

To Whom It May Concern,

As a resident of Grappenhall and Appleton parishes for the past [REDACTED] years, we wish to lodge our strongest and emotional rejections to the proposed undemocratic and misguided proposal, to the use of Green Belt land, South of Warrington. If this unrealistic housing proposal, apparently to gain City status is sanctioned, not only will it destroy many of our glorious walks and parish communities, it will create yet another sprawling housing development that initially attracted most of our close friends and neighbours to this Area.

We feel the following valid points should be considered prior to making a final decision on this South Warrington proposed housing developments.

The increase in the number of private cars servicing approximately 7000 new homes in the Garden City Suburb (GCS) will probably result in up to 14000 new cars on our local roads, albeit not on the roads at the same time but peak commuter periods will be problematic. This is based on two cars per household which is a conservative figure. Warrington already has the second highest poor air pollution figure in the North West and the GCS proposal will significantly increase to pollution levels for local residents. Furthermore, the potential that a major distributor road running through the centre of the proposed GCS will no doubt attract heavy goods and commercial vehicles likely to be taking a short cut between M56 J10 and the Barley Castle Trading Estate. This will also greatly increase pollution levels from diesel powered vehicles. Note that one of the existing policies in the current Local Core Strategy Plan 2015, MP1, is to reduce private cars usage. These observations and facts do not fulfil the 'Exceptional Justification' required to build on green belt land.

For a number of years Warrington has had an aspiration to gain and bid for City status culminating in the countrywide competition to celebrate our Monarchs Golden Jubilee. City status can only be awarded by royal decree. Warrington was unsuccessful in that bid and only five towns throughout the UK were granted City status by royal decree. Why, therefore, is Warrington still continuing to pursue the misguided goal of city status when it is highly likely that it cannot be attained? It is stated in the PDO that objective W1 is that the prime need is to change Warrington from a town to a city. This is now a flawed concept. This misguided aspiration and vision of city status appears to be firmly driving unrealistically high economic and population growth over the next 20 years. These unrealistic projections for disproportionate population growth would appear to be driving this need for additional housing, which WBC maintain can only be provided by the uptake of green belt land. This aspiration does not warrant or justify the need for WBC to claim 'Exceptional Circumstance' in the use of green belt land.

The A49 from M56 J10 all the way through Stockton Heath and into Warrington town center is already at capacity and many parts of this route frequently suffer from vehicle grid lock. This also includes contributor side roads along its route. Stockton Heath, as the main district center already suffers from grid lock and high exhaust emission pollution levels. Development of the GCS will be to the environmental detriment Stockton Heath. This village center currently has inadequate provision for car parking. The PDO does not include for any improvement for access or facilities within or around this district center.

Yours Faithfully

[REDACTED]