

## Objections to the proposal for an 8,000 dwelling Warrington Garden City

1. This is a scenic well used recreational green belt amenity that is irreplaceable. There is much brown belt and unused land to the north and east of Warrington where more homes could be built without the need to desecrate the rural amenity south of Warrington
2. 8,000 homes completely infilling all land between A49, M56, M6 and the canal will obliterate the existing communities of Grappenhall, Stockton Heath & Appleton, will swamp services (health, education, social care) and create terrible traffic problems
3. 8,000 new homes will place a strain on waste management, already a problem for this part of Warrington
4. There is not employment locally within this space for 8,000 new homes which could result in 20-30,000 more people. That means that this additional population of people would have to exit and re-enter this proposed Garden City every day to employment elsewhere. This would create a major local traffic issue within the proposed development itself and would also add un-sustainable loads onto the M6 and M56 junctions as people travel to & from employment. This will raise the road accident and death rate directly and the planners would be responsible for this.
5. The proposed new bus route carving through the country side and then attempting to use the old railway line, embankment and high level bridges into Warrington is ill-conceived. Warrington town centre is dying already so why build a road and bus route to go to somewhere that is already failing and is not that popular even now. The proposed route would require compulsory purchases of land and properties, would involve extremely expensive engineering works to enable re-use of the old railway infrastructure and would blight the lives of all properties next to its proposed route.
6. The A50 and A49 are always overloaded whenever there is an M6 or M56 problem and motorway traffic passing the town in all directions (North, South, East and West), abandon the motorways to look for alternative routes using rat run alternatives on local roads. Building this amount of new houses would ensure complete gridlock every time there was a motorway issue and there would be more accidents and deaths as a result, both of local residents and motorists.
7. The climate is changing as we are witnessing more and more large rain cloudbursts and extended period of heavy rain. This land provides a soakaway for cloudbursts and the various streams and culverts just about manage surface water run off today. Extensive building on this land would result in removal of rural soak away as ground is covered with concrete and would result in culvert, drain and stream flooding with damage to homes and as a result. The EA should not be ignoring the flood risk.
8. This would be a risky expensive development and it seems the council is proposing to fund this development by borrowing money (half a billion pounds or more over the planning period) with the hope that it is borrowing to invest with an expected but not guaranteed return at some time. The council do not have mandate from the local populace to develop an unrequested garden city and using local rate payers as the backstop for the financial issues that might arise is not acceptable.
9. The government guidance on green belt development gives guidance that this is an exception when all other alternatives have been explored. The council planning documents

do not provide convincing arguments that all creative use of existing and potentially new brown field sites have been fully explored. They appear to have selected South Warrington green belt as a place that is expendable with proper justification. Planning decisions like these are irreversible.

10. Warrington Council already have a track record of poorly executed planning decisions, ie the expensive makeover of the town centre with the skittles and river of life that echoes empty of users and businesses. The current development of extensive retail and employment sites on the Winwick Road and north of the city centre should be accompanied by associated housing development located north and east of Warrington ensuring that traffic is kept minimal and local. Building 8,000 homes South of Warrington and placing most employment and retail facilities north of the town centre and north of the River Mersey would be the worst of all decisions
11. South Warrington has the space to accept extensions to existing estates that were built some 20 years ago but this development needs to be sympathetic to the existing communities and limited to an extent that does not remove the green belt or obliterate the existing villages.
12. It appears that the council leaders have a determination to acquire city status for the town and I am not aware that any residents have been canvassed on this matter. No doubt council executive remuneration would increase substantially as a result of such a change but the standard of life for ordinary members of the town seems to have to be sacrificed as a result.