

[REDACTED]

To whom it may concern,

I wish to register the following in response to the recent public consultation around additional housing and infrastructure within the Warrington (and specifically WA4) area.

My details are:

Name:

Address (home-owner and resident):

1) Due to the very high water table across a large proportion of the areas affected by these proposals (to build new homes and the associated infrastructure) what does WBC propose to do to prevent there being increased flood risks (not only for the new homes but also how the development is likely to impact on current housing as drainage will be reduced dramatically)?

2) In relation to the potential for these plans to impact on flood risk, have overflow systems been priced up to support the proposals and can these be shared?

3) Flooding is highly likely unless measures are taken to mitigate the risks, has any ground investigation been undertaken to inform these plans, and if so, can these be shared?

4) What is the likelihood of Compulsory Purchase across Latchford (particularly in relation to the suggestion of using the 'disused railway' to create a new dual carriageway) as none of the consultation events or papers seem to identify which areas may potentially be at risk (despite the documents showing the possibility of a new road system). If these plans for transport infrastructure were to go ahead, what timescales would we be looking at and will affected house owners be fairly compensated for this (ie over the market value)?

5) Further to question 4 above, if this road, cycle pathway and walking links across the disused railway that runs from Thelwall through to Warrington were to proceed, why hasn't the possibility of locating the road further away from current properties (to both minimise the need to demolish properties, but also to avoid the inexcusable disruption this would cause to these settled communities)? Would an alternative option of placing the cycle and walking paths on the current 'disused railway' and therefore raised above ground level with the new road being placed in non-residential land between the disused railway and Wilderspool Causeway (as indicated on the attached google air map)?

6) Following the Government's recent proposals to alter the way in which housing need is calculated (Objectively Assessed Housing Need – OAN), will Warrington Borough Council be resubmitting proposals and extending any period of consultation given that this indicates that the current proposal on new housing numbers may reduce by almost 25%? If this new method of calculations is adopted then wouldn't this render the current PDO

proposals as 'out-of-date' and incorrect?

7) Has WBC not considered using the decommissioned Fiddlers Ferry site for new housing when this closes for business – as an alternative to using greenbelt land?

Finally, I wish to lodge my overall objection to the plans within WBC's Preferred Development Option in it's entirety and wish to raise my grave concerns around how WBC has conducted the public consultation – with residents only hearing from members of the community and not as part of any formal consultation (consultation allegedly started in July but householders/residents in Latchford were informed by a flyer which was produced by a member of the public over the bank holiday weekend at the end of August). It is also suggested that WBC placed a notice of their intentions in a **Cumbrian** newspaper (Westmorland Gazette)– hardly what can be deemed as 'constructive/meaningful consultation' with those affected by the proposals. I would also like a response to why the consultation has been handled so poorly?

Awaiting your timely response,

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