

10th November 2021

Dear Sirs

Warrington Local Plan 2021

Regarding the local plan, I wish to make objections relating to the following issues:

1. Loss of Green Belt land

The plan identifies 5% loss of green belt across Warrington. A disproportionate amount is in south Warrington.

Green belt should only be used in exceptional circumstances. There would not appear to be sufficient justification for this particularly relating to the current national and international emphasis on environmental, climate and ecological issues. Further expansion into the green belt to absorb farming land is a poor use of resources, causing long term depletion of land and destruction to the environment.

Green belt land is designed to prevent urban sprawl and maintain character of local communities. Building on the scale indicated will result in the loss of villages, permanent change to the character of communities and loss of countryside, materially effecting the lives of those who live in the communities and use the area recreationally.

Development of housing and employment opportunities should be prioritised for brown field sites, regeneration of which – particularly in the centre of town, will enhance the community overall.

2. Pollution

Warrington is almost totally surrounded by major motorways and main roads are regularly severely congested. Air quality particularly suffers.

The extra housing and employment areas will increase the traffic – lorries, cars and motorbikes will significantly increase noise pollution. The proposed industrial usage in this semi-rural area will lead to extensive light pollution from facilities operating around the clock.

3. Infrastructure

There is much congestion on local roads and junctions and on the motorway system within the area. South Warrington has no railway stations and consists of many country lanes with no easy solution for improving links between north and south Warrington due to the layout of residential streets and the major waterways crossing the town where the majority of the roads are either single track at some point, weight limited or subject to closure due to boat movement. Increase in housing in South Warrington can only make the situation worse.

4. Quality of Life. South Warrington is to a greater degree a semi-rural area. This plan will bring considerable change to local areas affecting quality of life in the locality and changing the semi-rural nature of the communities permanently.

5. Warrington town centre has to be a priority to redevelop. This Local Plan does little to connect the growing and affluent community of south Warrington to the town centre. Much shopping development has been ‘out of town’ which does not in any way support the town’s objective.

6. Housing: the housing plan in South Warrington is developer driven. Unemployment in Warrington is very low and 3, 4 and 5-bedroomed detached housing is not aimed at workers for the logistics sites that Warrington Borough Council and Warrington & Co are planning.

7. Both Peel Hall and Thelwall Heyes developments have been objected to, successfully, by people who live locally for many years, they have battled to keep this land undeveloped. Their views should continue be listened to.

8. The ‘six56’ logistics development plan is poorly thought out, the M6 has daily problems with excessive traffic with traffic regularly queueing both north and southwards, the M56 is not much better. Any employees would have to travel to reach the site exacerbating roads that already have too much congestion. In addition to which green belt land would be lost to the area.

Warrington’s proposed local plan is not fit for purpose on any level. The parishes in South Warrington are united in their opposition to the local plan as outlined. The people living within the area are also opposed. Whilst this plan represents an improvement on the plan in 2019 it does not represent the wishes of the people living within the communities.

Yours faithfully

Julie McQuillian
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