

Response 466

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: Alison Ewing

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		
Sound		X
Compliant with the Duty to Co-operate		

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.

1 - Transport - there will be a huge increase in road traffic (motorway links are already often at a standstill), and huge pressure on the railways (trains at rush hour are like cattle trucks)
The proposals will lead to huge increased pressure on the transport links (rail and road). The plan rightly states that Warrington is well connected to Liverpool, Manchester, Chester and the north and south. Building so many new houses in the south of Warrington will make Warrington effectively an outpost of these cities. People working in Manchester will be attracted to Warrington due to lower house prices, leading to more journeys to/from Manchester, and more journeys from the outskirts of Warrington to the train stations. In addition, the proposals for the logistics centres, warehouses, and other businesses to be established in south Warrington will lead to a further increased pressure on the transport links.
The plan implies that there will be a move towards more journeys being made by cycling or walking. That would only work if the increased population work within walking/cycling distance of their workplace. In reality, relatively few journeys can be made by cycling or walking.
Both the roads and the trains are severely congested at present. The plan does not deal with how the increased pressure on roads and trains will be dealt with. Travelling will become impossible and Warrington will become gridlocked.

2 - Loss of green belt land
There will be a loss of a huge amount of green belt land in the south of Warrington. This is surely not necessary. The Council has a duty to look first at brownfield sites closer to the town centre rather than to use green belt land, which will only lead to urban sprawl. As I understand it, green belt land can only be developed in very special circumstances, however the Council has not shown what these very special circumstances are.

3- Loss of the character of the area
The identity and distinctive character of much of Warrington, such as Grappenhall, Stretton, Appleton and Appleton Thorne will be lost.

Whilst I appreciate that there is a need for housing, I do not think the plan makes sufficient provision for the infrastructure to support the new housing. Under the current plan, the impact on the area would be extreme. I believe that the plan needs to be reconsidered.

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)

From: [REDACTED]
To: [Local Plan](#)
Subject: Warrington Local Plan - comments following consultation period
Date: 09 June 2019 09:35:00

I have set out below my major concerns regarding the Local Plan

1 - Transport - there will be a huge increase in road traffic (motorway links are already often at a standstill), and huge pressure on the railways (trains at rush hour are like cattle trucks)

The proposals will lead to huge increased pressure on the transport links (rail and road). The plan rightly states that Warrington is well connected to Liverpool, Manchester, Chester and the north and south. Building so many new houses in the south of Warrington will make Warrington effectively an outpost of these cities. People working in Manchester will be attracted to Warrington due to lower house prices, leading to more journeys to/from Manchester, and more journeys from the outskirts of Warrington to the train stations.

In addition, the proposals for the logistics centres, warehouses, and other businesses to be established in south Warrington will lead to a further increased pressure on the transport links.

The plan implies that there will be a move towards more journeys being made by cycling or walking. That would only work if the increased population work within walking/cycling distance of their workplace. In reality, relatively few journeys can be made by cycling or walking.

Both the roads and the trains are severely congested at present. The plan does not deal with how the increased pressure on roads and trains will be dealt with. Travelling will become impossible and Warrington will become gridlocked.

2 - Loss of green belt land

There will be a loss of a huge amount of green belt land in the south of Warrington. This is surely not necessary. The Council has a duty to look first at brownfield sites closer to the town centre rather than to use green belt land, which will only lead to urban sprawl. As I understand it, green belt land can only be developed in very special circumstances, however the Council has not shown what these very special circumstances are.

3- Loss of the character of the area

The identity and distinctive character of much of Warrington, such as Grappenhall, Stretton, Appleton and Appleton Thorne will be lost.

Whilst I appreciate that there is a need for housing, I do not think the plan makes sufficient provision for the infrastructure to support the new housing. Under the current plan, the impact on the area would be extreme. I believe that the plan needs to be reconsidered.

Regards
Alison Ewing