

Response 97

Respondent Details

Information	
[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: Maureen Davies

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)	[REDACTED]
Agent name (if applicable)	[REDACTED]
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.

Unsound and fails to comply with a Duty of Care because it does not comply with national aims and objectives, or previously set local ones:

Healthy, inclusive and safe (National):

Healthy - Increased local car travel does not comply because of the effect on people's health through emissions. There is nothing in the plan to facilitate less use of cars, or encourage the use of electric cars. Tram routes may be a better way forward to link with the national rail network or for people to travel to work, shop or for leisure activities in Warrington - no mention of this option is made. Also more use of cycle lanes but this work could begin sooner rather than later. Air quality, lack of fitness opportunities and mental health are not addressed

Inclusive - the plan does not give realistic aims and objectives for inclusivity for people who might otherwise be marginalised. The elderly - which is a growing sector or those who have physical or mental disabilities - this also applies to the wider community. Other minority groups.

Safe - no details about how the new housing will be policed; children will get to school - indeed all aspects of the infrastructure about such matters appear to have been overlooked.

Local - as above but the plan is over ambitious and will not benefit Warrington. Under the current plan Warrington is likely to become a satellite for Manchester and Liverpool. Little use of brownfield sites is mentioned whereby an increase in housing provision could address issues such as: allowing younger people and families to get on the housing ladder, student accommodation, easier access by walking to the town centre or for onward travel (this would also be a more healthy solution) and utilising existing town centre facilities. Brownfield sites would regenerate the town centre, there is no clear indication in the current plan as to how this can be achieved.

Does this comply with current Warrington housing policy/plans? No

The Duty of Care to all sections of the community is not demonstrated in the Draft Plan. The Plan does not demonstrate how social care, child poverty, education, climate change, welfare (Drs.Surgeries, Hospitals, other NHS facilities) will be addressed.

Air quality management needs to be addressed linked to the Transport Plan.

From South of Warrington there are traffic difficulties already and the Plan demonstrates a massive change without any reference as to how traffic will be managed efficiently and how to deal with the consequent thousands of extra crossings each week/year.

Social care should be a priority especially in view of the expected growth in an ageing population. This is linked to Healthcare and Housing. The Plan shows little regard for these priorities.

An Energy Plan should also be included. Future innovation should be encouraged.

All available brownfield sites should be used first and any known large sites becoming available within the duration of the Plan factored in.

There is no case for the release of green belt within the Plan as to use such areas will encroach into the countryside thus resulting in a worse quality of life for all residents, those living in the urban area as well as those in the countryside. Access is needed to green areas to promote health.

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.

You need to re-word this question as "options in Question 3"

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.

Modifications to make the Draft Local Plan Sound include:

Justification and a clear vision for the future taking into consideration demographics (see ONS for further information on population growth and, in particular, projections for young people and those aged over 65) future growth and employment, compliance with national targets and timescales. An integration with the Transport Plan which also requires modification.

The plan should meet national targets

Demonstrate how to prevent encroachment into the countryside, provide urban areas with the necessary access to healthcare, schools, social amenities etc.

See all points in Answer 4

7. If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination? Please select one option.

Yes, I wish to participate at the oral examination (I understand details from Part A will be used for contact purposes)

If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:
To ensure that my views are heard as well as seen.

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)

Maureen June Davies



Director of Planning
Local Plan, Planning Policy and Programmes
Warrington Borough Council
New Town House
Buttermarket Street
Warrington
WA4 2NH

16 May 2019

Dear Sir

Warrington Borough Council Local Plan Consultation

Please consider the comments below when reviewing the Draft Local Plan as I do not consider it sound:

Timescale

The revised Draft Plan covers the period from 2017 to 2037 but is unlikely to be instigated until after consideration by the Inspector so will, presumably, commence after 2020. Therefore, under current regulations, the Plan only needs to be for 15 years (minimum) after adoption, taking it up to 2035. The shorter timescale will be able to reflect the needs of the population, making it more realistic and negating the proposed large loss of Green Belt.

