



Planning Dept

Warrington Borough Council

Dear Sirs

Local Plan Preferred Development Option (PDO)

1. Public consultation. You have failed to contact every household directly. The initial aims and aspirations received very little public comment because we were not aware of it. The time period was only 6 weeks. We do not want a city. There is a general feeling that a clique of Councillors is on an ego trip decided that Warrington *needs* ~ 22,000 homes. This must be addressed if the public is to be won over.
2. You purport to have followed due process. However, the initial exam question (see above) was phrased in such a way that Option 2 (Garden City Suburb) is part of the preferred development option.
3. Recent investment in Warrington South. I struggle to name any spends on significant infrastructure and amenities in Warrington South over the last 20 years. Grappenhall Primary in the late 1990s. Priestly College in the last 10 years. A replacement roof on Bridgewater High in 2016. Flowers on Stockton Heath high street. Increased car park charges in 2016. Who will pay for all the promised infrastructure and amenities? You cannot fail to notice the severe condition of public finances. When will it be delivered? There is a severe credibility gap on delivery of infrastructure and amenities.
4. Further to the above there is a strong suspicion that the first few 100's or 1000's of houses will be built without the accompanying infrastructure and amenities.
5. Broadband. I have found no mention of ultra high speed broadband. You have the opportunity to provide hugely valuable infrastructure at minimal cost. All contracts could specify that appropriate trunking be provided for which ownership defaults to the Council thereby generating future revenues. Such a scheme would provide a sweetener for aggrieved residents.
6. Town centre. By developing the town centre the PDO will simply exacerbate the current issues.
7. Mersey crossing. The Council and our MP need to stand up to Government. Put tolls on the proposed Westernlink for all but Warrington residents.

8. Traffic – the Council should conduct an independent traffic impact assessment which has boots on the ground counting vehicles at peak times in the winter period at recognised congestion spots. See over for details. You need to be realistic that public transport will in practice never be able to meet the needs of current and future residents who commute from the area.

Yours faithfully



Detailed traffic comments

1. The Mersey toll crossing and proposed development at Sandimoor will divert traffic through Warrington via Chester Road. This will in turn divert traffic through Stockton Heath. Have the council asked the Government for funding to develop infrastructure to compensate ?
2. The Chester Road bridge over the ship canal is not wide enough for two lorries/ busses to pass one another.
3. Stockton Heath centre will always be a bottleneck due to pedestrian crossings and the limited crossings over the canals.
4. Southbound on London Road at Stretton is a bottleneck.
5. Lumb Brook Road/ Grappenhall Road junction is a bottleneck.
6. Consider opening up Stockton Lane again. Its closure was a knee jerk reaction. A few well placed crash barriers would mitigate the residual risks.
7. Consider moving the refuse disposal site out of the centre of Stockton Heath.
8. Howshoots link road is not a panacea. It would
 - i. remove a bottleneck at the Grappenhall Lane/ Barleycastle Lane junction.
 - ii. Worsen the bottleneck at the Grappenhall Lane/ Knutsford Road roundabout.
 - iii. Significantly increase traffic on Witherwin Avenue. It will turn into a main artery through a large housing estate. How will primary school children from the existing and proposed new houses safely cross Witherwin Avenue to access the Primary School, play area and friends on the other side ?
Traffic calming, pedestrian crossings, speed cameras ?