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It is my opinion that the proposal is an exaggeration of the housing numbers required, paying no attention to revised and reduced Objectively Assessed Needs 2014 figures (published in 2017) or the effect of Brexit on the economy, but rather pandering to the council's desire for Warrington to become a city.

This is at the expense of the character of several villages in south Warrington, where the population has chosen to live in a semi-rural environment, and of large tracts of green belt land, where I have seen kingfisher, heron, bats and newts.

The proposal will create a large, separate community which can only reach Warrington itself across two canals by vehicle, in the process dismantling the Trans-Pennine Trail (the only green route into Warrington), so diminishing exercise and cycling access.

Air pollution is already a significant issue in Warrington (WBC Air Quality Annual Status Report 2016). The overdevelopment on green belt land will exacerbate this, especially if current green routes are removed.

The proposal is produced in association with companies with a vested interest in the most development possible (including the councillors themselves). Has independent scrutiny of the proposal been sought, or is it simply a business plan?

I would like an answer to the following questions.

1. How many houses are required by government?
2. How does a separate "garden city" fulfil the housing types required, and would more central, denser housing be more appropriate?
3. Has ALL possible brownfield land been used first, no matter how unpopular the site, including the land to be made available by the decommissioning of the Fiddler's Ferry power station and the land surrounding the current omega business development?
4. Has the council looked for areas of current housing which could more benefit from the additional facilities associated with development?
5. Has a traffic survey been completed, fully detailing how the proposed main road on the railway embankment will help ease the gridlock seen in Latchford, often caused by Motorway bypass traffic, and exacerbated by poor bridge maintenance and opening times crossing the Manchester Ship Canal?
6. Have full, independent environmental impact studies been carried out on the green belt land to be used, especially area R18/112, which is being used to create a new boundary by which to redefine and destroy more green belt in the future?
7. What precisely are the "EXCEPTIONAL" circumstances which allow the use of so much green belt land? Every town is under pressure to build more houses, so what is exceptional about Warrington?