

Planning Policy & Programmes
Warrington Borough Council
New Town House
Buttermarket Street
Warrington
WA1 2NH



Objection to the release of greenbelt land for development in Warrington and to the preferred option of a Garden City in South Warrington

Dear Sirs,

I object to the release of green belt land for building houses or roads. The green belt around Warrington is important in protecting us from the major cities and towns we live very close to. Your plans focuses on the loss of greenbelt in one particular area - Warrington South and would see a significant change in the landscape of South Warrington altering its mixture of woodland and farmland character, I cannot find any exceptional circumstances in your plans that would necessitate the re classifying of this green belt.

The government has recently produced a document (under consultation) regarding housing calculation methodology and how councils should calculate number of houses in the future. This new formula should be used which is substantially less than the numbers quoted in your consultation document. I also feel it would be sensible for WBC to produce a ten year plan (not 20), by which point we will be much clearer of the economic and migratory impacts of Brexit, the impact from any completed national infrastructure initiatives and what the consequences of technological change have been on work and home life (and balance). It would also allow for the decommissioning of Fiddlers Ferry and thus the availability of an enormous brownfield site requiring regeneration.

In particular, I object to the new garden city proposal, and do not understand why so many houses need to be built. Why do we desire to attract more people to live here by developing green belt land when there is plenty of brown field sites in other major cities in our region.

I have chosen to live in a green belt area on the edge of my town of Warrington. If this green belt area is taken away and built upon, then I will be forced to leave my town of Warrington. **I have no**

desire to live in a city which seems to be an aspiration that keeps coming up in many of your documents.

I object to the building of houses or roads on the area marked garden city suburb safeguarded land, including plot 112, at any time now or in the future. This open space of green belt is very important in creating a separation between our villages of Grappenhall, Weaste Lane, Thelwall and Lymm. You also point out the strong contribution that this land makes to our green belt spaces in the Arup Greenbelt Assessment. If a strategic road was to be built through Weaste Lane and onto the trans pennine trail, then this would split our Weaste Lane village community.

In your call for sites process, I'm very concerned that many of the applications on green belt sites have come from prospective developers whom are obviously interested in expensive executive developments, and many of them have been registered after your closing date in December 2016. It is noted that it was a real struggle to extend this consultation period for 2 weeks, however you were accepting call for sites responses in May 2017, 5 months after the closing date. Indeed one response suggested that you had contacted them early 2017 following a council meeting to suggest they put their land forwards for employment development. I am very concerned that if developers/land owners have been approached by council planners, then this will have affected the number of sites put forward in this particular area and then obviously the resultant development plan that you have devised. If landowners/developers were approached then why wasn't more of an effort made to solicit more brownfield sites.

I also don't understand why the M6 is considered a natural boundary that may encourage building on green belt land around it. The green belt around the M6 makes a very strong contribution to limiting the environmental and physical impact of this major road on the villages of Thelwall, Weaste Lane and Lymm. In May 2016, the World Health Organisation said that Warrington is the second worst place in the North West for breaching air pollution safety level.

I strongly object to the need for a new road crossing of the ship canal. Any new crossing will quickly turn into a major route through Warrington mostly benefiting people who don't live in Warrington wanting to avoid tolls on the new Mersey crossing or people avoiding Thelwall viaduct. If new major transport links connecting the outlying suburbs and villages of Warrington are needed, then these must surely be new public transport links, such as a tram line, that will benefit the people who live in Warrington.

Finally I'd like to complain about the way that this whole consultation process has been handled. I only found out about the plans by accident, and when attending one of your consultation meetings I was shocked by the flippancy and complete disregard I was shown by planning officers when I discussed my obvious concerns about the outline plans of a strategic relief road running through my house.

Not enough was done to prepare residents for the process of preparing the local plan so that they could have had informed input earlier in the process.

I look forward to your reply,

Yours faithfully

