



Dear Sirs

Warrington Borough Council Local Plan Consultation

I wish to raise a number of issues and objections with respect to the above.

The whole exercise has been pure speculation both in terms of exaggeration of the number of properties required and the lack of a clear idea of a massive guaranteed highways infrastructure and services needed to support this plan.

The Waterfront, SW Extension and Garden City Suburb all would need a scale of highway and sewerage development greater than ever seen before in Warrington that is so unlikely that this should negate most of the proposals. To proceed without this the increases would gridlock the town, cause flooding and be damaging to the businesses, users and residents plus increased traffic congestion and reduction in road safety.

The indecision over the Western Link Road has been resolved now and the projected traffic flows will impact detrimentally on the very close junctions of Ellesmere Road, Walton Road and also on Hillcliffe Road, Whitefield Road, Red Lane.

These are not Principal Roads as exemplified by their 20mph speed limit. They are already overloaded at peak times with traffic bypassing Stockton Heath. The speed limit has never been enforced by the Police or the Council and vehicles often travel at 40 mph or greater approaching narrow dangerous sections with inadequate sight lines. Walton Road junction with Hillcliffe Road has frequent minor traffic collisions.

The overall proposals for the SW Extension and Garden Suburb plus infill sites would considerably increase through traffic as a "rat run" to and from London Road. This is totally unacceptable to local residents.

SW Extension Area (1831 homes)

This is a major change from the current local plan. I would question again the need for this scale of housebuilding. The idea of turning Warrington into a city seems to have swayed all reasoning. I am sure the people of my area do not want this and I doubt if anyone other than the Council actually does.

Much of the area is in a risk zone from the Interlox Chemical Plant. There have been serious explosions and escapes from this plant over the years and it seems to be foolhardy plan not to preserve the barrier.

The call for land available for development

R18-059 Drawing 016-023-P004 Indicative Layout....land adjacent to Brookwood Close

If this land is developed as part of the SW Extension there should be no full highway connection to Brookwood Close. It should be noted that if it would destroy the minor and quiet nature of Brookwood Close mainly occupied by elderly residents.

As mentioned previously the use of Hillcliffe Road for extra traffic generally is unacceptable. The junctions of Brookwood Close and Hillcliffe Road are inherently dangerous as traffic on Hillcliffe Road is often on the wrong side of the road and speeding any increase of traffic from Brookwood Close would worsen this situation. If a connection is made it would again create a traffic "rat run" avoiding Stockton Heath. No sewerage connection should be made to Brookwood Close as the foul sewer is unsatisfactory because of its downstream private and inaccessible location through woodland.

The brook at the Western edge of Brookwood Close is prone to downstream flooding. It is the relief watercourse from Appleton Reservoir

R18 059B

This alternative indicative layout with only a footpath connection to Brookwood Close would be more acceptable however to open the woodland to form a public footpath behind Brookwood Close would be detrimental to Brookwood Close residents because of reduced security and loss of amenity issues.

R18-105

This site having the bridleway/footpath between Red Lane and Hillfoot Farm is a well used local amenity for walkers and riders and forms the first real countryside in the green belt.

To develop this land a highway connection would have to be made to the minor road of Red Lane which is absolutely unacceptable to the residents of Walton apart from being unacceptable due to the potential serious loss of amenity. Any connection would affect residents between Walton Road (the nearest Principal Road) and London Road as Hillcliffe Road and Red lane itself has a hump back bridge and many are narrow and have poor visibility.

R18-100

The fair field opposite Warrington Sports Club is in a flood plain and is unsuitable for development because of increased traffic on the narrow minor road used for minor access to Walton Gardens and to the reservoir area by both walkers and riders. Speed of traffic on this road with limited visibility is already an issue. Traffic from this site would use Hough Lane for access to Chester Road and Hillcliffe Road towards the town centre, both being unsuitable to be able to take further increase in traffic.

In conclusion whilst my comments have been limited to my local area I consider that the whole local plan proposal should be halted and reviewed with a clear numerate indication of the effects of traffic on other residents of the town both locally to particular area proposals and in general. All supporting proposed highways and highway improvements should be included.

Yours sincerely

