

Dear Sir / Madam

I wish to object to the current Preferred Development Option for the following reasons:

- Concerns over calculation of land needed for new housing and employment over the next 20 years.
 - Volume of housing projected in the plan currently exceeds that of the government target are these aspirations deliverable and realistic?
 - Housing completions in Warrington over the last 10 years have generally been in the range of 500-700. The new local plan proposes a housing figure of 1,113 dwellings per year.
 - In light of economic uncertainty following Brexit are these projections still relevant?
 - Does the Local Plan demonstrate that the jobs and infrastructure, can and will be provided to support the proposed housing figure?
 - On what grounds are these increases justified? We understand that Warrington has strong economic growth aspirations but how will these be realised?
 - I would like transparency on the Council's duty to cooperate with neighbouring authorities. Many residents in South Warrington commute to workplaces outside of the town so arguably the housing need could/may be met elsewhere e.g. Cheshire East, Trafford, St Helens, Halton etc.
 - I would also like to understand why it is deemed appropriate to develop the majority of housing in one particular area (ie WA4).
- Specific concerns over transport and infrastructure in the Preferred Development option, including potential use of the Trans Pennine Trail as strategic transport route
 - o Have transport impacts been properly assessed?
 - What level of transport modelling has been completed at this stage in relation to the new 'strategic road / public transport route' - has only been modelled in strategic modelling software (i.e. SATURN)?
 - What future technologies considerations have been taken into account in the planning for infrastructure? - Have the implications of changes in car ownership, Connected and Autonomous vehicles (CAV) technology implications and the subsequent need/type of infrastructure(s) likely to be required? (how has this been factored into the transport modelling?)
 - Have the Highways England strategic modellers been involved in the transport modelling and agreed the scenarios / parameters being considered in the modelling? Are they satisfied with the modelling outputs and the potential impacts on the 'Strategic Route Network' / M56
 - o What air quality impacts (any Air Quality Management Zones in the vicinity?) and noise implications have been considered at this time?

- 2016 study by the World Health Organisation showed Warrington was recorded as having the 2nd highest air pollution levels in the North West. Impact on health and mortality. Why would the Council wish to increase this further?
- Concept document appears very unclear in terms of its treatment of the Trans Pennine Trail. Appears to be suggesting a new 'strategic road/public transport route' along its course.
 - We are told this is a concept; however this "concept" has a impact on the value and saleability of properties along its route. If it is only a concept please consider removing until all assessments are complete and final route agreed.
 - If this concept becomes formalised, some properties could be subject to Compulsory Purchase Orders. For other properties their outlook could be severely impacted and would no longer have quiet enjoyment of their property.
 - The proposed route does not appear to align the Local Plan objectives for sustainable and active travel
 - No assessment of impact of the road on traffic network, particularly Warrington Town Centre.
 - Page 38 map key identifies this as a 'strategic road' the public transport option seems to have disappeared here!
 - Does not take into account future technology eg Connected and Autonomous vehicles (CAV) technology implications
 - We are concerned if this route is agreed that it would have negative impacts on heritage, habitats and local wildlife.
 - Knutsford Road bridge cited in the Unitary Development plan as being of significant local, architectural and historical interest.
 - Well-used nature path utilised by walkers, runners and cyclists and part of the National Cycle Route Network
 - Have Sustrans been consulted on the potential impacts on the national cycle route network?
 - We are concerned if this route is agreed that it would negative impacts on the health of local residents – air pollution is already very high in the area.
 - The Trans Pennine Trail is a strategic green infrastructure asset and active travel corridor. Removal of this would go against objectives in the new Local Plan.
 - Where is the funding going to come from for the strategic infrastructure requirements? (is the wider Infrastructure Plan for the Borough in place and adopted? does the new link accord with this, or will this need to be updated to reflect these plans?)

• Concerns over release of land from the Green Belt

- It is proposed that significant amounts of Greenbelt will be lost if the preferred option goes ahead
- There is enough Brownfield land in the area to build 15,000 houses. Once housing need is reviewed this could be sufficient to meet reduced housing requirement, therefore allowing the council to protect and preserve Green Belt land.

- The overall housing need figure needs to be reviewed due to the Government's consultation. If less housing is needed, or different types of dwelling are needed, the overall housing figure could be reduced, and thus loss of Green Belt can be mitigated.
- Planning Policy advocates a Town Centres First approach to development. The local authority should seek to first develop in urban areas and brownfield land, with Green Belt only being released under exceptional circumstances.
- Large proportion of the proposed house building to be located in the least densely populated and more expensive areas of the town. Density projections are relatively low and affordability likely to be an issue. Do these proposed dwellings take account of societal changes e.g. increase in single person living, aging population etc?
- How will the Council protect existing neighbourhoods and villages? this is encouraging Urban Sprawl

Other Issues

- Is this really deliverable and have the infrastructure needs been properly assessed.
 Eg impact on Schools?, 1 additional high school for such a development?
 Impact of the NHS and Warrington Hospital
- Concerns over funding
 - No details on funding routes for infrastructure requirements which will be significant
 - No details on funding routes for schools and health care provisions
- Calls for sites map on page 11 of the concept document coverage appears to be patchy. Does the council have confirmation form landowners of other parcels of land that they will be made available?
 - Is a holistic approach to masterplanning evident? Or will we end up with a piecemeal development that fails to deliver infrastructure?
 - Grappenhall Heys development was severely criticised in the Urban Task
 Force reports for this very issue.
- Where is the up to date Strategic Flood Risk Assessment on the supporting documents page? There are a number of main rivers in the area.
 - Has the Environment Agency been involved in preparation of the concept document?
 - For completeness the topography and watercourse map on p18 of concept doc should also show Flood Zone 2 and areas a risk of surface water flooding.
- The Local Plan and concept documents use the word 'sustainable' many times. Yet
 there doesn't appear to be any demonstration of how sustainable development will
 be ensured. For example there doesn't appear to be a strong commitment to
 public/active transport.

Concerns over the consultation process

- o Many residents only became aware of the Local Plan and preferred development option following grassroots local residents campaign
 - Lack of advertising, holiday period, not held in are affecting local residents
 - Inconsistent information provided across meetings
 - Public consultations being held prior to the infrastructure feasibility study results being completed and published. Council representatives have been

unable to answer whether the feasibility study is taking place on all 5 reported options or just the preferred development option.

Yours Sincerely

Resident