

**INFORMAL NOTES FROM A CONSULTATION MEETING BETWEEN REPRESENTATIVES OF WARRINGTON BOROUGH COUNCIL & PARISH COUNCILLORS FROM SEVERAL PARISH COUNCILS REGARDING THE LOCAL PLAN PREFERRED DEVELOPMENT OPTION. THE MEETING WAS HELD ON 21ST AUGUST 2017**

**PLEASE NOTE THAT THESE NOTES ARE NOT FORMAL MINUTES OF THE MEETING & ARE PROVIDED FOR INFORMATION PURPOSES ONLY**

No.	Points & Questions Raised	Comment & Response
1	Has the process that has been followed regarding the economic and housing demand, been undertaken in line with Government guidelines?	Yes as far as possible although some assumptions have had to be made as Government guidelines are constantly changing and it is possible that some revisions will have to be made to the Plan if the guidelines change in future.
2	Has the drive for City Status impacted upon housing and employment demand?	No, the models have been built based solely upon the demand evidence that is available and the forecasts have not been influenced either way by any proposals to achieve City status.
3	Have the estimates regarding employment needs taken into account the possible impact of Brexit?	Not at present as the Referendum had not taken place when the initial work was done. A further review is now underway.
4	What if conditions change during the planning period e.g. Fidlers Ferry site becomes available	WBC have been unable to obtain a clear statement from the owners of Fidlers Ferry regarding it's future and the suitability of the site for either housing or employment units is unknown. However WBC acknowledge that they will need to put a process in place to continually review the position when making any decisions regarding new infrastructure works in South Warrington.
5	Have all existing brownfield sites been identified and has the scope for regeneration of existing sites been fully considered?	WBC have used the Call For Sites process and previous planning applications data so far.
6	Green Belt Land can only be built upon in exceptional circumstances	Option 2 was chosen as the preferred Option based upon the criteria used even though other Options would involve the release of less Green Belt land. Also if housing density levels were higher than currently proposed ( c 20 per ha) less land would be required but the development would have less open space / green buffer zones.
7	Will parcels of Green Belt land not included in the plan be safe from future development?	By providing Safeguarded Land within the Plan to cater for potential needs beyond the 20 year period, WBC expects to be able to defend the new green belt areas, although requests for small in-fill developments in these areas may still be approved
8	How do WBC propose to engage with Parish Councils and residents once the PDO has been finalised?	There will be further consultation events in Spring 2018 once the feedback to the current Draft Plan has been finalised and submitted to the Council for review.
9	Does the Transport assessment used to support the model take into account the impact of Local Plans from neighbouring Local Authorities?	Currently there is no Regional strategic view of traffic infrastructure needs. In addition the Transport Models that have been built have not been fully tested and require more work to be undertaken,
10	How critical is the proposed Western Link road to the success of the preferred Option?	The Plan has assumed that the Link road is in place and without it the proposed waterfront development of c 4000 homes and possibly other town centre developments would not be able to proceed.
11	What provision has been made for medical facilities in the proposed new suburb	Land provision has been made for new medical facilities although the nature / format cannot be confirmed due to uncertainty regarding NHS strategy outfling which services should be delivered where. The current provision does not include space for the relocation of the Hospital.
12	Cat & Lion Junction congestion	WBC Planners are aware of the issues surrounding this junction and accept that no further development ( other than the applications for Pewterspear and Appleton Cross that are underway) can go ahead without new infrastructure being put in place.
13	The A559 problems in Lower Stretton need to be addressed as part of any new infrastructure changes.	This is not currently part of the proposals but WBC planners have asked for it to be included in the PC feedback.
14	What steps will be taken to help to maintain a Village environment	The proposed green buffer zones will help to achieve this, although they may have to be reduced if a higher density of housing is required.
15	New development needs to make better use of existing facilities	The outline proposal has indicated a new local centre between Stretton and Appleton Thorn, however the PC should make representations if they feel that it would be better to create this around existing facilities.

16	What provision will be made for housing for retired /elderly people	WBC Planners acknowledge that this aspect has not been fully addressed in the Plan and further work is required and will be undertaken.
17	Why is there no mention of modern Public Transport solutions such as trams or light railway	WBC Planners also acknowledge that this has not been fully addressed in the Plan: further work is required and will be undertaken.
18	There is a risk that the new infrastructure plans will create new "rat runs" between developments	WBC Planners accept that a much more detailed transport plan is required to assess the joined up impact of not only the WBC Local Plan but also those of Halton BC.

**Stretton Parish Council - 22nd August 2017**