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16th June 2019

Dear Sir

Ref Draft Local Plan, Proposed Submission Version (LP)

I realise that there must be a plan for extra housing and a plan for economic growth and employment. I believe the LP is over ambitious in its plan for growth. I contest that our green belt should be used as brown field sites should always be used first. The regeneration of the town centre is the right aim, using brown field sites to build houses to help the local businesses, as well as getting transport links for all of Warrington.

I object to the Draft Local Plan for the following reasons:

- Unsound housing figures and not consistent with Government policy. The housing figures in the LP figures should be based on Government plans for 2016 but the LP kept the 2014 which are higher according to a letter sent from the Secretary of State for housing. The letter also states the figures are a starting point, not a target. The housing numbers should be more in line with latest population figures and building rates.

We already have houses being developed in Appleton Thorn, Pewterspear and Grappenhall Heys , of around 1000 houses, which are in addition to the LP. The current rate of build at Appleton Cross is 372 houses over a period of 8 years, making it around 50 houses a year. If the builders don't think it is viable, as a business, to build more in a year, how can we possibly meet a build of approximately 950 per year for Warrington with approximately 320 (7400/20 or even 7400/18 =411) of these being built nearby to the above current developments?

- Unsound use of Green Belt. The LP doesn't meet four criteria for a 'special circumstances' release from Green Belt. It also contravenes the Thorn Ward Neighbourhood Plan
 - a) **To check the unrestricted urban sprawl.** Appleton Thorn will essentially disappear with the fields, currently in green belt being used for housing and huge distribution centres. Fundamentally Stretton, Appleton, Appleton Thorn, Grappenhall Heys and Grappenhall will merge. Called the 'Garden Suburb'.
 - b) **Safeguarding the countryside from encroachment.** This is not met. For example, when leaving JN20 on the M6 you can see lovely fields to the left. Instead there will be a massive distribution centre spreading from there and up through Grappenhall Lane with massive 42m high units. (Six/56)
 - c) **To preserve the setting and special character of historic towns.** Appleton Thorn village will lose its very distinctive and historic character.
 - d) **To prevent neighbouring towns merging into one another.** Although Stretton, Appleton, Appleton Thorn and Grappenhall are villages they will be merging to become the 'Garden Suburb'

- Brown Field sites are not being prioritised. Fiddlers Ferry is closing in 2020 and building should be considered there prior to any green belt.
- No clear reasoning for the inevitable increased air pollution due to HGV and residents' cars, therefore making the LP unsound. Air Pollution will be increased by the additional 2000 HGV vehicles per hour. Air pollution in Warrington is already high, being one of the highest in the North West. Warrington already has the worst record in the country for dangerous small 2.5-micron particulate emission. There's a proven link between exposure to small particulates and premature death from respiratory and heart problems. Our Government has just announced that the UK will be carbon neutral by 2050 with part of the strategy being that we plant many more trees, so why are we building on green belt land with huge distribution centres and causing an increase in air pollution and NOT planting more trees. In fact, if trees were planted on the green field sites, at the sides of the M6 and M56 the carbon emission would be greatly reduced as well as the noise.
- Lack of clarity of how the infrastructure will be funded such as roads, schools, policing and doctor's surgeries.
- Lack of clarity about how the LP for S Warrington can help regenerate Warrington town as there are only concepts about how the residents will get into Warrington town centre. We know 60% of Stobart's employees come from outside S Warrington, therefore commuting via motorways and current bridges, with no clear plan how new crossings would be built.

Yours faithfully

Susan Plass