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Objection and Concerns Re: Warrington Preferred Development Option

I wish to take this opportunity to set out my concerns and objections to some of the Warrington Preferred Development Option. From the outset I must state I feel unable to respond to the questionnaire which is too technical and specialist for all but professional planners, my comments are based on my experience of living in Grappenhall and Warrington.

I first came to Warrington some ███ years ago and initially lived in ████████ in a blighted property owned by the New Town. The property (still standing but now privately owned) was in the route of the then high level bridge that never was. A strip still exists from Ackers Road to Chester Road clearly marked as HCA land for development , still after 35 years? I'm sure the resident there have now forgotten this but it does have a negative effect. The same plan had the Bridgewater canal being re routed some 300 metres south of the now Grappenhall Sports Club.

To the draft plan, sadly I do not have the map plan numbers and will refer to the areas by what they are known . (I find the maps very poor and technical, local people know landmarks like the Walled Garden, Cricket club etc and road names , all missing as if to make life harder)

Grappenhall village I think is a conservation area and therefore not allowable for further development, the old special school , now closed, should therefore have limited but some potential options possible as a hotel or conference centre, but not additional housing as the small road as access via the two hump back bridges must preclude this..

The large field on Stockton Lane opposite the Grappenhall Sports Club and up unto the ridge of trees at Grappenhall Heys is key greenbelt and should remain so. Stockton Lane has limited access since its closure but does provide safe access for young people using the facility on foot or bicycle . Access to Stockton Lane is via Stanny Lunt Bridge which has weight restrictions itself.

The area around much of Grappenhall Heys and Walled Garden has I accept been designated for development for 30 years and is clearly signed by the HCA. Resident there I am sure will be concerned but must have bought their homes there in that knowledge. The density and infrastructure however should be subject to consideration.

Infrastructure is obviously key, anyone who travels the A50 in the morning knows it often backs up almost to the traffic lights at the cross roads with Chester Road, adding more

homes plus extending Barley Castle knows this is a disaster ready to happen. Or is that where the TPT comes in?, in my own case I no longer use the route but some years ago it was somewhere we could take our children to as a safe cycle route, local young families should not be deprived of such facility.

So is south Warrington being a nimby?, possibly but in its time as a New Town Callands was built, in more recent years Grappenhall Heys, significant properties were built between Bellhouse Lane and the Bridgewater Canal, the estate on the Old Dairy on Thelwall New Road. So to be fair it has had a reasonable amount of growth. Again I accept that the existing HCA around Grappenhall Heys will go ahead and some roads etc are already in place. It's all about the scale.

WBC seems to have an obsession with being a city, with Manchester and Salford to the east and Liverpool to the west I find that highly unlikely. But maybe the council should put it to the test, a simple vote, do you want your town to work towards being a city?

What cities do work, in the last 30 years Manchester has transformed itself, key to that has been the growth of people living in the city centre, developers like Urban Splash have rejuvenated old obsolete factories and units. Bringing mainly young people initially into the city brought the centre alive. Yes some mistake but Manchester has a growing city population whereas Liverpool still has that donut effect. So yes to the waterfront at Mr Smiths old site, to the vast empty land on Sluthers Lane but let's make the developers' work, use up the small brown field sites. Let's use the sites along the ship canal and turn it into an asset.

Recent reports suggest the projected growth for new housing in the north has been exacerbated by some 25% and that all local authorities will have to revise their plans accordingly.

Finally the PDO makes little reference to the effect on the environment, air quality, nature etc. We should be proud of our trees and green spaces in Warrington, not seeking to destroy this irreplaceable asset.

Yours faithfully

