

From: Axcell, Councillor Brian
Sent: 02 December 2016 10:45

To:

Subject: Core Strategy

Dear Michael, Joanne,

I had hoped to come to see you about the Council's Core Strategy but I am afraid that I have run out of time due to other commitments. I would like to make the following comments, which I hope will be taken into consideration.

I wish to object to the Core Strategy as it stands. The Council's strategy seems to rely in part on the construction of large housing developments on the periphery of the town. This is certainly the case in the south with HCA's proposed developments at Pewterspear, Appleton Cross and Grappenhall Heys but the same considerations apply to proposed developments elsewhere. The town already has very severe problems with traffic congestion; the centre of Stockton Heath is routinely congested throughout the working day and the traffic lights at Stretton and Lumb Brook Bridge are congestion bottlenecks at peak times. There are similar problems for residents in other areas such as Great Sankey. If large housing developments are built at the edge of town, then we could expect one car per adult living in the new properties, which would add many vehicles to an already congested network. The network simply cannot cope with a large number of additional cars; there would be no realistic alternative mode of travel for residents living in these locations because they would be served either by an inadequate bus service or no bus service at all.

Unless improvements to the road infrastructure are constructed before development starts so that congestion bottlenecks can be bypassed, then I think that these sites at the edge of town represent totally unsustainable development. The alternative to building at the periphery has to be more housing near the centre of town, building upwards rather than outwards, so that railway stations and town centre facilities are accessible by bus or on foot. Otherwise Warrington will become an impossible town in which to live.

Regards,

Brian

Cllr Prof. Brian Axcell
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