

Response 610

Respondent Details

Information
[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: Catherine Bamber

Email address:

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)	<input type="text"/>
Agent name (if applicable)	<input type="text"/>
Address 1	[REDACTED]
Address 2	[REDACTED]
Postcode	[REDACTED]
Telephone number	<input type="text"/>

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

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: Comments on Local Plan
Date: 15 June 2019 17:49:51

My comments and objections on the WARRINGTON PROPOSED SUBMISSION VERSION, LOCAL PLAN, March 2019

NUMBER OF HOUSES & LOSS OF GREEN BELT

Section 3.1.8 states “The Borough has a unique identity with the town of Warrington surrounded by attractive countryside and a number of smaller outlying settlements, each with their own separate character. The Borough has a large number of heritage and ecological assets which contribute to Warrington’s identity and character.

Policy DEV1 – Housing Delivery

Housing Requirement 1. Over the 20-year Plan period from 2017 to 2037, a minimum of 18,900 new homes will be delivered to meet Warrington’s housing needs and support its economic growth aspirations. This equates to an average of 945 homes per annum.

My Comments

Warrington’s identity and character will be lost if the number of houses planned are built and the green belt eroded. The number of houses being planned exceeds the government’s own targets in national policy and the use of green belt is contrary to the national policy on green belt. I would like to know how this is justified, is it even deliverable? The figures are too ambitious and lead to an excessive need for land.

TRANSPORT & INFRASTRUCTURE

In regard to transport and infrastructure there are several statements in the proposed plan which acknowledge Warrington’s waterways and motorways and the increase in traffic that will be cause if the plan goes ahead in its present form:

2.1.3 Warrington is located mid-way between the conurbations of Liverpool and Manchester with swift direct rail linkages with each. It sits astride most of the key communications routes in the North West – rail, road, water and air. Both the River Mersey and the Manchester Ship Canal run through the heart of the Town

2.1.16 Warrington lies at the hub of the region’s communications network. The M6, M56 and M62 motorways intersect within the Borough, providing good access to all parts of the region and beyond. Warrington also lies on the region’s main North-South (West Coast Main Line) and East-West (Trans-Pennine) rail routes. The Borough is also traversed by the Manchester Ship Canal, an important commercial waterway linking the Port of Manchester with the Mersey.

7.2.1 The proposed levels of housing and employment growth across Warrington will result in an increasing number of trips being made by all transport modes to, from, and within the Borough. Good transport links are crucial for a successful economy, a thriving town and villages, and for giving a good quality of life to local residents. It is vital that improvements are made to our

highway and transport networks to be able to accommodate these additional trips.

-

And then

7.2.2 The development of new transport infrastructure will require land. It is the role of the Local Plan to ensure that the land we are likely to require to enhance our transport network is safeguarded and protected from development **until suitable transport improvements can be delivered in an appropriate and timely manner.**

-

10.1.4 Port Warrington will provide an opportunity for an extended state of the art Port Facility, enabling Warrington to take advantage of the increased use of the Manchester Ship Canal for freight linked to investments at the Port of Liverpool and opportunities for port related manufacturing and port centric logistics and distribution. It will attract businesses to Warrington who will benefit from a portside location and create a large number of jobs for Warrington residents. Its location provides a unique opportunity in the longer term to connect the Ship Canal to the rail network as well as the strategic road network, providing a more sustainable transport solution than traditional road to road freight distribution.

My Comments

The south side of Warrington becomes gridlocked now when the swing bridges are active, if the freight on the ship canal increases with the development of Port Warrington as the plan predicts it will be awful. What is being done to mitigate this?

Likewise, any issues on the M6, M56 & M62 and Warrington becomes gridlocked. Our roads cannot cope with these regular occurrences as things stand now but as far as I can see the road infrastructure is not put in place before all this development takes place, how is it going to be funded? Will it ever materialise? (the A49 Cat & Lion Junction being one pinch point that is not addressed) In the past roads were suggested/planned but never built, so Warrington does not have a good track record in this department.

