

From: [REDACTED]
To: [Local Plan](#)
Subject: Response to consultation
Date: 11 November 2021 16:21:04

Hello Warrington Council

Set out below are my comments on the local plan for your consideration:

1 COVID-19 pandemic

I'd question the sense in agreeing a local plan through to 2038 in the middle of the COVID-19 pandemic. The local plan anticipates a need for a significant increase in housing for Warrington. How can that be determined with any degree of certainty at this point in time when the impacts of the COVID-19 pandemic are still to be comprehended? Sad to say, if the pandemic continues longer term one could envisage a situation where ongoing excess death rates drives down housing needs and a potential scenario could exist where no additional housing is required in consequence. However awful this may be to contemplate it must be a considered possibility demonstrating I think a need for caution at this time and a more short term, flexible planning horizon.

2 green belt development

Given my comments in 1 above I cannot see how any form of development on green belt can be justified at this time, and until such time as much greater clarity is forthcoming around the impacts of COVID-19 and hopefully the post pandemic world that we are heading into.

As a wider comment on the use of green belt, my understanding is that by definition green belt land is not permitted to be developed upon therefore I don't understand how the use of green belt in the way proposed in the local plan could be justified or for that matter even be legal?

3 infrastructure and services

There appears to be little in the way of consideration as to the impact of additional housing on existing infrastructure and services, or for that matter consideration as to improvements in infrastructure and services that may be required irrespective of additional housing.

A couple of examples:

A supermarkets

There are no full size supermarkets located south of the Ship Canal, contrasting with seven to the North (1x Morrisons, 3x ASDA (Cockedge, Westbrook, Birchwood), 2x Sainsburys (town centre, Chapelford) and 1x Tesco). This means that much traffic congestion in the town is driven up simply by residents living south of the Ship Canal travelling to the north to do the regular weekly shop. Further housing development south of the Ship Canal without a full size supermarket development in the south will only serve to drive up traffic congestion.

Rural roads

Warrington road/Whitbarrow road in Statham/Lymm is a small rural road that already struggles to cope with peak time traffic and regularly is a cause of conflict between

motorists and horse riders at the nearby stables, and that is even before the opening up of the Lymm Hotel development currently ongoing. I don't see how this road will be able to cope with the additional traffic that will arise from the proposed development of an additional 170 houses next to the Primary School. I'd be particularly concerned for the safety of children at the school and also horses and horse riders that use this road daily.

I comment on this specific road as it's one I know from my own experience but I'd imagine other people are making similar comments on other rural roads impacted by the development plans.

4 prioritisation of green belt development over brown field development

Further to comments I make in 2 above I don't understand why green belt land development would be prioritised over brown field development. Also, given 1 above and the uncertainties currently around housing demand forwards, surely there is no case for prioritising green belt development as potentially all the town's housing needs could be met through brown field development alone, dependent of course on how the COVID-19 pandemic evolves.

5 some specific comments re the Statham development proposals

Again, further to comments made in 1, 2 and 3 above, I'd question the rationale for any development on the land proposed around Statham primary school. My understanding is that this land is subject to flood risk and its proximity to the M6 Thelwall Viaduct raises noise & engine exhaust pollution issues as well. Surely these two adverse factors, as well as everything else I've mentioned above, render this green belt land as being unsuitable for housing development?

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I trust you will consider the above observations in your review of the local plan prior to finalisation and in particular I urge caution at this time when planning considerations are so adversely affected by COVID-19 pandemic uncertainties.

Thanks

Martin Deane 