

Transport and other infrastructure.

The plan is not sound in that it fails to address the already chronically overloaded road system in South Warrington. The bottlenecks of Stockton Heath, Latchford, junction 10 of the M56, Junction 20 of the M6, and London Road between Stockton Heath and junction 10 of the M56.

The limited contribution to the road network contained within the plan for the South East Urban Extension is a link road from Grappenhall Hayes to Dipping Brook Avenue with a connection to the existing road network near Grappenhall Lane and a connection of a link road from Stretton Road to the A49 somewhere opposite the Spire Hospital. These do not address any of the current issues of congestion rather it simply links areas within the already congested hinterland bounded by The Bridgewater Canal, the M6, the M56 and London Road.

Specifically there are no credible plans to address the junction at Lyons Lane and the A49, or the Owens corner roundabout on to the A49, both of which, if these plans were to go ahead, would see significant additional traffic flows and further congestion.

The proposed new junction opposite the Spire Hospital has enormous potential drawbacks. If this is to be operated by traffic lights it would create a further worsening of the congestion that already sees vehicles backing up to junction 10 of the M56. The implications of having traffic lights opposite the Spire and at the Cat and Lion will only increase the congestion on the A49 both northbound and southbound.

The proposal that in the short term there is a potential to link the A49 opposite the Spire to Spark Hall close, is practically unworkable and creates significant congestion at the junction of Stretton Road and Spark Hall close opposite Saint Matthews Church and Saint Matthews school.

I can only conclude that those proposing the plan have not understood of the current issues facing the road network around the Cat and Lion junction and junction 10 of the M56.

The separation of the South East Urban Extension from the Town of Warrington is exacerbated by the lack of the creation of any new crossings over the Bridgewater Canal, The Manchester ship Canal and the Mersey in this area of Warrington.

The possible addition of the Western Link will do nothing for the congestion in South East

Warrington. In any event It is questionable whether the business case for the Western Link is sound and doubtful that this investment in infrastructure will proceed.

The road infrastructure of South Warrington, It's already chronically overloaded, the concept that 140 football pitch size warehousing facility can be built within the boundaries of the area described above with only minor amendments to the access to the M6 junction simply lacks any understanding of the issues faced by the residents of this area. How will the traffic movements for the supposes 4200 employees be accommodated by the current road network, how will the vehicle movements of the HGV's operating from the proposed development be accommodated without the most significant harm to residential amenity. The idea that the current Road network with its current limitations and weight restrictions could accommodate yet more vehicle movements lacks any credibility.

**Assessment of the impact of traffic is based on the scale of additional traffic considered as a percentage of current levels. Many of the roads and junctions within the vicinity of the site are already very busy. A 15% increase on an already congested network still leaves a congested network. A large traffic light control roundabout at the junction of Grappenhall Lane and Cliff Lane on the A50. Highway infrastructure compatible with the middle of a busy urban setting would be located on undeveloped farmland in the middle of Green Belt.**

**There would at the very least be several thousand HGV movements every day. The approach to improvement to the highway network appears to be based on the ability to enable vehicles to queue safely and not to block slip roads to an extent that queues extend onto the motorway.**

The impact on the already poor air quality experienced by residents of Stockton Heath and Latchford from additional vehicle movements raises further serious concerns about the impact of this proposed developments. These developments are inconsistent with moves to improve air quality, in fact the thousands of additional vehicle movements on the A50 and A49 will further exacerbate the air pollution issues in Stockton Heath, Grappenhall and Latchford village. If the Local Plan were to be successful it would raises serious concerns regarding the safeguarding by the Council of the health and well-being of its residents in South Warrington.