

**From:** [REDACTED]  
**To:** [Local Plan](#)  
**Subject:** Objection to the local plan for Warrington  
**Date:** 17 June 2019 16:39:17

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I am writing to make my objections to the proposed local plan for Warrington. I have been a resident [REDACTED]  
[REDACTED]

- First and foremost the proposed economic growth is based on old data and ambitious assumptions, therefore rendering it unreliable.

<!--[if !supportLists]-->• <!--[endif]-->The proposals for housing development in Warrington is excessive, far exceeding the targets set by the government. To build 18,900 houses across Warrington by 2037 is unrealistic and unnecessary.

<!--[if !supportLists]-->• <!--[endif]-->[REDACTED]. The phenomenal proposals for commercial premises near Appleton Thorn and Grappenhall are not in keeping with the villages. Some of the proposals are suggesting premises are built on Green Belt land, totally contradicting the government guidelines for 'special circumstances'. This would also be the second biggest commercial development in the country behind Trafford Park. Surely a small town's community is not the appropriate location for this. It was announced last week that Fiddler's Ferry will be closing. Surely this brownfield site would be a much better location for the commercial development.

<!--[if !supportLists]-->• <!--[endif]-->[REDACTED]  
[REDACTED] The 7400 houses in S Warrington alone, mostly around Appleton Thorn, would destroy the character of the village character.

<!--[if !supportLists]-->• <!--[endif]-->I work in [REDACTED] therefore travelling one junction from 20 to 21 on the M6. At 7.30am and 5.30pm, I sit in queues of traffic. How can an additional 2,000 HGVs per hour from Langtree Six/56 commercial warehousing site be supported? Whenever there is an issue on the motorway, the entire town becomes gridlocked. No account for this additional traffic has been made in the local plan.

<!--[if !supportLists]-->• <!--[endif]-->Warrington already has the worst record in the country for dangerous small 2.5-micron particulate emissions. There's a proven link between exposure to small particulates and premature death (respiratory, heart.) The health of my children is a huge concern. The government have proposed reductions in pollution levels. How will this be achieved with the additional traffic brought in through the local plan?

<!--[if !supportLists]-->• <!--[endif]-->The local plan contravenes the Thorn Ward Neighbourhood Development Plan (NDP)

Susan Hough  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Local Plan](#)  
**Subject:** objection to the six 56 scheme  
**Date:** 17 June 2019 16:48:09

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I am writing to object to the proposed development of Six 56

· <!--[endif]--> [REDACTED] The phenomenal proposals for commercial premises near Appleton Thorn and Grappenhall are not in keeping with the villages. Some of the proposals are suggesting premises are built on Green Belt land, totally contradicting the government guidelines for 'special circumstances'. This would also be the second biggest commercial development in the country behind Trafford Park. Surely a small town's community is not the appropriate location for this. It was announced last week that Fiddler's Ferry will be closing. Surely this brownfield site would be a much better location for the commercial development.

<!--[if !supportLists]-->· <!--[endif]--> [REDACTED]  
[REDACTED] The development would destroy the character of the village character.

<!--[if !supportLists]-->· <!--[endif]--> I work in [REDACTED] therefore travelling one junction from 20 to 21 on the M6. At 7.30am and 5.30pm, I sit in queues of traffic. How can an additional 2,000 HGVs per hour from Langtree Six/56 commercial warehousing site be supported?

· <!--[endif]--> Warrington already has the worst record in the country for dangerous small 2.5-micron particulate emissions. There's a proven link btw exposure to small particulates and premature death (respiratory, heart) The government have proposed reductions in pollution levels. How will this be achieved with the additional traffic brought in through the local plan?

· There appears to be a poor transport strategy lacking essential detail – lots of road infrastructure is unplanned or only aspirational.

<!--[if !supportLists]-->· <!--[endif]--> Some infrastructure projects (roads and bridges) will be grossly underfunded and therefore [REDACTED] the whole plan is undeliverable

Susan Hough  
[REDACTED]