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**From:** Mitchell Larkin [REDACTED]  
**Sent:** 14 November 2021 21:58  
**To:** Local Plan  
**Subject:** Local plan objection

To whom it may concern,

I am strongly objecting to the new the local plan and I will be discussing the reasons throughout this objection. Firstly I would like to say how disappointed I am that I am having to write this objection after you received over 3000 objections on the previous draft plan, there is very little change especially in South Warrington. During the development of the plan it seems little thought and consideration have come for South Warrington particularly to residents within the South east urban extension even with the considerably high tax threshold. Within the area of the South east extension there are two major motorways the M56 and M6 as well as a major commercial site including the Warrington inland boarder facility with means mass amounts of pollution are already occurring, to develop 4,200 homes in this area and an additional major commercial site is outrageous. The 656 employment development area is not sound, the expectation that people travel to work by walking, cycling and public transport is simply unrealistic. Whatever employment is created at 656 The consequences will be increased motor vehicle traffic movements through the already congested road network of South East Warrington. Employment opportunities need to be created closer to the town centre and sustainable transport links. The release of the greenbelt seems to be all located in one area and I believe this is for one reason easy profit for developers and the easy sale of land due to it being owned by Homes England although, I cannot seem to understand why the Council is backing the Miller homes development as this site does not seem to be viable in anyway especially at the fields in front of The Park Royal hotel at the Cat and lion junction. The traffic in this area is highly congested and everyone knows this, if they don't its because they have passed during the pandemic. It only takes one accident on either of the motorways for queues to build up on Stretton road outside my house for multiple hours making it difficult for me to travel to work so I can attend to emergencies. It would mean that you would have a major motorway with a major housing development on the exit next to a hospital and three hotels and a busy restaurant meaning roads such as London road and Stretton road which are already highly congested will be gridlocked and in return cause mass pollution as well as destroying all character in the area In particular it will destroy the current views afforded to those entering Warrington from junction 10 of the M56, a view currently across open fields towards Saint Matthews Church which gives the overall impression of entering a rural village environment. The proposed development of this greenbelt land will have the effect of creating a suburban feel the moment one leaves junction 10 of the M56. The release of this land is both unnecessary and damaging to the beauty of the current environment. The answer is not to build more roads but to not develop there as it is not viable. When the plans were first mentioned to build there I was not concerned as I believed anyone with common sense could see it is not viable however, when Miller homes recently took over the proposed development I became slightly concerned as I know the power that a major developer holds and shortly after it was included in the draft local plan. The councils argument is that the government target needs to bit but to think the answer is to build houses in areas that are going to cause havoc for Warrington residents is not acceptable, the plan is not sound, in that it will increase air pollution levels in the already highly polluted areas of Stockton Heath, Latchford and London Road. Any plan cannot be sound in that increases the unacceptable levels of air pollution already experienced in South Warrington. I have looked at the adjustments to The cat and lion junction which will not be beneficial to residents and not the mention the amount of traffic there will be coming from all directions.

The public already use Warrington South as a pass through town to avoid the tolls of The Runcorn and Widnes bridge which means exiting at the cat and lion junction or M6 junction at Lymm services. The plan should not be developed this way it should be developed by the people and for the people not once have the people of Warrington supported this and every single parish in Warrington South has objected strongly so for Warrington Borough Council to repeatedly refuse to accept this I think it is very disappointing when

there are other alternatives, to put nearly all the green belt development in one area is not beneficial to the people in anyway. The plan comes only seven years after the last local plan which was meant to last and preserve the greenbelt for 20 years. There are no exceptional circumstances presented in the plan that justify the release of greenbelt. The council states that the transport networks will improve within this area to allow for less vehicles to be required but with busses in the area only running to around 1800 hours I believe this information to be wrong. The council may argue that improvements will be made but when my Mother recently enquired about this it was due to not being to recruit any staff, so if that is the case now why would this change with 4,200 additional houses being built. In addition to this I have been unable to find a none private dentist that is taking patients and I have not faith that this sort of in fracture will be sorted before the developments take place, this has meant I have not to travel to Knutsford to use a dentist. I have walked past the leisure centre today and noticed that it has been boarded up and seems to be falling to pieces. Due to the poor state and feedback from residents I have chose not to attend however, my brother recently attended and expressed the shear lack of funding it has received.

The Council have declared a climate emergency and as well as the government, the release of greenbelt is not sound and does not make any sense. There is very little green belt separating villages from he major motorways and the councils idea of developing a sound plan is to put houses there adding a possible 8,400 cars to one area not mentioning the additional traffic coming into the area to work in the current commercial units and the possible additional commercial site. The house price for a newly built 4 bed detached house are currently selling on Barratt homes website for the Orchard meadows development at Appleton for £515,000. It is highly unlikely that residents in the area are going to working at the commercial sites at Appleton Thorn meaning even more vehicles will be exiting from the Motorways causing more pollution. Within the plan the answer seems to be building more roads however, this just means more motor vehicles will be using the link roads causing more pollution and traffic as well as reducing the little open space that is currently left. I work in a stressful job by serving the public as a Police officer and moved into this area as the open space allows me to destress walking through the countryside and the removal of this open space is going to affect my life dramatically and will mean I will have to travel outside of where I live to enjoy some clean air. The villages within the South east urban extension are not being protected with any green buffer and will become one big urban development with multiple link roads causing a dramatic loss of character. Appleton Thorn seems to be the only village to be protected by a buffer zone and I cannot understand why this has not been implemented to separate villages such as Stretton, Thelwall, Grappenhall and Appleton. Developments in Stretton, Appleton Thorn, Grappenhall Heys, Latchford have already been developed and recent planning permission has already been granted for Hatton and the nearby Villages of Daresbury, how long will it be before Warrington is completely linked to nearby towns and villages. the South East Urban Extension creates a continuous suburb merging Stockton Heath, Grappenhall, Grappenhall Hayes, Appleton, Wrights Green, and Stretton. Appleton Thorn is one field away from becoming part of this huge suburb stretching from the M56 all the way to the Bridgewater Canal. It runs contrary to the councils own stated goal of preserving the distinctive villages that surround Warrington, instead it merges all the distinct areas referred to above into one enormous suburb.

Andy Carter continuously shouted to use the available brownfield site avoid destroying the green belt within south east Warrington and he was repeatedly told it is not possible, Warrington borough finally had to accept this due to continuous questions being asked the MP's and the public and they finally agreed it would be included in the plan. After hearing this news I was expecting minimal release if any in South east Warrington but was massively disappointed when I viewed the plans, the opportunity to develop Fiddlers Ferry has been sadly missed, this location should not become an employment location but rather a new village built on Brownfield land with sustainable links to the town centre and beyond. The plan as currently drafted fails to capitalise on the opportunities that present themselves to the council for Brownfield land residential use at Fiddlers Ferry. The plan is not right and it's building the wrong homes in the wrong places, Warrington needs affordable housing of mixed tenure but this affordable housing needs to be near to the town centre with the facilities of the town centre accessible to those living in affordable housing. I purchased my home in this area knowing that green belt is protected and the quality of life I would have here would be exactly what I needed, it was only 7 years ago that a local plan was previously completed

with no intention to release the surrounding green belt so I was expecting at least 13 years until this would be considered. What is the point of a 20 year local plan if the council is to scrap intentions meaning residents in the area expecting countryside and character would now be living in a polluted and congested zone with no character.

As a young person who had faith in the council to find a viable plan I am truly disappointed and I hope you listen to the objections this time.

Kind regards,

Mitchell Larkin

