



Preferred Development Option – Warrington

I object to the destruction of such a large area of green land to the south of Warrington.

The proposed new road routes will not remove the problems created by a very significant increase in traffic, but just move the congestion to other places.

The new housing owners will need to drive to the proposed new sections of road, and these routes will gridlock at peak times.

The congestion issues resulting from any issues on the M6 where traffic diverts through Warrington (a too regular occurrence) will be compounded by all the extra local traffic.

New roads for buses and taxis will not solve the issue as most traffic is people in private cars. People will not use buses as they do not go where people want to go, and are not frequent enough for flexible use. I've walked all the way back to Grappenhall from the bus station, taking about an hour, hoping to pick up a bus, and not a single bus has passed me. The extension of a radial bus service going through the central station will not be used by people, for example wanting to commute from Grappenhall Hays to Birchwood, as the time taken to get there and the cost are both worse than using a private car. Nor will shoppers use buses where purchases need to be carried from shops to bus stops and bus stops to home.

Putting all the houses in the south and having all the retail and commercial outlets in the centre and south means people will have to travel. Put the houses in the centre and north/west/east will mean they are closer to the retail and work areas and remove the need for costly bridges over the Manchester ship canal etc

Why do we need 22,000 new homes? How much of this is to cover true growth in Warrington? A significant number of people living in Warrington commute to other towns and cities for work due to it's proximity with the M6 and M56. If we don't have the housing here, but it is provided closer to their work area, we reduce travel congestion, energy use and pollution and don't need to destroy our green belt areas. What proportion of people living in Warrington work in Warrington?

The centre of Warrington is dying – with a growth in empty shops and charity shops.

Too many edge of town retail outlets and peripheral growth is sucking the heart out of the town.

People don't go into the town centre.

The town needs to target an injection of people at the heart to make it more vibrant.

The flats near the station and the housing opposite Sainsbury's are a move in the right direction.

Rather than continue to spread outwards, destroying green field sites to the south, the town needs to focus on the centre.

There are big areas of land opposite central station, alongside John's street, next to the council depot opposite cockhedge, the old Mr Smith's site, the indoor skate rink that used to be a supermarket opposite the council offices

I am sure there are many more.

Alter these from commercial (if they are designated as such), to residential. We don't need any more commercial properties in the centre of Warrington, we need people.

When people can freely and easily walk into the town centre from their houses, they will use the shops and facilities there. People will walk to the market and use the services provided. Rejuvenate the social side of the town centre.

Develop brownfield sites like the Beer's old wood yard alongside the Manchester ship Canal that has sat vacant for years.

There is mention of creating a Garden City Suburb.

Rather than create a new village bolted onto Warrington, why not create a proper new village on a large brown field site – the old airfield at Appleton Thorn south of the M56. This would save the destruction of a large tract of green fields north of the M56, and reduce the stress on the South Warrington road structure that would be created by a Grappenhall Hays expansion.

I realise that this is probably not a site that has arisen in the Call For sites exercise, but, surely we should be looking at what Warrington needs, not what developers want to offer us.