

[REDACTED]

As a Stockton Heath resident **[REDACTED]** I am appalled at the PDO and potential consequences for everyone residing in Warrington, not just south of the Manchester Ship Canal. The more I've seen/heard/read, the more scared I've become for the future of our town and what appears to be the ambitions of the Borough Council and Peel Holdings, who have amassed quite a reputation for riding rough shod over various communities around the North West, not least Salford and Liverpool, and now the proposed expansion of Port Warrington.

Everyone knows how congested our roads are, and not just at rush hour, Stockton Heath is a continuous crawl at the best of times, and we all know what happens when there's a problem on the M6. I'm not convinced the proposed Western Link will ease congestion either. It's a plan hand in hand with the opening of Port Warrington and the PDO. A bridge almost the height of Thelwall Viaduct going from Walton Lea, over Morley Common, the eastern bed of the nature reserve and ploughing through Sankey Valley Park delivering traffic to an already busy crossroads at (somewhat ironically) The Peace Centre. In my mind that can only encourage traffic off the M56 at junction 11 to avoid the Thelwall Viaduct. Within the next few years both Runcorn/Widnes bridges will be up and running and the bridge going from opposite Gainsborough Road will be in progress. It's a plan hand in hand with the opening of Port Warrington and the proposed PDO and its very existence would support increased housing and industry, leading to more traffic/congestion. It won't be tolled like the Runcorn/Widnes ones will be (both of them!) attracting those looking for an alternative.

I acknowledge the need for new housing but believe there are other options available rather than the destruction of our greenbelt. **[REDACTED]** and have seen the major growth of recent years, in my opinion to the detriment of Lymm itself. The proposal for a garden city I believe will be just the beginning, lose our greenbelt and you lose the individual communities of Lymm, Grappenhall, Thelwall, Appleton Thorn, etc... and to the west the boundaries between Moore and Walton/Warrington.

To quote the Government's National Planning Policy Framework, 9. Protecting Green Belt Land "... The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristic of Green Belts are their openness and their permanence. Green Belt serves five purposes:

- to check the unrestricted sprawl of large built-up areas
- to prevent neighbouring towns merging into one another
- to assist in safeguarding the countryside from encroachment
- to preserve the setting and special character of historic towns
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land ..." etc etc

Finally, I was under the impression that the consultation process for the PDO was still underway and that WBC would be taking these into consideration before publishing a draft plan next year. How come Andy Farrell made the first 2 points at a conference last week? - note the reference to a new city. Gary Holman managing partner at HOW planning made the third point. They seem to be publicly talking as if this is a done deal, if the report from the meeting is correct then

shame on them for apparently being prepared to ignore the consultation and shame on WBC for allowing a senior officer to behave in this way.

1) The “new city” programme of work will be Warrington’s priority for the next 25 years, according to Farrall

2) Farrall said Warrington is “playing catch up” with its infrastructure investment, with £77m of infrastructure work ongoing and “more on the way”

3) Warrington’s Local Plan will “turbocharge growth” and “support the transition from a new town to a new city” with significant areas of Green Belt allocated for housing development

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