



To whom it may concern,

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

- **Specific concerns over transport and infrastructure in the Preferred Development option, including potential use of the Trans Pennine Trail as strategic transport route**
  - Have transport impacts been properly assessed? Where is the transport modelling which supports these proposals?
  - Where is the detailed consideration of the impact of the Garden City Suburb and infrastructure that will be needed to mitigate its transport impacts?
  - Section 2.4 on page 20 of the concept document highlights the constraints in local road network and states that significant road infrastructure requirements will be needed, yet no further evidence is provided on this.
    - We don't consider there is enough transport evidence to support this development option.
  - 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 have been advised this is just a 'concept' however we have major concerns as residents of the local area.
    - **This 'concept' could with immediate effect, 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.**
    - 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
    - **We are concerned if this route is agreed that it would have negative impacts on the health of local residents – air pollution is already very high in the area.**
      - 2016 study by the World Health Organisation showed Warrington was recorded as having the 2<sup>nd</sup> highest air pollution levels in the North West. Impact on health and mortality. Why would the Council wish to increase this further?
    - 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.



overall housing figure could be reduced, and thus loss of Green Belt can be mitigated.

- **Concerns over proposal for preferred development option of Warrington Garden City Suburb**

- Is this really deliverable and have the infrastructure needs been properly assessed.
- Have transport impacts been properly assessed? Where is the transport modelling which supports these proposals?
  - At the consultation meeting in Lymm we were advised this is currently underway. We request full transparency and disclosure in respect to transport modelling, especially in respect to provision of new strategic link roads.
- The supporting documents webpage lists 'Warrington Transport Summary 2017' however this is just a broad overview of issues in Warrington. Where is the detailed consideration of the impact of the Garden City Suburb and infrastructure that will be needed to mitigate its transport impacts.
- 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.
- Calls for sites map on page 11 of the concept document – coverage appears to be patchy. Does the council have confirmation from 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.

Yours sincerely,

