

Proposed Submission Version Local Plan

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 reference number.

Name of person completing the form: Andrew Giles

Email address: [REDACTED]

2. What type of respondent are you? Please select one option only.
If you are an agent please select the type of client you are representing.

A local resident who lives in Warrington

3. Please provide your contact details:

	Contact details
Organisation name (if applicable)	-
Agent name (if applicable)	-
Address 1	[REDACTED]
Address 2	[REDACTED]
Postal Town	[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.

MD2 South East Warrington Urban Extension

2. What does your comment relate to? Please select one option.

None of the above

3. Do you consider the Draft Local Plan to be: 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.

The plan is not sound in my view as there is still no justification for the vast amount of Green Belt being given up when there are still so many Brownfield sites in Warrington degenerating into disrepair. In South East Warrington, there are already daily traffic congestion issues and the plan does not promise to resolve these. Adding huge numbers of new houses South of the Ship Canal is only going to make matters worse unless a train or tram line is installed through the area. Buses are not going to solve anything in South Warrington as can be seen for the poor usage numbers already meaning that every new house built is likely to add new cars onto the already congested roads in South East Warrington. Councillors who disagree with this, only need to drive around the area at 9am to understand!

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.

I don't know enough about this to comment but assume it is legally compliant and there wasn't an option to leave the question blank!

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.

I recognise the need for new housing in Warrington and thank those responsible for adjusting the 2019 local plan which was very short sighted in my view.

This new plan however is clearly not sound as there is still a significant amount of Green Belt being destroyed which laughs in the face of climate change (I write this just after Boris' press conference at the end of COP26). There is simply no need for this in my view as there are plenty of Brown Field sites in Warrington which are wasted and falling into disrepair. In addition, in a post Covid world, we are going to see the massive change in our city centre make up accelerate with more business premises closing. I don't understand why Warrington BC can't make better use of these sites to build much needed affordable housing.

Regarding location of the proposed South East urban extension, the plan is not sound as it will destroy the landscape of our local area. I moved to [REDACTED] to live in a village, not a new town! Whilst i understand the need for some house building, i believe this should be spread evenly across all corners of the borough with Green Belt only being released as a very last resort but when this is necessary, it should be released in very small quantities in every area of our borough, not be focused on one huge area. This way, planners are more likely to utilise new Brown Field sites as they become available and where Green Belt is needed to be used as a last resort, the movement of the boundary will be very small. The 2021 local plan significantly moves the Green Belt boundary in South East Warrington by some miles and for this reason, no-one could argue this plan was sound.

Finally, adding huge numbers of new houses into an area which already suffers from traffic congestion and poor air quality is suicidal in my view. South East Warrington is already land-locked with two canals, two motorways and one over-stretched trunk road (A49) bordering the area making it very difficult to circumnavigate around traffic congestion problems, Unless significant investment (train or tram) in public transport is made or multiple new canal bridges are built, the whole of South Warrington will simply grid lock on a daily basis as it comes close to doing most days already. When a motorway is closed or heavily congested (seems to be multiple days per month now), the whole area is already impossible to travel around by road so adding many thousand extra cars to the local area is going to be disastrous.

This local plan is a step forward from the 2019 version but it is still not sound in so many ways and could be much more effective in my view if it focused on (1) better use of existing Brownfield sites near the town centre, (2) if the Green Belt release was minimised further but also spread evenly around the Borough with a limit being set on how much the Green Belt boundary in any given location can move by (I would suggest 100m max) and (3) if the plan included much more clarity on how public transport and road infrastructure would be significantly improved to help overcome both existing congestion and new congestion from new housing).

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.

No, I do not wish to participate at the oral examination

You have just completed a Representation Form for MD2 South East Warrington Urban Extension.

Please select what you would you like to do now?

Complete the final part of the form, Customer 'About You' questions and submit response **(Part C)**