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Hi,

The Warrington Local plan and PDO includes 1800 houses or so to the south of the Manchester Ship Canal to Chester Road and an enclave of housing to the south of Chester road itself.

Residents of Lower Walton are all against it (at least my half dozen neighbours and miscellaneous people met in the street and Stockton Heath and what they say of their circles).

Lack of resident engagement is shocking - I found out about this by accident and whilst looking up the detail found there has also been a proposal for a Western Link and a consultation that has completed. Neither myself nor any of the [redacted] neighbours I polled had heard of it either, yet we are all affected by it.

Why at all:

1. The online response survey asks questions almost entirely about opinions as to whether processes were followed correctly, deliberately avoiding the important questions such as why are the processes are being executed at all.

2. To state the obvious, the whole point of the Warrington Borough Council is to look after the interests of the people of Warrington.

I've not come across a single person anywhere who wants Warrington expansion. Expanding Warrington, turning it into a city or bringing new economic input to the region (outside what can be fulfilled by more or less the existing people of Warrington). It is someone else's agenda, not the people whom the WBC is supposed to represent.

3. So a big question is why have WBC done a lot of work and put forward this plan for something that the people of Warrington don't want and isn't in their best interests?

Why the South Warrington part of it:

1. No one wants loss of Green belt.

2. No one wants the proposed 1800 houses at all.

3. Chester Road is already overcrowded and frequently gridlocked getting into Warrington – the proposal for 1800 more houses will permanently gridlock it unless the Western Link was in place beforehand.

4. Getting cars from 1800 additional houses onto Chester Road that already has daily traffic jams is a separate issue that is unreasonable.

5. Walton Road is already over used to get to Stockton Heath, Grappenhall and points east including Lymm and M6/M56 motorway

junctions.

<!--[if !supportLists]-->6. <!--[endif]-->Hill Cliffe Road, Whitefield Road, Red Lane, Windmill Lane and Quarry Lane already form a busy rat run to get to M56 towards M6 and Manchester. Rat run traffic is already at unacceptable levels for what should be quiet residential roads safe for children. Cars zoom fast on that rat run and residents have been complaining for years. This needs addressing as a separate issue. Adding 1800 households will exacerbate this.

<!--[if !supportLists]-->7. <!--[endif]-->Stockton Heath is a very busy village suburb with barely sufficient parking and appropriate facilities for the current levels of use – adding 1800 households nearby is not sustainable.

<!--[if !supportLists]-->8. <!--[endif]-->There is a small enclave of housing proposed to the south of Chester road for which there is no justification given, even assuming the premise of new housing being necessary were accepted. All the discussion points focus on the main development area to the north of Chester Road. That enclave will damage the visual amenity and cause access and congestion issues yet these are not discussed or any conclusion justified.

<!--[if !supportLists]-->9. <!--[endif]-->There are also 2 small protrusions on the diagrams for this enclave that imply (without saying so explicitly) that there may be a road access into Brookwood close which is a very quiet small road for which access to a new estate would be inappropriate. Presumably cycle paths initially and later road access. Similarly there is a protrusion implying a 2nd road access into Hill Cliffe Road which is already over used as part of a rat run from Chester Road to London Road - again this would be inappropriate to use as an access to a new estate.

Thanks and kind regards,

