

Local Plan
Planning Policy & Programmes
Warrington Borough Council
New Town House
Buttermarket Street
Warrington
WA1 2NH

Mrs AM Marrington

10th June 2019

Dear Sir/Madam,

Regarding **Warrington Proposed Submission Version Local Plan 2017 – 2037**, find written below objections with regards to the content of the plan. These objections will be submitted twice to represent the adults in our household.

I strongly call into question the soundness of the plan for the following reasons:

- The plan should be aspirational but deliverable according to the National Planning Policy Framework. The plan currently entails an average delivery of 945 houses per annum which is more than double the current build rate. Peak build requirement is in excess of 1,500 houses per annum which seems unlikely to be achievable.
- Growth predictions in the plan are based on unrealistic economic and population forecasts which are not relevant to the local area. Extrapolation of population projections from 2016 would give an annual requirement closer to 350 homes, far fewer than the 945 per annum currently proposed.
- Furthermore, the 10% contingency requirement (1,890 home during the lifecycle of the plan) is unnecessary if the plan is to be reviewed every 5 years.
- The loss of 11% of Warrington's green belt is driven significantly by this gross over-estimation of housing numbers and is disproportionately spread across the Borough. The loss of green belt, if required at all, should be an absolute last resort and spread far more evenly.
- The level of detail contained within the plan regarding how existing infrastructure (from transport through to community services) will be developed to accommodate the additional housing is woefully inadequate as does not enable sound, data driven decisions to be undertaken.

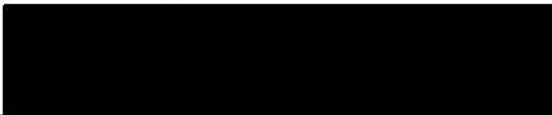
Additionally, I have specific concerns related to **Policy OS5 – Lymm (Massey Brook Lane)**:

- The proposed submission indicates a **minimum** of 60 homes on this site, which is at odds with the recommendation within the Site Assessment Proformas which state that due to the narrow width of Massey Brook Lane and the constrained junction with the A56 development of no more than 50 dwellings is preferred. Site Ref R18/P2/029 in the document refers. The maximum requirement in itself suggests that any proposed access would be sub-optimal and has the potential to add further risk to road users.
- The boundaries indicated on the above document for Site Ref R18/P2/029 include privately owned areas of land which are not available for development. This would further reduce the capacity and also call into question the soundness of the due diligence phase during site discovery as this is a significant inaccuracy.
- Hardy Road and Highfield Road are quiet residential streets with a high incidence of on street parking. They are already used as a 'rat run' by drivers travelling between Cherry Lane

and Booths Hill Road. Development to the west of Highfield Road would exacerbate the situation to the detriment of highway safety and the safety of pupils attending Cherry Tree Primary School.

- Additionally, there is already significant congestion on both Booths Hill Road and Cherry Lane during peak hours and no clear evidence in the plan as to any mitigating options which will be put forward to ensure this is not further exasperated with the additional demand which will be introduced.
- There appear to be no consideration on the cumulative impact of three developments all on the west side of Lymm (OS5, OS6 and OS8), especially with regards to traffic congestion, schooling and health services which are currently at or near capacity.
- Whilst it was highlighted in the Site Assessment Proforma that primary schools in the area had some capability to expand in order to meet demand, there is no indication how this would be achieved in time for the proposed developments to be completed – all of which are within the first five years of the plan.
- There are concerns with increased congestion on the M6/M56 and the effect this will have on air quality which has been raised as an issue in the Warrington Borough already and this development would reduce the amount of green space between the motorway and the existing settlements.

Yours sincerely,

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