


From: 
To: [Local Plan](#)
Subject: The 2021 Local Plan Consultation by Warrington Borough Council. (Opposed)
Date: 09 November 2021 16:30:05

I am **totally opposed** to the proposed greenbelt land development plan for the South Warrington areas of Grappenhall, Appleton, Appleton Thorn & Thelwall Hayes for the following reasons:

The non-essential conversion of greenbelt and agricultural land contributing to more exurban sprawl in the locality with consequential detrimental impact on:

Essential agricultural productivity & capability.
Local ecology and local and migratory wildlife.
Local air quality and landscape destruction

Lack of adequate local infrastructure:

Local schools and GP practices in this area are all over subscribed. Currently GP practices are suffering from a shortfall of qualified doctors and first hand discussions with practice holders reveal their genuine concern that urgent vacant GP posts cannot currently be filled. (Building more GP surgeries will not address the national GP shortfall). Therefore to increase the number of families requiring these, the most fundamental, of services would have a very real impact on the area's already compromised situation.

Capability of local road capacity to accommodate greater traffic demand:

Arterial feeder roads in this area of Warrington are already regularly compromised by excessive traffic volume. The section of M6 motorway adjacent to Warrington South is one of the most congested pieces of road in the UK. Almost daily, issues on the M6 cause local roads to gridlock and pollution levels to rise. The daily addition of thousands more local based car journeys would exacerbate this issue enormously.

Specific opposition to the Thelwall Hayes planned development:

The Land:

This area is farmland that has been designated as greenbelt with a special character status, it is being correctly used for agricultural purposes and best benefits the community and country at large by being allowed to continue in this most important, but locally shrinking, role.

In 2006 this area was deemed unsuitable for development partly due to its importance in nature. It supports a myriad of wildlife, some species of which are dependent on specific habitat and are experiencing reductions in numbers due to environmental destruction through irresponsible land development.

It also supports a balanced diversity of flora in the form of field hedgerows and both young and mature trees. The importance of these to both local wildlife and our planet's atmosphere in general is without question, so much so that farmers and landowners are now actively and officially encouraged and compensated to protect and promote just such natural habitats as this.

The locality:

The land in question is in large parts coterminous with both the Trans Pennine Trail (TPT) and the Bridgewater canal and its footpath. These amenities are not only a publicised tourist attraction actively promoting the south Warrington area, but also provide comfort and pleasure to a vast amount of people. Warrington residents, visitors and tourists alike purposely use these routes on foot, bike or afloat to experience the bucolic views and ambience that this lovely area famously provides.

To develop this land would impact massively on the beauty of this area and compromise these much enjoyed sections of both the canal and TPT.

Natural water courses and flooding:

Water flowing to the River Mersey from higher land uses numerous watercourses in this area. The adjacent and coterminous Cliff Lane is particularly affected by serious and impassable flooding numerous times each year. Development of this land and the compromises it would have on the natural flow of groundwater would, without any doubt, have a detrimental effect on this lane and greatly add to this very real and persistent problem.

Access:

Access via Stockport Rd would require bi-section of the well used TPT with the resultant health and safety issues that it would bring to cyclists, horse riders and pedestrians etc.

Cliff Lane, a totally unsuitable option, is a narrow single track carriageway that is naturally restricted to single file contraflow under the Bridgewater canal underpass. This lane suffers from regular road closures due to the severe and disruptive flooding that despite numerous attempts to rectify over the years continues to get worse year on year.

Infrastructure:

The above '**Lack of adequate local infrastructure**' comments also specifically apply to Thelwall Hayes.

Capability of local road capacity to accommodate traffic demand:

Almost daily, problems on the M6 cause the local section of the A50 adjacent to Thelwall Hayes to gridlock and pollution levels to rise. The daily addition of hundreds more local based car journeys from this development would further exacerbate this issue.

Mr William Barnes

[REDACTED]