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WARRINGTON
Borough Council



Warrington Borough Council

Local Plan

Preferred Development Option

Regulation 18 Consultation

Standard Response Form

July 2017

2: Questions

Question 1

Do you have any comments to make about how we've worked out the need for new homes and employment land in Warrington over the next 20 years?

Response:

- ① P.D.O. document references certain key numbers as given "fact" without links to source material or considering alternative calculations.
- ② Projections for need are based on data collected prior to the Brexit referendum. This will have an impact on economic, demographic and migratory expectations.
- ③ How does this fit with the methodology and data underpinning the Government's September 2017 proposals for a nationally consistent approach. Also is it in-line with the current white paper on housing to be published during the final week of September 2017.
- ④ Why is it a '20' year plan, is this a Government requirement? Do longterm 'office of national statistics' statistics exist?
- ⑤ The document doesn't take into account the decommissioning of Fiddler's Ferry and the availability of an enormous brownfield site which will require regeneration in the not too distant future.

Question 2

Do you have any comments to make about how we've worked out the number of homes and amount of employment land that can be accommodated within Warrington's existing built up areas?

Response:

- ① In reference to my response to question one; How accurate is the calculation for housing needs?
- ② Is it WBC vision to make Warrington a city? The document refers to 'city' on numerous occasions. Have the residents of Warrington been consulted on this?
"New City" has this been expertly assessed as the needs of the town or a city?
- ③ Have Warrington Council Officers undertaken the necessary transport / air quality surveys and ecological surveys to inform the plan?
Transport and air quality are already an issue for built up areas of Warrington, especially the Town Centre. Consider the air quality during peak times at 'Bridge Foot' Warrington Town Centre.

Question 3

Have we appropriately worked out the amount of land to be released from the Green Belt, including the amount of land to be 'safeguarded'?

Response:

- ① The plan promotes and does not protect from Urban Sprawl;
 - It will destroy the character of all South Warrington villages
 - local parishes will lose identities.
- ② The plan will have a major impact on the countryside and the environment. Have the Environmental Impact and loss of habitat for local fauna and flora been fully considered?
- ③ I have concerns that WBC are reclassifying the Green Belt 'exceptional circumstances' are these justified? Have all brown field sites been explored?
- ④ Apart from the poor communication and engagement with local residents to date. What proof have we as residents that WBC officers have carried out all the necessary ecological, transport/air quality surveys that would inform a more sustainable plan?
Local residents deserve a higher standard of disclosure and transparency than has been shown to date.

Question 4

Do you agree with the new Local Plan Objectives?

Response: NO!

My main reasons for objecting to the objectives are;

- ① The inadequacy of the consultation process. (please refer to my response to question 17)
- ② The out of date and/or miscalculation of the 'Housing needs'. (please see my response to question one)
- ③ The lack of exceptional circumstances for reclassifying the Green Belt. Not all brown field sites have been considered fully, for a twenty year plan.
- ④ The flawed vision of WBC of making Warrington a city. The plan promotes and doesn't protect Warrington Town residents from Urban sprawl.

Question 5

Do you have any comments to make about how we've assessed different 'Spatial Options' for Warrington's future development?

Response:

- ① who will profit from this Urban Sprawl?
- ② who will fund the required infrastructure associated with the plan?
 - what is a "Strategic transport link", as indicated via a dotted line? cycle path, bus route, tram/train line or dual carriageway?
 - who pays for the up-grades and associated road-works and environmental enhancements required from this destructive local plan?
 - will it be WBC or land/property speculators?
 - who will be prime beneficiaries?
 - Impact on current roads, lanes and places. Eg: Hatfield village already during peak times affected by traffic congestion
 - what evidence? If any? that public transport have been part of the integral infrastructure. Have local bus/train operators been consulted?

Question 6

Do you have any comments to make about how we've assessed different options for the main development locations?

Response:

- ① The plan is about quantity not quality - WBC should be considering improving the quality of the urban environment for the whole of Warrington.
 - The PLDP document is an imbalanced report in that whilst it says much about South Warrington 'development'. It says virtually nothing about how it intends to improve the urban environment in North Warrington, especially the Town Centre which has significantly deteriorated over the years.Any local plan should focus on improving the quality, bring the town's communities together and not accommodate urban sprawl.
- ② The quality of consultation with the general public and residents of Warrington has not been satisfactory. (Please refer to my response to question 17)

Question 7

Do you agree with our Preferred Development Option for meeting Warrington's future development needs?

Response: NO!

- ① I feel WBC need to revise their vision. The plan relies on 'city' status with unrealistic economic and population growth. "Warrington means Business" master plan does not include a "Garden City" Suburb, so why build one? This so called "Garden City" Suburb to the South of Warrington will merely function as suburbs to Manchester, Chester and Liverpool, due to the proximity of the motorway network. The incoming residents will most likely not be employed in Warrington.
- ② The plan is not flexible and doesn't make use of all brown field sites throughout Warrington before reclassifying Green Belt land.
- ③ The impact of the plan on existing infrastructure and services in the Warrington area, many already close to or at saturation point.

Question 8

Do you have any comments to make about our Preferred Development Option for the City Centre? Town ?

Response:

- ① In fig 4. 'City Centre' there are no existing or proposed conservation areas. Is this correct?
- Are WBC committed to Urban conservation?
 - Does WBC have a Conservation officer?
 - What will happen to historic buildings like the water tower and furniture / cabinet works in the Town Centre?
 - The new mega structures currently being built in the town centre are not in harmony with the traditional historic character and scale in the town centre. Consider the new market carpark and compare with buildings in the cultural quarter.
- ② City status will put pressure on Warrington Town Centre to demolish even more of Warrington's unique architectural heritage, and replace it with modern mega-structures.

