

RE: THE LOCAL PLAN FOR WARRINGTON

Dear Sir,

As a resident [REDACTED] I have to accept that development has to take place and that people need decent homes to live in and places to work. However, I am concerned about a number of things.

Firstly, the construction of so many new dwellings as outlined in the proposal. This cannot avoid having a negative impact on the environment. With more households there will for example be more vehicular traffic and consequently more air born pollution. The amenity of much of our open green space will be lost and the emissions of harmful atmospheric gases such as carbon dioxide, particulates and other greenhouse gasses will increase to the detriment of local Warrington citizens and ultimately the planet itself. The plans do not detail how pollution levels will be monitored, or the levels of pollution considered acceptable, the penalties for exceeding the levels and who will impose and enforce the appropriate rigorous penalties. [REDACTED] assume some of the additional atmospheric pollution will be delivered to us by the prevailing westerly winds. We already receive periodic plumes of gaseous pollution from the Merseyside chemical plants on these winds. Where in the plans are the problems of increased atmospheric pollution addressed in any specific detail? We already live in a motorway "box" and the new employment area proposes to bring even more HGVs into the area with all their exhaust pollution. The atmosphere is important for us now and even more so for future generations who will have to grow up inhaling the pollutants these plans could well increase. A much more robust set of proposals is needed to address atmospheric pollution. It is not good enough to hope that local bus services will be improved and more people can be persuaded to use a bicycle. In my area of the Borough bus services have been cut rather than expanded. Where are ENV7 and ENV8 directly addressed with specific detail?

Secondly, as every square centimetre of green space is precious why is the use of brown-field sites not more prominent in the plan? Maximising every scrap of brown field land would preserve some fragments of existing green areas of the Borough. If private sector developers are not interested in building on brown-field land because the additional costs of clearing and making the sites safe would reduce their profit margins, why not use these sites for the local authority to build decent affordable homes for rent to local people? Over time the rental income should cover the additional costs of site clearance and preparation and also address the local demand for affordable housing.

Thirdly, [REDACTED] the proposed plans for 430 new homes at three locations in Lymm do not appear to be excessive. However the lack of specific detail and vagueness in the plans do trigger concern and worry that when things start to move forward it may be too late to rectify emerging problems. Take Policy OS7 Lymm Rushgreen Road for example. It states that a new health facility will be provided but makes no mention of by whom, what

the facility will provide or where the medical expertise will be found and funded. It also states that the housing is near local schools but fails to specify if the local schools have the capacity for the increased numbers of pupils. Also the access into and out of the site is via Rushgreen Road. This narrow road is already very congested particularly at commuting and school "home-time" periods, partly because of the numbers of parked vehicles on the road outside the cottages on Rushgreen Road that do not have off-road parking space plus customers utilising the car park of the Sainsbury's store. The exacerbation of the existing traffic congestion is not mentioned in the plan. The plans also contain no consideration of the impact of the inevitable increase in traffic over the narrow hump-backed bridge over the Bridgewater canal that you have to cross to get into Lymm village. INF 5 refers to delivering infrastructure. The plan for Rushgreen Road Lymm overlooks the need to upgrade the existing road system even though the volume of traffic will inevitably increase.

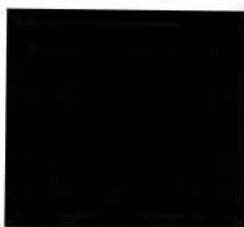
My key concern is not the general contents of the plan but the lack of specific detail on how the considerable impacts of the plan are to be managed in a transparent way with robust monitoring and enforcements of approved standards. For example, ENV8 should cover environmental and amenity protection. Where is this specifically addressed in the plan? What about ENV7 related to renewable and low carbon energy? There is not enough detail on INF5 delivering infrastructure or INF 1 on sustainable travel and transport.

I am sure very good intentions underpin the plan, but they need to be backed up with hard enforceable specifics that prevent these vague good intentions slipping off the agenda in the face challenges as the plan is implemented and unintended consequences emerge.

Best regards



Rod Allman



8th June 2019