

From: [REDACTED]
To: [Local Plan](#)
Subject: [REDACTED] Feedback on the Local Plan and Draft LTP4
Date: 17 June 2019 16:03:27

Hi,

Please note my responses below to the Local Plan and the Draft LTP4

Strategy

[REDACTED]

[REDACTED] I would firstly ensure during the feasibility period that both were perfectly synchronised so as to not waste time and money pursuing pointless tangents of enquiry, this having spoken to the council officials present at the recent June 8th presentation is clearly not the case. I have been involved in the various discussion groups since this scheme/project commenced and I still don't see any clear strategy just a combination of ideas with little idea of how or when they're going to be funded and the definite execution of the plan in reverse, i.e. build the houses first hoping that the funds come through for the LTP4 infrastructure improvements required.

Local Plan

Firstly I agree that Warrington should acknowledge and develop in line with the Governments recommendations but what feasibility study has been carried out to identify what type of people are likely to want to come and live in the Warrington area, where will they work or commute to?

Has there been a study of whether people actually have a desire to visit the town centre of Warrington or do they just live in the area and commute elsewhere; the jobs being created in the areas around Warrington including Omega and the probable nature of the type of jobs that will be available deem it that the housing in the garden suburb is basically not suitable in the majority of cases but that's being done first?

The new employment areas should have sympathetic housing built in the relative vicinity offering accommodation which is totally fit for purpose to cut down congestion, journey times and dramatically reduce the carbon footprint; brownfield should be explored first in the vicinity but not directly adjacent to the large commercial developments. Focussing on the brown field areas first; it's stated that they're difficult to develop due to infrastructure issues that cannot be addressed, I state that there's no appetite to address these due to the other reasons?

The focus based on a survey mainly shifts to the development of the Garden Suburb where it's stated that the current infrastructure can support the additional housing with some

potential improvements heading to the M56 and M6; this is factually incorrect and is based on theory not reality, no hard evidence

It is stated that there's no intention to add another crossing of the Ship Canal merely adding to the problem; the current congestion seen in Stockton Heath which will increase when new houses are built is not addressed.

The additional housing will also put pressure on the limited parking in the area of Stockton Heath which is now at peak capacity during busy times.

Draft Local Transport Plan 4

This plan should complement the Local Plan; it appears from questioning the council representatives on the June 8th presentation day that it's all theoretical at this stage with no certain funding.

The reason we moved to this part of the country [REDACTED] were the excellent transport links to the rest of the country, road/rail in particular and plane; over the years the rail service has improved but the road network has deteriorated dramatically. [REDACTED]
[REDACTED] During peak periods it takes 20/25 mins to get to the centre of Warrington then parking is the next challenge and 30/35 mins to the A49 business parks where the larger retail outlets are located where parking is a free for all. We simply don't bother and go to The Trafford Centre which takes 25 to 30 mins, easy to park and a huge choice of outlets.

Getting to Manchester Airport is now very challenging at peak periods via the M56 and the M6 has become impassable at certain times if the day

Plans described better links for the garden suburb to the M56 and M6; the M6 has been upgraded to a SMART Motorway with 4 lanes and is a "car park/at a standstill" for at least 4 to 5 hours every day during the peak periods. We challenged the council spokesperson at the recent Parr Hall meeting and it was stated that the Council were in consultation with Highways England, what do the council expect Highways England to do, they've finished their works for the foreseeable?

Conclusion

The dialogue we had at the recent meetings left us with more questions than answers; disjointed approach, no guarantee of funding and absolutely no hard evidence for the use of green belt as opposed to brown field.

It is absolutely clear that the development of Garden Suburb green belt areas is based on

one thing and one thing only “easy win and profit”, both for the developers and the council’s ability to generate income from high value banded property. The current infrastructure is bordering on not fit for purpose now let alone after several thousand new homes are built.

Best regards

George & June Uzans