Question 9

Do you have any comments to make about our Preferred Development Option for the Wider Urban Area?

Response:

① In the name of democracy, transparency and accountability, it would be helpful if residents of Warrington were informed of the identity of property speculators, land owners, property owners, co-operate bodies and other vested interested parties, who would or are most likely to benefit financially from the proposals of the PDO. This should also include councillors.

② I feel as a resident of Warrington, I should be entitled to be represented by my local councillor, whom, I along with fellow residents have elected into office to represent us.

In Latchford, I feel we are not currently and truly being represented as our local councillor has a 'conflict of interest' with the PDO and other roles/responsibilities they undertake for WBC.

Question 10

Do you have any comments to make about our Preferred Development Option for developing the Warrington Waterfront?

Response:

- ① Lack of detailed plan with regards to Warrington waterfront and transportation links.
- Has a large scale / detailed traffic computer model recently been tested for the road network?
 - The plan omits details of the huge traffic / transportation implications for Warrington.
 - The implications for the whole of Warrington, especially Warrington South, Hatchford and West Thelwall are potentially disastrous. What is a 'strategic link route' as indicated via dotted line on the PDO maps?
 - There is no dedicated section in the PDO detailing transport / traffic / road infrastructure.
 - How can I fully assess the PDO, if I do not have the full picture?
 - Surely infrastructure needs to be in place before housing?

Question 11

Do you have any comments to make about our Preferred Development Option for the Warrington Garden City Suburb?

Response:

- ① Will this merely function as a suburb to Manchester, Chester and Liverpool with its proximity to the motorway network?
- will the residents of this so-called "Garden City Suburb" commute elsewhere to work?
- ② Why use Green Belt land when all brown field sites haven't been fully explored.
what will happen to Fiddler's Ferry site after it is decommissioned?
- ③ Loss, destruction of local villages, ancient woodland, woodland and wildlife habitats.
- ④ Promotes Urban Sprawl!
- ⑤ Increase in noise and pollution levels along already congested transport links/roads.

Question 12

Do you have any comments to make about our Preferred Development Option for the South Western Urban Extension?

Response:

- ① The proposals for Warrington will require more disruptive road widening and engineering works to accommodate increased traffic levels. New housing population will create even more intense traffic congestion and pollution throughout the town. Thereby negating any benefit which might accrue from the proposed western by-pass to the town centre.
- ② Charges for the use of the new Runcorn/Widnes and existing Runcorn/Widnes bridges will encourage more traffic to use Warrington Town Centre as a crossing point for the River Mersey and the Manchester Ship Canal.
- Warrington Town Centre can't cope now when there is a problem on the motorway network.

Question 13

Do you have any comments to make about our Preferred Development Option for development in the Outlying Settlements?

Response:

- ① Significant loss of rural character of South Warrington villages. The plan promotes urban sprawl and doesn't protect the individual character of the villages.
 - Local parishes will lose their identities.
- ② Environmental Impact and loss of habitats have not been considered in the plan.
 - Have reports/analysis been undertaken on the Environmental Impact?
- ③ PDO lacks detail, how will it preserve and enhance the urban quality of Warrington?

Question 14

Do you agree with our approach to providing new employment land?

Response:

- ① Implications for residents neighbouring proposed new employment land.
- Have their views been sought?
- ② Is it WBC aim to create the conditions to allow the private sector to thrive?
At the cost of what? It's current residents ^{economic}
- I understand in the current climate as a town, we are undergoing a dramatic change. However we are a TOWN not a CITY.
- ③ Will the new employment land create even more intense traffic congestion and pollution throughout the town?

Question 15

Do you agree with our suggested approach for dealing with Gypsy and Travellers and Travelling Showpeople sites?

Response:

- ① In table 10 in the PDO, WBC states that it will need 30 pitches. However WBC are currently in the process of updating its "Gypsy and Travellers Needs Assessment". Would it not be better to complete the needs assessment first, before stating 30 pitches?
- ② Where in the PDO is reference to research done, currently on-going to identify the location for a Transit site for Gypsy and Travellers?

Question 16

Do you agree with our suggested approach for dealing with Minerals and Waste?

Response:

① Currently waste landfill is exported out of the area. What will happen with waste landfill in the future, with an significant increase in housing. PDO states "This will most likely be by export to other authorities".

- Which other authorities?
- Are they aware of the P.D.O.?
- Current targets for landfill disposal?

② Currently Warrington waste disposal authority relies upon the waste transfer station in Halton Borough.

Will they be able to accommodate all the housing proposed in the PDO?

If not, where will our waste be processed?

Question 17

Having read the Preferred Development Option Document, is there anything else you feel we should include within the Local Plan?

Response:

- ① Improvements in WBC communication to local residents and improve the consultation process.
- ② Concerns over WBC consultation process.
 - A) Timing of the process - during main school holiday period, when many families are away.
 - B) Access to information - (online process). What about people with no internet access, the elderly and low income families. When I attended the library no paper copies of the form were available, why? Had to collect it from a friend and photocopy it.
 - C) Communication from WBC very poor for Warrington residents. Why did I only find out about this from a local group, not the council itself? I read the local newspapers online, why not advertised?
 - D) Consultation meetings - not advertised enough. Where? When? How did WBC advertise them? I only found out due to a leaflet produced by a local group.
 - E) Location of consultation meetings - why not in local areas for people to attend? I live in Latchford, had to attend either Stretton or Town Centre. Again what about attendance of elderly / low income families with no transport?
 - F) Quality of maps / visuals used at consultation meeting in Stretton. Placed down so low for people to see. Scale was that no road/st names were included, one map was also blurred and out of focus.