

Response 899

Respondent Details

Information	
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

PART A - About You

1. Please complete the following: Please note the email address (if provided below) will be sent a full copy of the submitted response and a unique ID number for future reference (pdf attachment).

Name of person completing the form: Claire Drewe-Smith

Email address: [REDACTED]

2. What type of respondent are you? Please select all that apply.

A local resident who lives in Warrington

3. Please complete the following:

Contact details	
Organisation name (if applicable)	-
Agent name (if applicable)	-
Address 1	[REDACTED]
Address 2	[REDACTED]
Postcode	[REDACTED]
Telephone number	[REDACTED]

PART B - Representation Form 1

1. To which part of the Local Plan does this representation relate? From the drop down list please select one option.

Draft Local Plan (as a whole)

2. Does your comment relate to a specific paragraph (s) or policy sub-number (s)? Please select one option.

None of the above

3. Do you consider the Draft Local Plan is: Please select one option in each row.

	Yes	No
Legally Compliant	X	
Sound		X
Compliant with the Duty to Co-operate	X	

4. If you have answered 'No' to any of the options in the above question then please give details in the box below of why you consider the Draft Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

I don't believe the plan is sound for a number of reasons

1. Plan is for 20 years - unfeasible to know what will happen in that time frame
2. Housing plan too ambitious based on population growth
3. Greenbelt being used instead of alternative brownfield sites (eg Fiddlers ferry)
4. No hospital planned
5. Concurrent running of other schemes such as Eddie Stobarts, SIX56 which are not included
6. Affordable housing targets seem difficult to ascertain
7. Transport plan doesn't seem coherent

5. If you answered 'Yes' to any of the options in question 3 then please give details in the box below the reasons why you support the legal compliance or soundness of the Draft Local Plan or its compliance with the duty to co-operate. Please be as precise as possible.

1. Council have tried to engage better than they did with the Draft plan - though this is not difficult
2. Though I don't believe that they have listened to any of 4500 objections from the plan as this has barely changed.

6. Please set out what modification(s) you consider necessary to make the Draft Local Plan legally compliant or sound, having regard to the test you have identified above where this relates to soundness. (NB please note that any non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why this modification will make the Local Plan legally compliant or sound. It would be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.


See attached document

8. If you wish to upload documents to support your representation form then please select 'choose file' below. You can upload a max number of 2 files (up to 25MB each). If you are submitting more than one representation form please note: If this file upload supports more than one representation form then please do not attempt to upload the same file on subsequent forms. On additional representation forms please use the comments/file description box to type in the 'name of the file', or 'see previous form'. If the file upload is a different document for additional representation forms then please continue to upload the file as normal.

- File: Local Plan Objection - Claire Drewe-Smith [REDACTED]

You have just completed a Representation Form for Draft Local Plan (as a whole). What would you like to do now? Please select one option.

Complete the rest of the survey (Part C)



17th June 2019

Dear Sir / Madam

I wish to object to the Local plan for the following reasons:

- **Concerns over calculation of land needed for new housing and employment over the next 20 years.**
 - Volume of housing projected in the plan currently exceeds that of the government target – are these aspirations deliverable and realistic?
 - Housing completions in Warrington over the last 10 years have generally been in the range of 500-700. The new local plan proposes a housing figure of 945 (+10%) dwellings per year.
 - In light of economic uncertainty following Brexit are these projections still relevant?
 - Does the Local Plan demonstrate that the jobs and infrastructure, can and will be provided to support the proposed housing figure?
 - On what grounds are these increases justified? We understand that Warrington has strong economic growth aspirations but how will these be realised?
 - I would like transparency on the Council's duty to cooperate with neighbouring authorities. Many residents in South Warrington commute to workplaces outside of the town so arguably the housing need could/may be met elsewhere e.g. Cheshire East, Trafford, St Helens, Halton etc.
 - I would also like to understand why it is deemed appropriate to develop the majority of housing in one particular area (ie WA4).
- **Specific concerns over transport and infrastructure in the Local plan**
 - Have transport impacts been properly assessed?
 - What level of transport modelling has been completed at this stage in relation to the new 'strategic road / public transport route' - has only been modelled in strategic modelling software (i.e. SATURN)?
 - What future technologies considerations have been taken into account in the planning for infrastructure? - Have the implications of changes in car ownership, Connected and Autonomous vehicles (CAV) technology implications and the subsequent need/type of infrastructure(s) likely to be required? (how has this been factored into the transport modelling?)
 - Have the Highways England strategic modellers been involved in the transport modelling and agreed the scenarios / parameters being considered in the modelling? Are they satisfied with the modelling outputs and the potential impacts on the 'Strategic Route Network' / M56
 - What air quality impacts (any Air Quality Management Zones in the vicinity?) and noise implications have been considered at this time?

- 2016 study by the World Health Organisation showed Warrington was recorded as having the 2nd highest air pollution levels in the North West. Impact on health and mortality. Why would the Council wish to increase this further?
 - Local plan shows proposed transport plans
 - 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.
 - Does not take into account future technology eg Connected and Autonomous vehicles (CAV) technology implications
 - Where is the funding going to come from for the strategic infrastructure requirements? (is the wider Infrastructure Plan for the Borough in place and adopted? does the new link accord with this, or will this need to be updated to reflect these plans?)
 - Peel holdings has been granted permission to build peel port on Green Belt Land in South Warrington MSC owns all the bridges crossing the Canal with the exception of the M6 Thelwall Viaducts. Residents have been alarmed that the High level bridges and swing bridges have fallen into disrepair. The swing bridges have started to stick open on a more regular basis.
- **Concerns over release of land from the Green Belt**
 - It is proposed that significant amounts of Greenbelt will be lost if the preferred option goes ahead
 - There is enough Brownfield land in the area to build 15,000 houses. Once housing need is reviewed this could be sufficient to meet reduced housing requirement, therefore allowing the council to protect and preserve Green Belt land.
 - The overall housing need figure needs to be reviewed due to the Government's consultation. If less housing is needed, or different types of dwelling are needed, the overall housing figure could be reduced, and thus loss of Green Belt can be mitigated.
 - Planning Policy advocates a Town Centres First approach to development. The local authority should seek to first develop in urban areas and brownfield land, with Green Belt only being released under exceptional circumstances.
 - Large proportion of the proposed house building to be located in the least densely populated and more expensive areas of the town. Density projections are relatively low and affordability likely to be an issue. Do these proposed dwellings take account of societal changes e.g. increase in single person living, aging population etc?
 - How will the Council protect existing neighbourhoods and villages? – this is encouraging Urban Sprawl
- **Other Issues**

Warrington Hospital is another massive development that should be in the plan. Its strategic to other developments and particularly the transport plan.

 - 1) Why is the Hospital not part of the Local Plan?
 - 2) Access to the Hospital is vitally important so it's impossible to pass a transport plan without knowing where the hospital will be?

Yours Sincerely

Claire Drewe-Smith

Resident