“The New Town did not complete its planned programme of infrastructure provision and the continuing issue of swing bridge movements over the Manchester ship Canal exacerbates congestion and causes poor network resilience” (ref Air Quality Action Plan)

As a family we don't tend to shop in Warrington now, instead going to Northwich for our main shop. I moved jobs from Warrington to Halton due to travel issues. I used to work in the [REDACTED] in Warrington, but it was easier to get home in a timely manner to pick up my children from school working in [REDACTED] Halton even though it was further away.

Having brought up my children in Warrington we lived through expanding school intakes and lack of classrooms and teachers due to the new housing at that time, surely, we have learnt the lesson that new houses and infrastructure must work in tandem. None of the Recent 106 money from the new builds in Pewterspear has gone to the local area. The Warrington Guardian has run several articles on the issues around the building of doctor's surgeries in the town, our local GPs in the south of Warrington are already extremely busy and will not cope with the extra patients, a new surgery is mooted but when?

Utilities and Environmental Protection

66. The design of the Garden Suburb must incorporate appropriate measures to mitigate any noise and air quality impacts from the M6, M56, A49 and A50 Knutsford Road.

9.8.5 The Council is committed to reducing the exposure of people in Warrington to poor air quality in order to improve the health and wellbeing of all residents. Whilst the majority of Warrington has good air quality, there are areas close to the major roads and the Town Centre that have raised pollution levels and are of concern

-
Work carried out by WBC in 2002 confirmed that road transport emissions were the most significant source with industry assessed as contributing between 1 and 3.5%, and domestic sources 1 to 2% of concentrations. I have previously referred to 7.2.1 which acknowledges the increased number of trips due to the proposed level of housing and employment growth. WBC does acknowledge that

“The National Planning Policy Framework is clear that local planning policies should take account of the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan. The Warrington Local Plan has a statutory duty to comply with this national policy.”

However, the local plan and that on Air Quality appears to mainly refer to the other and it's hard to see any concrete evidence on how air quality will be maintained let alone improved, there needs to be a lot more detail.

eg “The new Local Plan **will** consider air quality and include measures to promote sustainable growth”

And

5.1.1 **Development Plan Context** The emerging Local Plan for Warrington is proposing around 23,000 new homes and 380 ha of employment land in the borough over the next 20 years (2017-2037). The Plan **will set out a robust set of policies** that **will** ensure that this growth is managed and delivered in a sustainable manner. The Local Plan is currently under consultation. The finalised Plan is expected to be formally adopted by the end of 2019. The local plan **will** assess any air quality impact and air quality modelling **will** be carried out where appropriate. The Local Plan **will** include measures that contribute to improving air quality in Warrington, including:

- Reducing the need to travel
- Supporting the delivery of new strategic and local infrastructure
- Locating development in suitable locations through allocation of land and buffer zones to major roads.
- Creating high quality-built environments
- Green infrastructure

The Local Plan **will** ensure that air quality is considered as a key part of development and provide updated and robust planning policies to improve air quality through a package of measures.

When individual policies have been agreed on these, they will be added in revised and updated versions of the AQAP.

(“Air Quality Action Plan” In fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management. 2017-2022).

To reiterate there is a real lack of detail and much appears aspirational rather than enforceable and certainly reactive rather than proactive.

In conclusion I do not feel that WBC has taken on board the concerns of the public after the last consultation. The loss of green belt will impact on air quality, villages in the south of Warrington will lose their buffer zones. the high number of houses and the employment growth will also impact on air quality. For these reasons I do not feel that the Local Plan is deliverable or justified and as already stated does not sit easily with national policy. I would also like to point out that the website form it very difficult for the ordinary lay person not involved in planning like myself to complete and effectively disenfranchises a lot of the population.

Yours faithfully

Catherine Bamber (Mrs)

A large black rectangular redaction box covering the signature of Catherine Bamber.

Catherine

Catherine Bamber