



I have read with interest the proposals to development greenbelt and brownfield sites in and around Warrington. There is no doubt that planners have given considerable thought to the plans which I agree are necessary to protect against predator builders or developers (of which Warrington has a few) but the lack of real detail is a concern and the attempted reassurance that 'more work is still to be done' and 'this is only the start' etc does not allay my fears that initial planning outlines have only superficial changes made at a later date.

On reading the information provided by Council officials I have some concerns that I hope can be considered ....

1. The road infrastructure for new town development (1966 onwards) had a clear proposal to build a high level bridge to accommodate north- south traffic and also a link from Orford Green to Midland Way to accommodate east-west. Neither of these routes were completed and we have been left with some difficult junctions around Sainsburys and also on Orford Road. What guarantees that adequate road plans will be fulfilled.

As the road infrastructure details are so thin, it is a great concern that links will not be completed. In terms of the eastern side of town, any new bridge currently being planned (western link) will have no bearing on the area to the east of the Cantilever bridge. We will still have gridlock on local roads when the MG is congested.

The vague plans for a light traffic route using the high level railway bridge and the trans-Pennine trail etc are so incomplete that it is worrying that they will not come to pass and even if they do the resultant pollution from a high-level route throwing fumes and carbon debris on existing houses and schools that are below will be a great concern to health. Such public uproar that will eventually be heard (or the very high completion costs) could well stop this road plan thereby placing much of the garden suburb development at risk or, more likely, placing even more pressure on the existing inadequate road structure. There is a need for a reality check with this proposal.

2. Unless the roadways are built first the plans for the garden suburb will be jeopardised. In respect of this development, are we sure that builders will provide the type of housing needed? Land that is restricted eg Thelwall Heys must have a link road built across it to allow access to the proposed canal crossing via the high level (former) railway bridge. This will effectively open up the Thelwall Heys to building

and my suggestion is that it will soon become released building land that will then in-fill all of the current south Warrington greenbelt. The country-park idea will not be enough to maintain adequate green, open space.

3. Whilst considering infrastructure, I note the intention to build new primary and secondary schools along with the necessary health centre provision. I would hope that the Local Authority (LA) will have tight control of this provision to ensure that it is built at an early stage to stop the over-crowding of current facilities.

However, I note that the LA will not have any control of the provision of new schools as this remit lies with the Regional Schools Commissioner (RSC) - and ultimately the DfE because ALL new school provision must be sanctioned by the RSC and must be FREE SCHOOL which is outside of the control of the LA. It could be that such 'new build' provision will only be sanctioned when the demand materialises so this will create 'school run' journeys to secondary schools to the north of the Manchester Ship Canal (Sir Thomas Boteler) owing to Lymm and Bridgewater schools being over-subscribed. Primary pupils will look towards existing Thelwall, Grappenhall and Appleton schools and create extra journeys and potential over-crowding. Because the provision for these and health services is outside the control of the LA there is a danger that over-crowding and shortage of provision will occur. The LA must seek guarantees from other controlling bodies that provision will pre-date the need.

4. The planned industrial land at Barleycastle is a sensible extension of what is already there BUT how will we know what road capacity may be needed to service the industry that may be encouraged? Will there be a restriction on the type of industry? How will the road cope if this industry creates a large increase in south to north traffic on local roads?

5. How can council officials mitigate against rogue-builders of which Warrington has a few as evidenced by challenges and threats to challenge the local planners and planning committee members?

I realise that a plan is necessary so thank planners and elected members for raising these issues but I do think that housing requirements need to be reconsidered and that road infrastructure is a 'first' or we will be left with the incomplete new town plan still leaving its legacy of inadequate routeways across our town.

