



Dear Sirs,

**Re: Preferred Development Option Consultation.**

We wish to lodge our objections to the proposed scheme detailed above on the following grounds.

1. Totally insufficient time or publicity has been allocated to the initial consultation period due to expire on 12<sup>th</sup> September. This has been announced and run at a time when children are off school and many parents and householders will be away on holiday. As far as I am aware, there has been no formal leafletting, or other method to ensure the public are fully aware of the implications of the scheme, or have time to absorb it's extensive scope, with time to respond accordingly.
2. It would appear from the plans that large areas of greenbelt are to be lost forever if this PDO is adopted. The historical character and charm of the few communities in the Warrington borough that have greenspace, ie, Thelwall, Grappenhall, Appleton and Stretton etc, will be destroyed, again forever. This is not a price worth paying for more Developer's profit, Council Tax additional revenue for WBC, Government housing imposition figures,etc,etc. There appears to be very little mention of Environmental impact issues, noise, pollution etc?
3. Yes, there is a case for developing Warrington for the future and it's No.1 priority needs to be transport infrastructure, before housing, or any other issue. However, we are of the opinion that not one square acre of greenbelt should be touched, **until every square acre of brownfield, scrubland, sub-standard urban housing land and any other non-greenbelt category land has been purchased and used for housing or commercial use. Furthermore, there are areas of Warrington where Industril/Commercial buildings and land sit side by side or within residential areas, ie, Louschers Lane. These areas need re-designating and formal seperating into their respective category. There are plenty of areas like this, they need re-developing into a proper structure. Then, and only then , should any proposal be put forward for greenbelt development. We are not convinced to any degree that existing brownfield, etc land and areas are being used enough for the scheme, ie, Omega would appear to have plenty of further scope for Commercial/Industrial use. Large areas surrounding the Ship Canal, in Woolston, Rixton etc. I understand some of this maybe flood plain, or nature reserve etc, but still feel there is a lot could be used before open green belt land. There is also the unanswered questions of the future of Fiddler's Ferry?**
4. Under Point 12 of the PDO notes, what exactly is mean't by 'those parts of the Green Belt performing poorly'? And who has made this decision, what is their qualification for making such a decision? Your definition/purpose of Green Belt clearly states at bullet point 1, **check the unrestricted sprawl of large built up areas. This is exactly what you are proposing under the PDO, take green belt for urban sprawl. Points 2,3, and 4 are all being compromised by the proposals in our view.**

5. The proposal to use the former railway crossing bridge over the Ship Canal is a totally flawed idea in our opinion. It is nowhere near wide enough to take a minimum requirement of a dual carriageway to even help alleviate the current road infrastructure problems, never mind deal with future capacity that would be generated by the additional urban sprawl. The construction disruption and cost implications, including widening the existing rail line through Latchford don't bear thinking about. The noise and air pollution issues that would then decimate large areas of Thelwall, Grappenhall, Latchford etc, will be intolerable. However, there is probably scope for some kind of tram system similar to Manchester to use the existing route with much less disruption and helpful for the public transport requirements. Why are there no proposals muted for a local tram system that has proved so successful in Manchester?

In conclusion, these are just a few of the points of objection that spring to mind, bearing in mind that we have spent less than 3 hours looking into the proposals and only even heard about it from our gardener a week ago!!! This is not the way Warrington people should be treated, they deserve to be consulted openly and in a correct time frame for such a massive scheme. Think again!

Yours faithfully,

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