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Dear Planning Team,

**Re: Preferred Development Option (“PDO”) and Garden City Proposals**

I am writing to express my concerns and objections to the above proposed plans.

***Significant loss of Green Belt Land***

- Paragraph 83 of The National Planning Policy Framework indicates that established Green Belt boundaries should only be altered in “exceptional circumstances”. There is no definition of “exceptional circumstances”. WBC indicated on page 15 that they believe that these are exceptional circumstances, but their reasoning is unclear
- Brownfield sites should be made a priority before any building is permitted on Green Belt Land. Building of apartment blocks on brownfield sites close to the town centre should be considered first to increase capacity in a smaller space and to allow easy walkable commuting.

**WBC desire for “City” status**

- The objectives of WBC to become a city are not necessarily shared by residents. Such aspirations appear to be driving a higher housing assumption and employment assumptions than may otherwise be necessary or realistic.
- A survey should be undertaken to assess the view of the people in the town as to what they want in the future. It is our home and council tax payers opinions should matter. Especially over profits.

### **Scale of the proposed Garden City Suburb**

- The proposal of a Garden City Suburb in South Warrington has shocked many of the residents who currently live in this area. This will completely change the character of the area and destroy its history and heritage.
- Whilst I understand that individual houses becoming devalued is not an argument the council will entertain, I feel you have to appreciate that residents in this area are paying a premium to live here (via house prices and council tax). This is because of the rural environment and green space which is part of the character and lifestyle bought into. If you remove this then you will drive people away from the area and reduce the value of all the homes in the area, including new ones.
- The ability to access and enjoy green space is an amenity in itself and the loss of such a significant amount of green space will be detrimental to all residents of Warrington who visit the green spaces, not just local ones.

### **Traffic, transport and geography**

- The growth of Warrington has often been attributed to its proximity to the transport network. But Warrington is affected detrimentally whenever there are problems on the motorway network. This is happening more frequently and recently took me 2.5hours to travel from Lymm services to home in Appleton.
- If a further 24,000 households are created in Warrington without substantial investment in sustainable transport options, the traffic situation will deteriorate further and become totally impossible.
- In the 2011 Census, 81% of Warrington households had access to at least one car / van with 39% having access to two or more cars / vans. Even more so in Appleton/Stretton/Grappenhall where most people commute out of the town to work and there is no viable option for public transport.

### **Environment**

- In May 2016, the World Health Organisation reported that Warrington is the second worst town / city in the North West for breaching safe levels of air pollution. The significant amount of cars this development will bring to the town will only increase this worrying stat and force people to move away to greener areas.

Thank you for taking the time to read my concerns and I would urge the council to reconsider these plans to a more sustainable reduced plan which the residents will benefit from and be proud to be part of.

Yours faithfully

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