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Dear Sirs,

I wish to object most strongly to the council's development plans for South Warrington for the following

reasons.

Firstly the plan option includes the release of Green Belt land to support the 8,655 houses to be built in South Warrington. The National Planning Policy Framework says Green Belt boundaries should only be altered in "exceptional circumstances". It is unclear why WBC believes these are "exceptional circumstances". The strategic development of the Green Belt between Halton and Warrington at Walton has been ignored to extend development, and the development in Stretton/Appleton Thorn/Grappenhall Heys takes away a vital green space and leisure area. Go to that area anytime of the day and you will see walkers, cyclists, dogwalkers all using this green area.

The plan is based on an assumption that 1,113 new houses per annum over the next 20 years, around 24,000. This is higher than required. A

lower figure could significantly reduce the amount of land needed. The Council's desire for Warrington to become a City is given in the Plan as one reason for the high housing targets. This ambition is not shared by me, and I am sure by many, if not most Warrington residents.

There are large Brown Field sites likely to be released within the 20 year period of the plan which have not been taken into account. Fiddlers Ferry is nearing its end, and Warrington Hospital is planning to move to a new site. These areas could make a significant contribution to the town's housing needs so that Green Belt land could be spared.

No high level environmental and ecological impact survey is included in the Plan. I firmly believe that we must protect the wide variety of animals that live in the Green Belt areas including badgers, water voles, great crested newts and bats. There is a legal requirement for the Council to do this.

The traffic issues and congestion have not been seriously addressed, especially the unique geography of the Mersey, Ship and Bridgewater canals. No detailed traffic survey

7 has been included in the plan with regard to the proposed South Garden Suburb and the roads roughly penciled in do not remotely address the transport needs for this huge development.

Warrington's position close to the M56/M6/M62 results in gridlock situations whenever there are problems on the motorway. Through traffic starts going through Warrington, and with residential traffic results in a standstill. The extra traffic from so many houses will make gridlock more likely. I personally already avoid going into Warrington at rush hours, Friday afternoons, Saturday lunch time but other times too Warrington has traffic at a standstill and journey times increase and increase. This is not good for business, or the environment. Public transport is poor and costly. The impact of the toll over the Runcorn/Widnes bridge will result in more people going through Warrington. Only Halton residents are exempt from the toll. Stockton Heath will be adversely affected by the plan. The adverse impact of the extra housing in Appleton and Walton and the traffic generated will be enormous. Roads are frequently at a standstill and junctions

47 or capacity.

This huge increase in population will require more medical services. The plan promises new health facilities but the Council is not able to provide these. This will depend on the NHS and availability of staff. Will it happen? probably - but when? and what will happen in the meantime to services stretched beyond capacity?

This plan is not my vision for Warrington in the future. It will destroy Green Belt land of high landscape and agricultural value for ever. The traffic implications are unimaginable and will affect the whole town

Yours faithfully,

