



Culcheth and Glazebury Parish Council

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Warrington Borough Council

Local Plan Preferred Option comment

We have made a joint response with other Parish Councils
These comments are in addition to that response.

These comments refer to Question 13 concerning development in the outlying settlements, although the following points will apply to other questions. Culcheth, Glazebury and Croft have provided a large amount of housing over the years and will no doubt continue to do so but without the need to lose our valuable and important Green Belt sites, from the houses supporting the expansion of the Nuclear Industry and Risley Prison, the use of the Newchurch Hospital site and the Safety and Reliability site in Culcheth, land at Peters Mill and the M&S Petrol Station and commercial sites in Glazebury, and school, retirement home, garage and wartime camp sites in Croft, to the many small sites throughout our villages, houses have been built.

Our Green Belt serves an important purpose in keeping the gaps between us and neighbouring settlements in Wigan and Salford in Greater Manchester as well as St.Helens. As we are located in the corner of three boroughs, with additional pressure on Green Belt from all sides and with the possibility of Urban Sprawl between the villages we are in danger of the three boroughs merging together. We need to remain as separate villages, to retain the openness.

Our Green Belt is also an employer with farms, some diversified, and horse liverys. Bents Garden Centre is an important local employer and visitor attraction which is part in the Green Belt and part in the Glazebury Inset village. We have the Taylor Business Park based on a war-time camp in Croft's Green Belt as well as the businesses in the inset and washed over Green Belt villages. The grade 2, 3 (and some 1) agricultural land is valuable and to build on it unsustainable.

With respect to the information in the outlying settlements document:

Our villages are served by narrow roads, not intended for the present level of traffic, and are frequently heavily used and congested at rush hours and when the motorways are blocked, practically a daily occurrence. There is a threat from proposed and approved logistics developments along the M6 causing adjacent Croft and our other villages to be used as rat runs, causing further congestion. We disagree with the statement that there is a small amount of peak hour congestion in Culcheth particularly as Glazebury is said (correctly) to have 'severe peak hour congestion' and yet it is the same road, the A574.

One of the many arguments against the huge sites proposed in our villages is that they would not have a safe access to our inadequate roads.

The Culcheth Neighbourhood centre now has no banks or building societies although we do have a Post Office. The lack of banks affects businesses both in their operation and their customer base. When residents go to banks in Leigh or Warrington town centre, trade goes with them.

We are pleased that the sites proposed in the Call for Sites have not been included in the Borough Council Preferred option for Green Belt reasons. We do believe however that CH9, (R18/097) serves a strong Green Belt purpose in that this is a large area of farmland which is part of the openness between Culcheth and Glazebrook. Its development would block views to and from the Green Belt. The proposed exit onto Warrington Road, opposite a school with on road parking, raises safety concerns. The site is divided by a high-pressure gas pipeline. We strongly believe that it is impossible and unfair to make judgements concerning the Green Belt with reference to HS2 other than to recognise that it cuts a swathe through our villages which should be a no-go area for development. So much of how HS2 would be built is under discussion, as is the area of land either side of the route used for mitigation and screening. The revised classifications of parcels of land cause concern, particularly as this route, 2b has not yet been approved by parliament.

We believe our attractive villages, set in the Green Belt and farmland, add to and support the image of Warrington Borough whether is city or a town. Large increases in housing would add to the traffic congestion and could not be supported by the available infrastructure. Allowing sprawl into the adjoining towns and villages would work against the argument that Warrington could be a distinctive city.

Q17 suggestions

- 1.The Local Plan should recognise that the Green Belt is a source of employment and have protection for agricultural land and businesses
2. There should be a policy to ensure that any housing that is built is not market housing for commuters but satisfies a particular local need.

Yours sincerely,

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