

Local Plan Statement for Matter 7e – Site allocation - Winwick

Alan Parkinson

Respondent Ref No 2354

Further to my original submission responding to the Revised Local Plan I am increasingly concerned that, although WBC has consulted with neighbouring Councils, the plan does not take into account the impact of developments in adjoining areas on the current infrastructure in North Warrington. It also appears, for example, that the site areas identified in Winwick, Croft and Culcheth are each considered separately and in isolation with regard to the impact on current infrastructure and facilities. There is no evidence that all proposed sites have been considered as a whole and the total impact they will have on the infrastructure and access to facilities (Road Network, Education, Health Services and Sport and Leisure facilities).

The concerns I have outlined below are in addition to those submitted in my original response dated 14 November 2021.

Site Allocation

The documents for the site selection on land to the North of Winwick identifies that the site is in close proximity to a significant asset, Winwick Service Reservoir and is surrounded by a network of water supply pipes that transport water supplies to and from the asset. This fails to state that there are pipes linked to the asset within the site allocated.

At the consultation meetings I asked a Planning Officer about the electricity cables that were buried along the South border of the site in 2001 when the houses on Spires Gardens, adjacent to the site, were built as there was no mention of them in any of the documentation. The Planning Officer was unaware of these buried cables.

Impact on Roads

However, housing currently being built North of Winwick in St Helens and Wigan total 1400 house units. It is stated that for the proposed 130 new house units at Winwick the site will provide good access to Warrington Town Centre and major and proposed employment opportunities at Winwick Quay, Omega and Gemini. This will increase road traffic on the A573, A49 and at key major road junctions.

In addition, the Parkside development, that will serve as a hub for the Port of Liverpool, is providing 500 jobs in the construction phase and 1300 new jobs when operational. The access to and from the Parkside site for general vehicle traffic will be on to the A573 North of Winwick. The access to and from the Parkside site for HGV's will be from and on to the A579 just North of Junction 22 of the M6. Expecting HGV's to bypass Winwick by travelling from J22 South on M6 then taking the M62 West to Liverpool will add an extra 2.8 miles (3 minutes) to their journey. No SatNav will take that route. The shorter route will be from J22 of the M6 along the A49 Winwick Link Road towards the southerly end of Winwick at Winwick Park and then South on the A49 to junction 9 of the M62. This will further increase the road traffic through Winwick on the A573, the A49 Newton Road to the Junction 9 of the M62 and the A49 Winwick Link Road from Junction 22 of the M6.

There are no schedule plans to improve the roads to the North of the Warrington Urban Area. There are only proposals to improve walkways and cycleways.

Access to Education

Documentation provided for the consultation states that access to education is good even though local primary and secondary schools do not have capacity.

In an email received from a WBC Planning Officer states "In the case of Winwick the 130 homes would generate 5/6 children per year group and there are at least that amount of students in each year group that could be pushed back to their own areas (mainly St Helens in this location)". This

implies that there would be spaces in all year groups. This is not the case. Children currently registered in a school will continue their education at that school until they leave (Primary at end of Year 6 and Secondary at the end of Year 11). The only opportunity to 'push out of area applications back would be for parents applying for a place in Reception Year at Primary and in Year 7 at Secondary Schools). It is my understanding that school admission policies would give priority to siblings of children already attending that school, even if from out of area, ahead of children in the local area. Consequently, parents with children of an age to join Years 1 to 6 in Primary and Years 8 to 11 in Secondary are unlikely to be offered a place. In addition there does not appear to be any joined up thinking in this planned proposal when for Winwick and Croft areas there would be 'good' access to secondary education available at William Beaumont or Culcheth High School. However, in other documents it states that these schools are at or almost at capacity with no room for expansion. This situation will be made worse due to the 1200 homes already approved on the Peel Hall Farm site which is situated between Winwick and William Beaumont School. Culcheth parents for the 192 homes proposed directly opposite Culcheth High School are told they may need to look to neighbouring Local Authorities in Salford or Wigan for school places!

Health Services and Sport & Leisure Facilities

Documents state that residents can access a swimming pool/gym etc at the Orford Jubilee Neighbourhood Hub. However, it then states that 'in terms of swimming pool provision this is operating at full capacity.

There are also no vacancies at local NHS Dentists or GP Services.

Considering the Local Plan for the North of Warrington Urban area as a whole with developments in Winwick, Croft and Culcheth together with the 1200 homes already approved at Peel Hall Farm this situation will only become considerably worse. There is no indication how this will be addressed. A Warrington Planning Officer, in an email to me, referred me to out of date information in the Settlement Profiles for Outlying Settlements published in July 2017 that only considered the impact of the 130 homes at the Winwick site.

Summary Statement

From the comments I have made above and in my original response/submission it is clear that in formulating the current revised plan Warrington Council has failed to maintain up to date information from survey and evidence gathering in order to underpin the preparation of its planning policies and proposals. There are vague statements or comments and use of inaccurate and/or out of date information on the settlement profiles. There is a total lack of clear evidence and adequate information about the impact of the proposals on the current infrastructure and how these will be addressed and resolved.

For the residents of Winwick in particular, and Warrington in general, the consultation process did not provide an appropriate opportunity to give meaningful and effective feedback on the proposals.

From the evidence I have cited it is, in my opinion, clear that the 'Warrington Updated Proposed Submission Version Local Plan 2021-2038 dated, September 2021' does not meet the 'tests of soundness'.

Alan Parkinson

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