

**From:** [REDACTED]  
**Sent:** 11 November 2021 10:24  
**To:** Local Plan  
**Subject:** Local Plan Objections

11<sup>th</sup> November 2021

Dear Sirs,

Herewith a number of reasons why the revised Warrington Local Plan is not fit for purpose and provides no rhyme or reason or justification as to why development in the local Green Belt is needed over development on existing brownfield sites.

The importance of Green Belt land is second to none the purpose to protect natural or semi natural environments, improve air quality particularly, reduce carbon emissions and ensure that urban dwellers have access to countryside with consequent educational and recreational opportunities.

The plan proposes to reduce the Green Belt overall by 5 percent with almost all of the land targeted in the urban extension in South Warrington.

There is no need to open Green Belt land when there are other opportunities for expansion on land out of the Green Belt including Brownfield sites and in areas which are closer to rail and road networks without having to cross over the Manchester Ship Canal south to north.

As there is available land outside the Green Belt for extension and development of Warrington there are **no exceptional circumstances** for development of the Green Belt.

There are railway links north, east and west of the town but there are no such links south of Warrington, therefore the extension of the town south of the canal will result in more car use in the area and across the town as a whole increasing carbon emissions at a time where governments throughout the world are trying to reduce emissions to prevent global warming. This has not been considered in proposed plan.

The plan does not clearly detail the proposals for roads and other infrastructure and this should not be left for discussions at a later date as it is too late once the principle of development has been established. It is impossible to judge the effects of the development without this information.

The main A49 travelling north from the M56 junction is already clogged with traffic throughout the day. Commonly it can take me 5 to 10 minutes to get through the traffic light junction at the Cat and Lion Stretton and this is out of rush hour. Most mornings between the hours of 8 and 9.30 it can take 25 minutes to travel from Appleton along the A49 into the village of Stockton Heath a journey which should take 5 minutes (1.5 mile journey). With the suggested development in the Appleton, Appleton Thorn and Grappenhall area this journey will be impossible and it will result in increased air pollution.

There is no explanation in the plan as to how the already very poor transport infrastructure south of Warrington can cope with such significant increased levels of traffic which are already unsatisfactory having to cross old Victorian bridges to get into the town.

There is no explanation as to why such growth is needed in the town and looking at historical levels of activity the rates forecast are unrealistic and have never been achieved before. There is no need for the proposed volume of housing and mass of employment land.

The plan will destroy the character and landscape of the local villages particularly south of Warrington.

There is nothing in plan for regeneration of parts of Warrington town centre which have been in decline for a number of years.

As a result of the above factors this plan is not a sound plan and we trust these justifiable objections will be considered in the decision process.

Yours faithfully,

Mr J and Mrs L Neale

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