

**From:** [REDACTED]  
**To:** [Local Plan](#)  
**Subject:** Local Plan - Proposed Submission Version concerns (LP-PSV)  
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I am writing to register my concerns with the local plan as a resident of Warrington since [REDACTED]. I am very alarmed to see what is planned in terms of loss of green habitat, excessive house building, new commercial developments bringing large lorries through and around the town, increase in pollution due to building of new roads and general urban sprawl.

It is completely inappropriate to take away 10% of the Green Belt or indeed any of it in order to build houses in the Grappenhall and Appleton Thorn areas. This is land set aside to be preserved for future generations and is crucial in maintaining green habitats for wildlife. The Green Belt was set up to be developed only in extreme circumstances and new build premises do not count as such. Warrington will be blighted by 18,900 new houses by 2037. This is in excess of the Government's target and is based on inflated ideas of possible economic growth. Appleton Thorn Village in South Warrington will lose its village character and become clogged with traffic.

The additional traffic from the proposed Langtree Six/56 commercial warehousing site will place an excessive burden on the existing motorway junctions and A roads. In the case of any motorway accidents, lorries will join the usual gridlocked traffic trying to get through the town adding to the well-known chaos and pollution.

Warrington has already been identified as having one of the worst air qualities in the whole country. Specifically for the 2.5 micron particulates, Warrington is the very worst. This range has a proven link to premature deaths due to respiratory and heart problems.

The LDP is heavily dependent for success on adequate infrastructure and the Western Link is touted as being a solution to the existing heavy traffic flow over the town centre river mersey bridges. In addition it is expected to cater for the new heavy lorry traffic described above plus the extra cars generated by the new Warrington housing and attracted from other locations (induced traffic) e.g. avoidance of Runcorn/Widnes toll bridges. New houses are likely to have 2-4 cars per household since multiple family members tend to cohabit the same property with very little car sharing between members.

I believe the Western link to be the result of the broken road building philosophy that has now been generally discredited around the world. The 2nd Mersey bridge was built at great expense to merely leave us now where we were when there was only a single congested bridge. In any case a new fast section of road merely migrates the traffic queues to the nearby bottlenecks e.g. traffic lights or roundabouts. WBC has stated that the road will be at full capacity after 20 years leaving the town with even more polluted air.

The Western Link will destroy large areas of green space from Moore Nature Reserve, Morley Common and Sankey Valley Park as well as being a blight on the landscape. I

believe that it should not be built.

Real cities such as Manchester are taking serious and well considered decisions about improving public transport so that it provides a viable alternative (busways, tramways, electric and hybrid vehicles) to the private motor car. Also car free zones are being established to reduce air pollution from road vehicles.

In conclusion we need to provide a reasonable number of new houses using brown field land where possible, avoid large warehouses and port Warrington Infrastructure with associated lorry multiplication. Stick largely to affordable housing and scrap luxury money making enterprises for builders such as seen with the "Garden City". Abandon the Western Link as an expensive dinosaur and focus on measures to improve public transport and air quality.

from Michael Miller

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Warrington

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