The Plan should reflect the changing demographics. According to the ONS the upward growth of people 65+ will continue and is expected to be 24% by 2037.

More young people (20 - 34) are living with parents that at any time since records began in 1996.

The housing needs of people 65+ and young people should be the priority.

The timescales within the Plan should reflect the trends indicated above. The Aims and Objectives should be measurable. New housing proposals should be aligned to **needs** based on statistics and projections, not **wishes** with no firm base for ambitious growth. The Plan should justify the housing requirements and in the current proposals fails to do so.

Infrastructure

The routes into Warrington from the South are already congested, especially at peak times or when there are problems on the motorways. If the proposed “Garden Suburb” goes ahead an integrated transport structure must be in place and the Draft Transport Plan does not address this issue. The transport system must be reviewed before any Green Belt land is released for housing as it is unlikely the current provision is adequate. The Plan shows no details for new routes or new canal/river crossings.

There is a disused high-level Victorian bridge in existence crossing the Manchester Ship Canal in Latchford which could be utilised. A feasibility study should be undertaken for using the bridge as part of a new integrated tram system taking people from North and South via the town centre.

Peel Holdings have stated they wish to increase current use of the Ship Canal from 8,000 containers to 100,000 by 2030. There is an obvious impact on roads/bridges crossing the Ship Canal

HS2 continues to be a controversial subject. The lobby to stop this happening needs to continue. The small amount of time saved to travel to London is unwarranted when there is a desperate requirement for an upgrade to the Cross Pennine route. Local trams, electric buses and increased cycle lanes should be the priority.

Cycling has health benefits and cuts down carbon emissions. It is possible to make footpaths a 50/50 pedestrian/cycle route into the town at little cost.

Electric cars are the future and assist in reducing carbon emissions. The Council should provide free charging points in all car parks and at strategic points throughout the Borough to encourage usage.

Planning for new housing must incorporate important community requirements such as Schools, Health Centres, Doctors Surgeries, Community Centres and Sports/Leisure facilities. Social care, healthcare and transport are fundamental requirements but the Plan is very vague on these points.

Local Authorities have a responsibility to deliver wellbeing for all sectors of the community not just to build more homes without the provision of vital services.

Housing

As stated, a complete review of the Plan should be undertaken reflecting the changing demographics. Brownfield sites are key to satisfying the future needs of the two main groups (over 65s and young people between the ages of 20 – 34). More people living in the town centre will automatically cut down car use and help towards regeneration. For the latter group there is nothing wrong with commuting to Liverpool or Manchester. Regeneration of the centre will encourage young people’s leisure time being spent there, especially young professionals. The extra financial

benefits of this strategy help towards housing needs within the demographic identified above.

Isolation and restricted mobility are problems the older generation encounter. This applies as well to the less abled. On brownfield sites within Warrington centre and surrounding urban areas there is an opportunity to be inventive with a mix of social housing and private provision. Part of a Regeneration Plan for the Borough must cater better for the above sectors and their needs than the proposals to build on Green Belt where the housing will no doubt benefit builders and be mainly newly built 3 and 4 bedroom houses. The requirement for this type of venture is not a priority.

Summary

Little mention of Climate Change, air quality management and ecology.

Main routes into and out of South Warrington are not realistically addressed.

Release of Green Belt should be the last resort. The purpose of Green Belt is to check urban sprawl, stop the merging of settlements and encroachment into the countryside. The Plan should assist with regeneration of the Borough as a whole and encourage use of derelict buildings and other under utilised areas to minimise intrusion into the Green Belt.

Warrington could be a Centre for Change and Foresight with a vision for the needs of our children and grandchildren. WBC website mentions the 60s and 70s when Warrington reinvented itself. It is now time to do the same. Pressure on Transport Systems, Social Care, Healthcare will only worsen.

Engaging young people in schools, colleges and universities to come up with fresh ideas for their future can only be of benefit. They are unlikely to have read the proposals or even be aware of the Local Plan.

The flimsy Plan does not demonstrate where funding will come from.

Yours faithfully

Maureen Davies