

[REDACTED]

15th June 2019

Local Plan, Warrington Borough Council,
New Town House, WA1 2NH

Warrington Draft Local Plan.

[REDACTED] found the Consultation Response Form inflexible and too compartmentalising to adequately express my concerns.

I address them instead as lucidly as possible in this letter.

[REDACTED] and been concerned to see how the low growth of developments over those years has slowly overwhelmed the highways and infra structure, and begun to change the character of the area.

For the last ten years, on every day except when rain is continuous, I have taken a bicycle ride around the local Cheshire Lanes and observed the following changes; Heavy articulated lorries struggling to pass each other, travelling in opposite directions on major roads, and the same occurring with cars on the minor roads and not just in narrow rural lanes. When I started such traffic was unknown and what traffic there was flowed freely. Further change, unless catered for, will destroy the character of the whole area.

Prior to my move to Warrington I lived [REDACTED] in Bamford, Rochdale and observed a very similar time of growth and scope of life style changes. As Rochdale's facilities became overloaded people eschewed the centre and went shopping in Bury, Oldham, and Middleton. In Appleton people are now shopping in Northwich, Altrincham, Wilmslow or the major cities.

From that background I see the proposed plan as fundamentally unsound based on unproven principles and forecasts, as follows;

1. 20 year scope unsafe and unjustified

The plan is too ambitious it should be based on 15 years, beyond that far too many factors change. Industries and Companies alone can be founded, prosper and fail or vanish in 15 years, let alone the consequent swings in population, transport and life-style changes on the local population; and similar effects from the neighbouring cities. None of these are discussed in sufficient depth.

2. Housing figures no historical or future basis

The forecast housing figures are unsound with no factual basis. National ~~global~~ figures have been used without justifying their use locally. The use of any estimated figures must be justified and supported locally. We would need to see several large Companies with heavy financial clout based in the area to justify the figures assumed, standing a chance of growing on the scale on which the plan is based. The only such item at present is an Eddie Stobart plan based on swallowing green belt land.

3. Unjustified use of Greenbelt

The unsound plan is based on a huge area of green belt land being released for development. There is no study showing the re-use of current brown land nor the potential growth of re-usable brown land due, among other things, to factors mentioned in 1. above.

Surely the case for the release of green belt land must be robust, sound and financially achievable before such an ambitious plan is based upon it ?

4. Inadequate and undeliverable Infrastructure Planning and Development

The unsound plan ignores the current fragile overloaded infra structure and holds no proposals for easing it, let alone coping with the extra load (undiscussed) that the plan would put on it.

There are no proposals for new or enhanced road or rail systems, new or improved canal and motorway crossings and no idea of how to finance such necessities.

The plan predicts the need for new schools, medical facilities and shopping centres, as could I and many others. It should not be proceeded with unless their provision is embodied or guaranteed in some way in the plan.

In conclusion I believe that the plan is unsound and undeliverable and should be based on a core development on a central developed brown ground location.

John Colloff, B.Eng.(hons), C.Eng., M.I.C.E

