

Warrington sits in the part of the NorthWest where air quality is poor, as you know wider social aspects of environmental protection are extremely important for public health.

To quote James Brokenshire, Secretary of State for Housing, Communities and Local Government emphasised that housing need figures are not a target and local authorities should make a realistic assessment of the number of homes their communities need 'using the standard method as a starting point in the process'.

The council has decided to use the higher 2014 figures rather than the more up to date 2018 figures which are considerably lower? The housing numbers which drive the whole plan are unrealistic relative to what Warrington has achieved in the past and not required based on current growth in the area.

Releasing greenbelt for executive homes does not constitute as an 'exceptional circumstance'.

According to the 2018 public health report, Warrington's largest proportional increase is expected in the older age groups (65+) by 13% which equates to roughly 27,600 people. This is made up of 23,300 65+ and 4,300 under 65.

From 2003 onwards, Warrington's Old Age Dependency ratio has risen faster than England's. By 2039, Warrington's OADR is projected to be 43.8 much higher than 40.5 in England

There is no need for housebuilding on the suggested scale.

According to the 2018 public health report, there are areas of poor air quality next to the motorways and main traffic routes.

The Air Quality Action Plan was made available for public consultation which has 18 actions aimed at improving air quality including improvements to reduce traffic impact and development strategies that can mitigate the impact.

The car dependent estates will be contributing to the current traffic problems across town including Lumb Brook (especially during the school run), Cat & Lion Traffic Lights (which backs up down London Road). In addition to this, if there is an accident on the motorway, the town comes to a complete standstill.

The Victorian swing bridges are unable to cope with the current volumes of traffic, let alone additional traffic which is absolutely not an option. The proposed developments will be situated within the AQMA according to Warrington Borough Council's website.

The health of Warrington residents also needs to be taken into consideration: According to the public health report(s) from 2012-2014, there were 856 respiratory deaths recorded. In the latest figures from the 2015-2017 report, this has increased to 875 deaths recorded.

The air quality in Warrington is a concern. It has been previously highlighted by the World Health Organisation as dangerous and in breach of national safety levels - this is a public health concern. The highlighted AQMA's around the town are unlikely to achieve national air quality objectives by the relevant deadlines particularly with additional traffic from the car dependent estates.

From the WBC census, the local population do not travel to work by a bicycle and have no incentive to do so.

In recent media, it has been stated that the Government will reduce national housing targets that have driven the Local Plan housing calculation - Brownfield will be a priority.

In summary:

No greenbelt can be released without an exceptional circumstance - WBC cannot exploit this loophole to meet targets.

The proposed developments do not fit the character of the area, the car dependent developments are unnecessary, unaffordable and unattractive - the general consensus is that our countryside must be preserved.

In reference to Thelwall Heys the Resident's Association was successful in gaining Greenbelt status for the area following a public inquiry in 2006.

The area continues to fulfil the criteria for Greenbelt status as well as being an area of special landscape character.

As the council claim there is insufficient brownfield sites to meet the town's housing needs, why has Greenbelt land such as Thelwall Heys been identified for development?