

CHESTER GREEN BELT ALLIANCE BRIEF v4

Key messages are

1-The CWAC priorities has to be

- regenerate deprived communities where life expectancy is 10 years less than rural villages
- intensify existing housing developments
- focus housing developments on brownfield locations
- build new developments in open countryside with credible transport links
- consider a new town in open countryside
- avoid enlarging rural villages
- avoid enlarging Chester so that the rural and heritage context is preserved

2-The CWAC must ensure that reclassifying green belt to grey belt or withdrawing green belt is a last resort as the five key purposes remain critically important

- to check the unrestricted sprawl of large built up areas
- to prevent neighbouring towns from 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.

3-Finally housing developments where infrastructure is inadequate, such as the A41/A51, is unacceptable

- there is an acute air quality problem
- the current PM2.5 exposure of the young, elderly and residents to many times the guideline levels, which is worse than 80-90% of the Chester AQMA, will inevitably result in asthma, chronic respiratory disease, heart disease and birth defects
- extreme congestion and traffic queueing persists and will not be resolved any time soon
- any additional traffic on the A41 and A51, vehicles on and off and pedestrian crossings will further add to unacceptable congestion and queueing on the A41 and A51
- as traffic queues for on the A41 and A51 at school arrival and departure times waves of traffic cutting through Christleton from the A41 and A51 causing gridlocks, pavement mounting and poor air quality in the centre of Christleton Village
- CWAC Highways have falsely argued that congestion, queueing and poor air quality is good as it will persuade everyone to use buses – that is not true. The reasons why everyone uses the A41 and A51 is not amenable to a modal shift to buses.
- the A56 linking the Hoole Hall roundabout to the M53 is gridlocked with queueing traffic
- housing development must be supported by adequate infrastructure – highways, cycle paths, PROWs, GP surgeries, dentists, schools, play areas etc
- biodiversity must be improved in line with requirements
- careful consideration must be given to the social requirements of any housing such as GPs, dentists, play areas, youth facilities, sports provisions etc
- housing provision in green belt must be limited to local housing needs only