

**From:** [REDACTED]  
**To:** [Local Plan](#)  
**Subject:** Local Plan response  
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I am writing to voice my strong objection to the Local Plan, after attending several WBC consultation events.

[REDACTED] I have serious concerns about the amount of traffic that the plan is likely to bring through Hatton Lane and Warrington Road, which already have significant traffic and speeding issues.

I would like to question whether any traffic modelling has taken place at all for the garden suburb development and the proposed employment area. Traffic from the garden suburb travelling to the anticipated Western Extension relief road will inevitably use Hatton as a short cut to avoid having to go around the motorway network. This will be exacerbated when the motorways themselves are blocked or heavily congested which frequently happens. This will mean unacceptable levels of traffic on our rural road system and increased air pollution. From discussions with WBC representatives it appears that no consideration has been given to date to traffic issues which flow as a consequence of the Local Plan.

There is a severe lack of detail regarding the road infrastructure in terms of a relief road from the garden suburb to access the M56. The Cat & Lion junction and junction 10 of the motorway need to be completely re-thought if development progresses according to this ambitious plan. If the 'indicative' relief road were to be built, the positioning of it is critical to keep traffic flowing North and South on the A49 from junction 10 of the M56. The distance between the Cat & Lion junction and junction 10 of the M56 is only 400m – if an additional relief road is to intersect within this distance then road safety and traffic flow are likely to be compromised significantly, which as we regularly see, can cause dangerous back-up traffic leading down and on to the M56.

The plan itself seems to be flawed, totally unjustified and at odds with national policy at many levels:

• The official predicted growth for housing requirements is much lower than WBC's numbers. There does not seem to be any driver for the additional housing numbers, other than the employment area at M6/M56. It is extremely doubtful whether employees at this site would even live in the garden suburb, which is likely to consist of above-average cost housing stock.

• The release of such a large amount of green belt for the Local Plan seems extremely hasty and does not appear to comply with 'very special circumstances' required to over-turn green belt classification. Once green belt land is released it will be lost forever. Surely it is best to focus on the development of brown-field sites in and around the town centre in order to re-populate and re-generate areas that are accessible to the town and are more likely to utilise the new resources planned for the centre, rather than 'out-of-town' areas that are likely to travel to larger conurbations for amenities.

• Warrington is a town bordered by 3 very busy motorways. The town is already listed as one of the most polluted in England. Adding huge numbers of housing and increasing HGV movements to the south of Warrington, thereby removing the green belt 'lungs' will add significantly to the pollution problem. This is totally contrary to government policy to reduce transport pollution in our residential areas.

I hope that WBC recognise that their plan, which was constructed without the input of residents, is contrary to the wishes of the majority and that changes to the character of our locale on this scale are totally unnecessary.

Yours sincerely

Kathy Merrett

Hatton Parish Council