

**From:** [REDACTED]  
**Sent:** 15 June 2019 19:42  
**To:** Local Plan  
**Subject:** Local Plan

Sirs,

I wish to register my objection to the Draft Local Plan as follows:

**LP-PSV (Local Plan- Proposed Submission Version)**

I believe the plan assumes unjustified levels of economic growth based on old data and ambitious assumptions.

The area simply does not justify and cannot support the huge levels of additional housing proposed (18,900 homes by 2037). This level of housing development would destroy the character of Appleton Thorn, Grappenhall, Stockton Heath and other important residential and local community services.

In addition, the proposed huge development of commercial premises near Appleton Thorn/ Grappenhall to be situated on approx. 365 hectares of precious Green Belt and other farm land is not justified and is not appropriate to the local area.

In an area with high levels of educational attainment and high performing schools, to focus on the development of distribution parks which bring low levels of employment and where they do bring employment, predominantly lower pay jobs (lower than the current local average) is wrong and will not support the local population.

Indeed, there is a contradiction between the quantity and inevitable high cost of houses to be built locally and the affordability of these houses to the low volumes of low paid jobs which would be offered by this development.

The additional traffic created by this proposed level of commercial development does not appear to be have been properly considered. In a world where central government policy is attempting to reduce green house gases and pollution and balance this with preservation of CO2 consuming trees, this plan flies in the face of these government policies and the public's wishes. In particular Warrington already has the worst record in the country for dangerous small 2.5-micron particulate emissions which have been proven to cause life limiting diseases. Adding more heavy goods and other vehicles to the mix is clearly not in the interests of the local population.

This proposal plans to violate the preservation of green belt land and I see no Special Circumstances (as required by Government) which would justify this, especially when some brown field land exists and, in the case of the decommissioning of Fiddlers Ferry will soon make available a considerable area of brown field land.

This plan is also in contravention of Thorn Ward Neighbourhood Development Plan (NDP) .

**Transport Plan LTP4**

The proposed plan makes insufficient provision for the very high levels of additional traffic which will be created both by commercial and residential developments envisaged by the proposed plan. The local infrastructure already cannot cope with current traffic volumes and one link road across the plan area will not moderate the traffic impacts which is already at breaking point through Stockton Heath for example.

Any residential and commercial development plan needs to integrate the traffic plan within it and in the 21<sup>st</sup> century must be supportive of global, national and local aspirations to reduce pollution and carbon fuel usage.

**Overall Comments**

This propose Local Plan demonstrates how out of touch and mis-aligned the council is with the population it purports to serve and as residents we can only assume the council leaders are, for reasons best known to themselves, more aligned with the potential developers.

I would have thought than the Local Plan for Warrington should see itself as a part of national initiatives to improve the environment and the quality of life of residents such as:

1. Housing development should be on a smaller scale and done in such a way as to enhance the current character and personality of existing communities and address existing issues and deficiencies
2. Employment creation should focus on the creation of high value future-facing employment which would increase average earnings locally, not dilute them – perhaps with an environmental, science or IT focus.
3. All developments must be supported with appropriate transport plans that are also future facing and address existing as well as future traffic issues.

Regards,

Andrew Lockwood

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