objection
Date: 17 June 2019 14:38:33

Dear Sirs,

Below are some points I wish to be considered.

I am objecting to the local plan as in my opinion it is unsound and undeliverable. The economic growth described is not based on the most up to date data and is over-ambitious. The house building schemes are excessive, and in any case it is surely impossible to plan accurately for the next 20 years as opposed to say 5 or 10.

The plans for land, which includes Green Belt land, near Appleton Thorn/Grappenhall/Thelwall are excessive and would result in traffic chaos for commuters travelling in any direction at any time of day or night. Already the roundabout at the end of Cherry Lane is prone to problems of high densities of traffic, made worse by the occasional tipping over of lorries. [REDACTED] Lymm the character of the area has changed considerably, as would of course be expected over such a long period of time, but never have there been such grossly excessive proposals as we currently see.

The additional traffic, 1000 HGVs/hour from Langtree Six/56 warehousing would have a huge impact on pollution and noise. Any cycle paths proposed for industrial/warehouse areas are in my opinion unlikely to be used as cycling through traffic, inevitable in any realistic journey, would be simply too dangerous. The Green Belt fields in this area of South Warrington would be lost forever, changing the character of the separate villages of South Warrington into suburban sprawl, thus rendering them much less attractive places for families to grow and thrive. There are no special circumstances to necessitate releasing Green Belt land for housing or warehousing development. I understand 7400 houses are proposed for South Warrington, far too many for discrete villages. Warrington's current record on pollution shows it to be the worst in the country for small particulate emissions, hardly an attraction to families/house buyers. It is not possible to maintain or promote wildlife diversity in an area where Green Belt land is destroyed for construction, completely unsound reasoning. Most of Warrington's Green Belt is in South Warrington and it is therefore completely out of proportion to plan for major removal of the South Warrington pristine Green Belt.

Regarding the Transport Plan, it has been extremely difficult to find detailed proposals/maps, and some infrastructure plans (roads and bridges) would appear to be underfunded thus rendering the plan unsound and undeliverable.

Yours faithfully
Angela Smith

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