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Further to the consultation paper provided for the Preferred Development Plan, firstly I would state that insufficient awareness and time has been provided for Warrington residents to review properly and make adequate comment. This plan has clearly been in the making for some time and surely there is a better way of communicating this and alerting residents than the methods you have chosen. As you issue Community Tax bills at the start of every fiscal year which go to all residents in the Warrington Area then this would be a better platform to inform people of events of such a big nature?

Looking at your ambitions and plans it appears that there is a considerable focus on house building in areas beyond the Wider Urban Area identified in the North, it is disappointing to see that the concept of a Garden City Suburb is being proposed to in the Rural and Green Belt areas of Stretton, Appleton Thorn, & Grappenhall, these areas attract visitors, walkers, and house very important wildlife and flowers and once gone cannot be replaced. These fields are being used by local farmers and whilst owned by the council and reserved for possible development it would seem crazy to do this and destroy the beautiful and scenic parts of Warrington.

As a resident for [REDACTED] years, the lifestyle choice we made was based on the environment and we paid a premium for these surroundings, mass building will impact on the value of property here and also across Warrington. The simple fact is that most people will have chosen to live in Warrington because it isn't a City and actually, had we wanted to live in a City we would live in either Manchester or Liverpool.

The biggest issue with the plans proposed is congestion and transport, right across the town, the link roads and bridges proposed only move the problem to another place. Warrington is surrounded by waterways and most impacting is the Ship Canal. Low level bridges can be built over most of the other waterways however the ship canal is used increasingly and therefore more high level crossing are required than the ones proposed. Furthermore, Thelwall Viaduct is already gridlocked in rush hour and accidents and traffic jams push people through the centre of Warrington causing further gridlock, if you are attracting more businesses and residents from outside and inside Warrington, they have to get to work and home and there is just not the infrastructure in place particularly in South Warrington.

All Wider Urban Areas should be developed before any Green Belt is released or utilised as the roads are most developed in these areas although still not satisfactory. High Rise isn't attractive however it is the best use of space and if you look at Manchester Tramways are used very effectively for cross city transport. The big challenge is finding ways for residents to cross the Town (City) without using cars and roads and without investment in this infrastructure then the roads will just grind to a halt which is much the case now with current population.

In summary I would oppose the local development plan and would ask for a re-think on infrastructure before housing. Traffic movement and measuring the time it takes currently to drive to different points across Warrington at different times of the day should be provided based on actual data rather than any desk based study. This should then consider the impact of increased cars traffic and housing to determine the speeds of travel after the plan is

implemented. To encourage people into other forms of transport the infrastructure, cycle paths, tramlines, bus routes and services need to be in place ahead of any development.

