

# Response 824

## 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: John Franks

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
<b>Legally Compliant</b>	X	
<b>Sound</b>	X	
<b>Compliant with the Duty to Co-operate</b>	X	

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)



**Subject:**  
**Date:**

Local Plan  
17 June 2019 00:06:54

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Dear Sir / Madam,

I wish to object to aspects of the local plan.

Whilst recognising the statutory duty Warrington Borough Council has to produce a local plan and whilst it is clear a great deal of attention has been made to ensure all the boxes have been ticked, fundamentally the plan is flawed because:

- Proposed housing development assumes a rate of economic growth that far exceeds that predicted by Government sources.
- The Transport plan that underpins the Local Plan is vague, with no firm commitment in terms of routes or dates by which such relief and remedial work will be completed. The risk of funding being cut, and hence the relief roads not being built is a high possibility
- Recently revised National Planning Policy framework strengthened protection of the Green Belt. By making clear that its boundaries should only be altered where exceptional circumstances are 'fully evidenced and justified', and once all other reasonable options for meeting development needs have been examined. I do not agree that the development planned is justified nor is their sufficient evidence to suggest a detailed review of available brownfield sites have been considered; it is hard not to come to the conclusion that the green belt has been targeted as it's the easiest and quickest to develop.
- With chronic traffic congestion on a daily basis and an air quality level that is a hazard to public health, it is disingenuous to consider further extensive development and yet provide a feeble transport plan that would barely resolve the current needs of the area never mind the proposed development needs.
- Employment has been quoted as one of the drivers for the development. This shows a lack of vision, as in regard to the separate distribution application the much heralded increase in employment to the area fails to appreciate that the quality of the jobs on offer will be low as they will be low skilled, low paid vacancies and not what an aspiring area such as Warrington needs more of. Considering we have science and technology parks at Birchwood and a Daresbury it is those businesses and sites that need to be encouraged to increase the employment opportunities for highly skilled science and technology roles that can play a huge role in moving Warrington forward economically. Warehousing and logistics are representative industries that are environmentally unfriendly, with a low skilled workforce that in the non-too distant future would be replaced by technology.

Due to recent events and premature development applications that completely undermine

the whole concept of a local plan, I cannot support this application until I see proven evidence of a sustainable transport plan that tackles current congestion issues as well as the needs of future development; an economic plan that focuses on the high-tech sector to attract the employment required and an environmental plan which limits the use of cars and lorries and provides sustainable alternative transport arrangements.

Should this scheme go ahead as planned, Warrington will become the 'Milton Keynes of the North' - and that is not an enviable title.

Regards

John

**John Franks**

Tel: [REDACTED]  
[REDACTED]  
[REDACTED]