

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 17 August 2017 [REDACTED]  
**To:** LDF  
**Cc:** [REDACTED]  
**Subject:** Preferred Development (Regulation 18) Consultation Document

Dear Sirs,

Having reviewed the Preferred Development (Regulation 18) Consultation Document, whilst the concept is accepted that local infrastructure improvements will be required (local roads, schools, health facilities etc), I note that it fails to address how the addition of 20,000 houses will impact on the regional infrastructure, notably the motorway network.

With specific reference to Warrington Garden City Suburb, 6,000 houses are proposed together with an approximate doubling of the commercial/industrial activities currently undertaken on the old airfield site. With an average of 2 cars per household, this will equate to an additional 12,000 car movements if non-working partners are equated with inbound traffic associated with the "employment area". The A49 accessing the M56 already suffers from queuing traffic on a regular basis as do the A50/B5356 accessing the M6 on a periodic basis.

The M6/M56 motorway network already operates at operational capacity, as evidenced by the fact that any incident on the motorway network results in gridlock on the motorway and within Warrington town centre and surrounding roads such as the A49 and A50. It can be argued that at peak times it already operates above operational capacity in that virtually every night at around 17.30 the northbound carriageway of the M6 is at a standstill, not due to an incident but volume of traffic.

When viewed within the wider concept of 20,000.00 households and the potential for 40,000.00 additional car movements per day, I urgently request that the wider impact on the regional infrastructure is addressed before such plans move any further forward.

[REDACTED]