

[REDACTED]

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We moved into Grappenhall [REDACTED] We chose the area for its village feel, good local facilities and most importantly green spaces. We made a very clear decision to not live in a city.

We object to WBC decision to consider developing our area that we live in & love into a garden city whatever that is!

Our main points of objection which were not answered by the inadequate consultation process are as follows:

Why has a decision been made to make Warrington a city?

On what basis is there a demand for so many new houses? Do new jobs in Warrington equal a demand for so much new housing development concentrated in one area. Many people currently living in south Warrington commute to work in other areas using the already congested motorway & rail network.

The volume of new houses required has been anchored to the historical number of jobs created in Warrington. This appears to be a critical working assumption. [REDACTED], I can testify that very few of my colleagues lived-in the environs. This is supported by the congestion you see on the M6, M56 and M62, from people commuting outside the area. Likewise, a significant % of the recent jobs created in Warrington have been in the warehousing and distribution sectors. Most of my neighbours work outside of Warrington, so although new housing in south Warrington will no doubt attract buyers, these will not be for people working in Warrington, or will be affordable for a lot of the people who work in sectors like transport and distribution.

Our road infrastructure already struggles at the moment. Where is the reasonable plan to accommodate so much extra traffic. This development will just exacerbate the congestion and pollution? The significance of two large and expensive obstacles: the Bridgewater and Manchester ship canal on the cost and difficulty to expand the infrastructure, can not be underestimated. Peel Holding recently openly advertised that the success of the ship canal is expected to continue and the number of ships and therefore, obstructions to traffic flow on the existing swing bridges will be exacerbated even more in future. This already has a significant impact on congestion and pollution in South Warrington.

Once a decision is made to use current green belt land for development that green space is lost for ever for future generations. We personally will not live in the area any more if the local plan is adopted as proposed but feel strongly about objecting and trying to change the blight of such mass development for future generations.

Regards

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[REDACTED]

[REDACTED]