



I object to the plan, because

1. 6-8,000 houses on green belt land.
2. Inadequate, untested proposals for road connections.

To realistically link 6-8,000 new homes (20- 30,000 people, 15,000 vehicles) to the rest of Warrington, will need a four lane, high level link across both canals. This idea was previously considered and rejected in the early 1990s.

What new road connections to the rest of Warrington are proposed?

Firstly an expressway between M56 J10 and M6 J20, directly through the new housing will channel polluting motorway traffic through the “garden city” at times of congestion on the motorway network. This does not connect the “garden” city to Warrington.

Secondly we have three “conceptual desire lines” across the Bridgewater Canal to Chester Road, Grappenhall. These threaten existing housing and conservation area. Nobody will clarify whether these represent footpaths, cycle ways or traffic roads. Has this really been thought through?

Finally there is a “new strategic road” over Latchford Locks. This would channel many vehicles onto the TPT, high bridge and on to the embankment by Latchford Village, where people now live. Has this really been thought through?

None of the above have been tested with traffic projections or priced. We doubt that any of them would survive the planning process. Without no realistic means of connecting these major new housing estates to the rest of the town the whole Local Plan for South Warrington falls down.