



12 September 2017

Dear Sir/Madam

I am writing to express my concerns over the proposals raised by Warrington's local development plan. There are a number of areas that cause particular concern and I would therefore appreciate your detailed response to each of the points raised below, which the information recently provided fail to adequately cover.

1. **Housing** - The proposed housing figure of 24,000. It's unclear where this figure has been taken from and appears vastly over inflated, certainly in light of current economic environment. It also does not appear to be a one stipulated by government either? The National Planning Policy Framework indicates that established Green Belt boundaries should only be altered in "exceptional circumstances". You indicate on your recently issued document that you believe that these are "exceptional circumstances", however your reasoning is certainly not clear. Please can you clarify?
2. **"New City"** - are you able to confirm where the aspirations for Warrington to be considered as "New City" lie? Having raised the issue with local residents this doesn't appear to be something over which there has been any consultation, or for that matter any desire to be achieved.
3. **Greenbelt** - *Once it's gone, it's gone!* Aside from the considerable flooding risk that you appear to have chosen to ignore, there is also a significant risk to wildlife in the Greenbelt area, some of it already under great threat. How in your plan do you intend to mitigate the risk to the various species of wild birds and animals such as badgers, water voles and bats?
4. **Transport** - The intended transport link to cross MSC at Grappenhall/Latchford. Have any levels of practicalities been considered in relation to this i.e what is the intended function of this strategic crossing, public transport, or road? Why does the crossing need to be located where you are suggesting, if the western link is to proceed? What modelling has been undertaken to determine the likely transport changes within the next 10-20 years, i.e CAV technology, changes in car ownership etc? Have Highways strategic modellers been engaged to agree the intended parameters of the route? Have Sustrans been engaged to understand cycle network impact? What noise and air pollution considerations have been factored at this current stage? What funding provision has been made for the project costs?

5. **Health** - The WHO noted last year that Warrington was the second worst place in the North West for breaching air pollution safety levels. In addition Warrington has a higher percentage of people commuting over 20km to work in (17%) or out (18%) of the borough than the rest of the North West. Both points would suggest that as a town we already have an over reliance on motor vehicles. Any housing and road expansion such as the plans you are proposing can only impact further on the degeneration of air quality of local residents.

Once again I object strongly to the scale of the Local Plan and feel that at the present time there have been too many significant factors not given full and reasonable consideration, both in terms of environmental impact, as well as those on the current local population.

In addition I would wish to add that the apparent covert actions taken by WBC in relation to these plans and the consultation with local residents, has been extremely poorly managed.

I look forward to receiving your reply in due course.

