



Dear WBC,

I am writing to lodge my objection to the proposals for development of green belt land in South Warrington for the following reasons.

1. The proposals will destroy forever a large amount of green belt landscape - green belt protection is meant to be exactly that and should only be lifted in cases of "exceptional" need. No such need exists and the justification for adding 8,000-9,000 new homes, with all its impact on the environment and mostly in one contiguous location whilst ignoring non green belt land within the Warrington area, is completely absent.
2. The massive scale of the development will also destroy forever the character of several historic villages by completely engulfing them, contradicting part of the reasons for assigning these green belt areas as green belt.
3. The proposal will place an enormous burden on the already overloaded road systems in the South Warrington area. This will be two-fold. First, the traffic associated with construction. Second, the traffic associated with the new homes. Both will be substantial. The routes through to Warrington town centre from south of the Manchester ship canal already are congested and there often are significant queues to get across the ship canal, even at supposedly quiet times. Coupled with the planned increase in ship traffic along the canal and the resulting more frequent blocking of the routes by opening of swing bridges, the traffic systems will fail to maintain traffic flow. The possible link road from J10 of the M56 to north of the ship canal will not solve this problem because most of the local residents will not be close to it and so will be unlikely to want to use it - it would simply become a route for non-residents travelling through Warrington and would itself become congested whenever the M6 Lymm bridge is closed, the frequency of which has been steadily increasing in recent years. The other possible new road along Latchford locks is an indication of WBC 'clutching at straws' because it is in the wrong location to solve any problems. Neither proposal would solve the problems associated with accessing local shops in Stockton Heath and Latchford. In summary, the traffic systems, current or proposed, could not solve the problems of the extra demand from 8,000-9,000 new homes all placed in one area. South Warrington road routes would be overwhelmed by traffic.
4. The pressure on Stockton Heath would be enormous. The village already cannot cope with the parking demands from existing residents trying to shop in the village - witness the amount of parking in the roads/streets around the village, which even now disrupts the lives of those who live in these roads/streets. The village has absolutely no room for growth and no room for additional car parking. Hence, it will not cope with extra demands that around 20,000 new homes would place upon it. Latchford would no doubt take up some of that extra demand, but it too already struggles at times to cope with the parking demands of shoppers and whilst it does have some space for further development, it could not support the demand from around 8,000-9,000 new homes and to get there would, of course, require shoppers to cross the ship canal with all its associated problems.
5. The pressure on local support services (such as health, social support, hospital, school, recreational) would also be unsustainable as the number of houses grows towards its final total.

Please confirm receipt of this email.

Regards,


