



I refer to the consultation process in respect of the above. My particular interest is in the Garden Suburb Development you are proposing in the southern part of the town. While I accept there is a national shortage of housing land and affordable housing I cannot support a development of this scale in the Green Belt.

My comments primarily relate to the traffic implications of your proposals and lack of any clear strategy to deal with the impact of a further 9000 houses and employment sites on an already heavily congested highway network. You mention that the proposals will be tested using you transportation model. Shouldn't you have done this prior to publishing them?

Development of this magnitude needs additional capacity on the town's strategic highway network as well the provision of local access roads. During the 1970s and 1980s Warrington Development Corporation developed on the outskirts of the "old town" and provided little additional highway infrastructure within the established developed area. In consequence Warrington suffers some of the worse traffic congestion in the region. Your proposals seem to be based on these same failed principles.

Looking first at the capacity across the Manchester Ship Canal, the proposed Western Link Road will provide no relief at to Grappenhall, Latchford and Stockton Heath, the areas which will suffer the major impact from the proposed Garden Suburb. I note that you make mention of a further crossing using the former railway crossing west of Latchford Locks. This is an interesting proposal, however with the best will in the world I doubt such a proposal could be delivered for at least fifteen to twenty years. Even if the existing bridge were useable (which I doubt) the cost would be well in excess of £100m. The idea that this can be provided in addition to the western crossing seems to be fantasy in the extreme.

Turning now to the local access for each development, again your proposals make little mention of how these would be connected to the strategic network. The three most northerly developments off Lumb Brook Road, Broad Lane and south of Stockton Lane are presumably accessed onto Chester Rd / Grappenhall Rd. I assume this is to be achieved via new connections rather than via Stanney Lunt Bridge and Lumb Brook Underbridge! This aside, what the traffic does once it gets to Chester Rd/ Grappenhall Rd is unclear. Presumably it either joins the queues at Ackers Rd and in Stockton Heath or "rat runs" to the Cantilever Bridge.

The remaining development sites would presumably be accessed via the possible new link from A49 to A50. This is fine for traffic going to M6 or M56 but without the new crossing at Latchford will simply further compound problems in Stockton Heath, Grappenhall and Latchford.

In summary I would conclude that the three most northerly sites off Lumb Brook Rd, and Broad Lane would cause unacceptable damage to the Green Belt and lead to intolerable traffic problems and should therefore be removed from the plan. The more southerly sites for housing and employment should only be considered if a new crossing of the Manchester Ship Canal can be delivered at the same time or ahead of development.

