

From: [REDACTED]
To: [Local Plan](#)
Subject: Representation
Date: 17 June 2019 13:38:54

Good afternoon,

Thank you all for your time and patience at the Parr Hall. It was very informative and much appreciated.

Please find to follow my Representation.

I have based my comments mainly on the Garden Suburb rather than repeat my reservations for each segment of the plan.

Garden Suburb - The place will be well served by new community infrastructure and a network of sustainable transport links maximising travel by walking, cycling and public transport. Community infrastructure within each of the villages and the Neighbourhood Centre will be required in early phases of development to ensure new residents have access to essential local services and to alleviate pressure on other facilities in south Warrington.

There is not enough evidence to suggest this will be the case.

As a former resident of Chapelford I have experience of infrastructure and facilities being delayed. The building of houses at Chapelford had begun many years before the promised school, supermarket, family pub, medical centre and retail units were delivered. The train station is still in progress. The school also replaced the existing Sycamore Lane school and had to be extended very soon after it's completion to meet capacity requirements.

Out of the three retail units provided, one is being used as a Maths and English facility. I'm not convinced this is the rightful location for such a facility and wouldn't like to see it repeated in new developments.

The park on Chapelford is of a good size but there are no covered areas for young people to meet in poor weather conditions. The estate now has a poor reputation for anti-social behaviour. Maybe if the Maths and English unit could have a dual purpose and allow access to the young people of the area. Alternatively, a local church hall could be utilised. I'm sure there are adults in the local community who would be willing to assist in running such facility.

I understand you cannot be held responsible for individuals' actions and attitudes but where community facilities are concerned lessons need to be learnt and the appropriate facilities delivered in a timely manner to support development.

Provision of facilities should be such as to reduce the need to travel by car.

The residents of the new developments, both residential and employment, will be expected to pay Maintenance Fees, in addition to Council Tax, for the upkeep of the open spaces provided yet the general public will be allowed access to the facilities. I foresee this casing an issue.

As developers will want to return as much profit as possible, I worry the size of gardens and outside space for family homes could be compromised.

With private outside space being reduced, and many people being more aware of the environment, I feel the orientation of homes should be considered to allow residents to fully

utilise the space provided.

As apartments are to be a large part of the development of the town, I feel allotments, or a similar facility, should be provided to allow residents to grow their own flowers and food crops. This would also help to create a community atmosphere.

A Neighbourhood Centre comprising a secondary school, *primary school*, local shops, a new health facility, leisure facility and other community facilities. Three Local Centres comprising primary schools, local shops and other local community facilities

One of the main causes of traffic at peak times is parents taking children to school/nursery/child minders. Will the provision of nursery / educational facilities be of a high enough quality to encourage people not to cross town?

The secondary school will need have the capacity to cater for the pupils moving on from the primary schools in the Local Centres.

No further residential phases can come forward until the funding and the programme for the delivery of a new strategic link have been confirmed. This means the first homes in the second phase of residential development are anticipated to be completed in 2023/24.

Is there every confidence in the funding being granted? If there is a delay in the funding, that leaves people living in phase one without the promised facilities. This in turn puts excessive pressure on the existing facilities in South Warrington.

I feel the lack of secured funding could put more pressure on other areas of development in the Borough that have had funds granted, encouraging developers to make applications to build more densely in these areas to maintain their profits.

Transport mitigation measures will be identified to offset the impact of traffic generated by the employment development sites on Junctions 9 and 10 of the M56 and Junction 20 of the M6, in agreement with Highways England, with funding streams and trigger points identified for the delivery of the required works to enable development to come forward in the early years.

I feel these measures should have already be identified before the plan was put forward. If it is shown that the impact will put too much stress on the road network where will that leave the promised employment sites? Are Highways England prepared to fund whatever it takes for an efficient road network? As the motorways impact on neighbouring boroughs, have they agreed on the plans in principle so far?

It would appear you are anticipating a large percentage of people will be travelling into the borough for employment, impacting on the road network and public transport infrastructure.

“Prepared in parallel with new Local Transport Plan (LTP4)”.

I have grave doubts over the viability of the LTP4 being delivered in tandem with the forecast homes and employment developments. As the bus service is a free market and WBC have little if any influence over the scheduling of the services, I have reservations on the quality of the services that will be provided. For example, Woolston Grange, an existing employment site, has no direct service without the need to use narrow poorly lit pathways. I anticipate service providers will delay providing routes into the new developments until it can be proven they are profitable and viable business options. This again will impact on the road network. Residents and employees will rely on the comfort of their own cars, making it more difficult in the long term to encourage them use Public Transport. A vicious circle could ensue.

When I became a resident of Chapelford I was offered an option of one twelve month or two six month bus pass. The bus service Monday to Saturday was reasonable. This soon changed, with residents having to walk to Twenty Acre Road or Canons Road for the majority of services.

The lack of Public Transport infrastructure also has the potential to isolate our growing elderly

population.

A Mass Transit Network

The proposed light rail / tram / guided bus lanes also have flaws. The initial feasibility reports will be at least 5 years in development. Funding will then have to be granted before any works can take place. Is this really a viable option within the 20 year plan period that commenced in 2017, I'm not convinced. It appears that the whole of the housing and employment developments could potentially be near completion before the proposed network construction begins.

I'm not confident the disruption the construction of a fixed network is likely to cause will be worth the net gain, or that the existing framework of the town can withstand such a network without major upheaval and unnecessary cost. I feel the feasibility reports should be in place before this stage of the Plan so if proven it's not a viable option, another strategy can be researched.

Within the proposed tram network there is no provision for areas such as Grappenhall, Appleton, Stockton Heath, the new Garden Suburb, and surrounding areas. Residents of these wards would still have to travel to utilise the facility. A strong bus service, a park and ride, or some such facility would be required to encourage residents and employees to utilise the network.

Cleaner Fuels

As an employee in the Motor Industry I'm aware of the negatives of electric driven vehicles. Pollution is not only caused by Co2 and NOX gases. Tyres and brakes for instance are also large polluters. The production and disposal of the large batteries required to power the electric vehicles also contribute to the poor air quality. As electric vehicles tend to be much heavier, the tyre wear, therefore particulates released, are greater. The heavier vehicles also have an impact on road surface wear. The vehicles require a sustainable electricity source. I have reservations regarding how enough power can be produced, with little environmental cost.

Managing Demand For Car Travel

The Workplace Levy, although an option to encourage people out of their cars, appears to be an unfair charge. The proposed Garden Suburb for example will attract many inhabitants that will be taking advantage of the of the motorway network to commute to employment outside of the borough. They will still be utilising the roads within the borough but not face the consequence that a Levy could entail.

Employers are likely to pass on the cost either through a charge to the employee or reduction or removal of a pay rise. Another alternative is employers could remove the parking facility which can only encourage people to park on public highways.

As a summary, I feel the provision and timing of the infrastructure has not been assessed in enough detail to ensure the plan is deliverable as a whole in the 20 year plan period

Kind Regards,

Liz Acton

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