

Dear Sirs

I would like to object to the above application on the following grounds:-

- 1) Increased Traffic
 - a) Given the number of cars already on the road in the WA4 area the building of over 20,000 houses is absolutely ludicrous. Most houses in the area have a least 2 cars but realistically the figure is nearer to 4 per household. This figure is based on fact, you just have to walk around the area and you will see it is so. There is no point in WBC giving different figures because these figures are wrong!

Increased traffic at all the schools in the area will, no doubt cause more accidents and injuries to parents and children alike - more traffic more accidents - again a fact.

All the additional traffic will cause congestion through Stockton Heath, both ways. Further pressure will be put onto the junction of Lumb Brook Road and Chester Road, this can already back up severely, to the point where we cannot use it between 8.15 and 8.45 at morning. This means we are having to use different routes into Warrington Town Centre, so not only is Stockton Heath already having to take additional traffic down London Road because of it, people are using the back route via Walton and this is causing equal chaos in the mornings. The council don't believe that Lumb Brook bridge is a problem, that is because they don't use it, or like ourselves do use it and know it is a problem, but won't admit it.

The little boy who got knocked off his bike on 21st September at rush hour there knows it is a problem.

I was queuing up recently to get through the lights at Lumb Brook and an ambulance was trying to get through - it didn't have a chance. This same ambulance would then have had to try and get through town centre traffic to the hospital, again this would have been chaos, as it virtually happens every time I work in town, when an ambulance is trying to get through.

Furthermore, we recall that the re-opening of the ship canal was being discussed some little time ago. If this is still a possibility, it cannot be ignored during this process as it will only add to the gridlock. It will be, in our opinion, disingenuous to exclude this possibility from any congestion calculations, no matter how slight that possibility is seen to be. In our opinion, just two openings of the bridges during peak times, coupled wit the increase in traffic, brought about by the additional housing, will cause gridlock to the whole of Warrington and we daren't even think about an accident on the M6!!

Once these house are built it will be too late to do anything, you as a council need to sit down and seriously think about what you are doing, act now don't ignore this situation.

- 2) Public Transport

This is currently inadequate

Any suggestion that public transport will alleviate any part of the congestion is frankly wrong. The only people that think this will work are people who never use it. A bus service needs to run regularly, throughout the whole of Warrington to be of use. An example is Grappenhall Heys, where the buses are never more than once an hour or once every 2 hours and this is just not workable - so people will have to stick to cars and cause gridlock.

In addition we believe that a culture of the car will prevail. These days people expect to travel at times convenient to them, not to a bus timetable that doesn't turn up. People will sit in traffic jams, frustrated, increasing the risk of aggressive driving, and therefore accidents, rather than take the 'sensible' approach.

3) Local Amenities

Local amenities: (shops/doctors/dentists/hospitals/leisure/vets/churches/other). Adequate facilities do not exist now for the current levels of residents, for example the unacceptable wait for doctors appointments, and the additional demand will cause further pressures to existing services, even before the additional traffic and lack of parking is considered. Where do you park now in Stockton Heath - yes it will get worse.

4) Local Wildlife

In common with most of the rest of the practicalities in the plan this has again been quickly passed over. The area contains different species of owls, various bird of prey and bats. Herons are prevalent in the area as well as badgers. All these species and many more will be wiped out with the building of the new houses as they are reliant on the grassland and surrounding areas for their food. The birds of prey are often seen sat on the fence watching the field before they fly up and swoop in. All of these animals will have to seek new territories, competing with the existing incumbents. The result will be the overall reduction in the numbers of each species. Is it the planning authorities aim to reduce the wildlife in the UK?

We have only raised a few of the questions that need to be addressed fully before the planners jump in and completely wreck Warrington.

Have the planners walked down Bridge Street in the centre recently and appreciated how much of a dump the town centre now is. This has been brought about by a lack of judgment as far as planning is concerned, and it is hardly surprising that Marks and Spencers have moved away from the area. There are parts of the centre that are now to be avoided.

It would be a much better idea to sort out all the current problems we have in Warrington, before forcing the whole of the town down a route that masses of people object too. As planners, you need to sit down and think why you are doing this, is it to make Warrington a better place to live, not really, you will be taking away many of the reasons people live here and turning it into another concrete jungle.

It is important that anyone on the planning committee lives in Warrington and will have to put up with the shambles that you are going to make, and not someone from out of area who will just go home and not have to put up with the disaster, so when you are making your decisions, look round and see who really has the right to be planning our futures.

