




- The **traffic infrastructure** proposals are *totally inadequate* to alleviate the current problems of **congestion, noise and pollution** in South Warrington and also support the new housing and commercial developments.
  - The 'Garden Suburb' will have 5,000 new houses with consequent daily car journeys of around 10,000:-
    - There is *nothing* planned to improve the A49 as it goes north from the M56 through Stockton Heath towards the Town Centre – it is already extremely congested and polluted!
    - There is *no new crossing* of the Manchester Ship Canal in South East Warrington > WBC are relying on *the existing Victorian swing bridges* despite the projected major *increase in shipping traffic* necessitating the bridges being *closed* much more often in future.
    - The Transport Plan does *not* provide any details of how the new public transport systems would cross the Manchester Ship Canal or the Bridgewater Canal.
  - The already congested and polluted A56 will need to support and contend with:-
    - around 7,000 daily car journeys emanating from the Walton Development and the new houses Halton Borough will be building near the A56.
    - around 5,000 daily car and HGV journeys associated with the Waterfront development via the Western Link.
    - many people will use the Western Link rather than pay the tolls on the other 2 Mersey crossings.
    - traffic to/from South East Warrington using the Western Link via A56.
    - the new Western Link junction plus the 2/3 other new junctions needed to access the Walton housing development, will cause the traffic to *stop and start* continuously between Walton Village lights and the Western Link junction.
    - the steep incline on the northbound Western Link, will mean that traffic will be in low gears (especially HGV's) and as the Western Link is single carriageway, the achieved speed will be that of the slowest.
- The National Planning Policy Framework requires the Plan to be aspirational but **deliverable**. I do *not* believe this Plan is deliverable and is therefore *unsound*:-
  - The annual average delivery of 945 new houses is more than double the current build rates (359 in 2018/19). There is a peak build requirement of 1,656 houses in 2025/26 which I do not believe is achievable. Developers will only build houses if they believe they can be sold, so the control on the rate of building does not lie with WBC but with the developers.
  - While some money is available from Government for infrastructure, the bulk of the funding will need to come from the developers. The size of that funding requirement is *unclear* in the Plan as is the commitment of developers to deliver the necessary funding for infrastructure. Development is only acceptable with the *effective mitigation* of its key impacts (traffic congestion, noise, air quality, education & health facilities, local amenities & the environment, as well as maintaining / improving our quality of life), are *properly planned and implemented before and during the building process but before completion*.

Yours Sincerely,

Add your name here 

GILLIAN LAWRENCE  
Print your name here

15.6.19  
Add the Date of your letter here