

Consultation, October 2021

1. Mrs. Jacqueline M. Johnson, [REDACTED]
2. A local resident who lives in Warrington
3. [REDACTED]

This is my personal comment, although I have been involved with planning issues at local, regional, county and national levels for over thirty years.

Part B

Spatial Portrait

Evolution of Warrington

Omission between 2.1.9 and 2.1.10

My representation is that the description of development in Warrington is incomplete because there is little mention of development in World War 2 which has directly or indirectly provided housing and employment for Warrington.

Reasons:

Burtonwood Air Base was the largest in the UK, the M62 ran along a runway and it was finally vacated in 1993. This is the basis for Omega.

ROF Risley was a large facility. 3.8 sq. km of heath and moss land was purchased and drained in 1939, and in 1940 bomb production started. The site had been chosen because it was usually hidden by low cloud and mist. In 1946 it was taken over by the Directorate of Atomic Energy for the production of fissile material for use in atomic bombs. In 1954 the site was expanded for an addition of a civil nuclear programme. In 1968 the site was bought by development corporations.

As Birchwood it then continued as a large employment and housing area which also occupied farm land.

There were also forces training establishments and housing. After the war they became many things, for the UKAE ( United Kingdom Atomic Energy Authority), prisons, businesses and housing over a long time period.

HMS Ariel was at 2 sites in Culcheth, primarily taken over by UKAE, also as housing and a social club for prison officers. Most of these now have become housing.

HMS Gosling was on 4 sites, one at Eaves Brow in Croft became housing, in 1960 another became the site of Risley prison and in 2015 the derelict unused site at Lady Lane in Croft provided 25 houses.

Padgate Camp was used for National Service recruits, then a teacher training college, then other educational establishments and is now a windfall site for housing.

RNAS Stretton then HMS Blackcap was an airfield with connected sites.( Royal Navy Air Station)

This information is not complete but is part of the argument that so much land has gone for development, both housing and employment, over the years, that further expansion should not be large scale. There have also been both large and small windfall sites which continue to come forward. The large hospital sites at Winwick and Newchurch are now well established housing developments.

Warrington has an attractive countryside making it a good place to live but this will be lost if green belt development occupies gaps between settlements and makes the countryside inaccessible. The valuable agricultural land should not be used. Most is Grade 3 or higher.

There is a problem with drainage, particularly where there is clay soil, culverted watercourses and where ponds and watercourses were filled in to enable development.

#### 2.1.47 The Built Environment

The consideration of the Heritage Impact of development is welcome, as is the opportunity to add to the Local List, although I believe it should be ongoing then consolidated into a Local Plan rather than waiting until after the Plan is in place. As well as having a category for development in World War 2 there should also be one for rail, given that the World's first commercial railway, the Chat Moss Line, and the World's first railway junction with associated bridges and buildings, are in North Warrington.

#### Transport and traffic comments.

The New Town development was mainly car based and the new motorways were part of it: unfortunately this is seen as "Warrington is well served by motorways" to justify development without considering the reality, in terms of congestion, accidents, and the unreliability of journeys. Motorways are not elastic, and developments not independent of each other. E.g. the M56 has the 6/56 proposals, and traffic from the HS2 proposals as well as the existing traffic.

HS2 through Warrington is known as the Golborne Link or Spur. It is of no benefit to Warrington apart from a slightly shorter journey time to London. It will cause damage to the countryside and affect local roads not only during construction but by the permanent changes that will be made.

Local roads are rat runs from the motorways. The post HS2 service patterns, and direct travel to Scotland from Warrington Bank Quay, cause concern.

New roads and river and canal crossings built to "solve" existing transport problems should not be used to justify further development.

There should be an assessment of the value of the Equine Economy to Warrington.

However I welcome the changes made to the 2019 version but believe they do not go far enough and believe that further changes have to be made. I welcome the rejection of most of the sites put forward by developers.

Mrs Jacqueline M. Johnson



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Objective W1

In view of the further knowledge of climate change, the environmental crisis, the impact of Covid 19 and the expectation of more brownfield sites coming forward this should be changed to enable the existing Green Belt to be protected apart from small adjustments.

Suggest a fully independent review of the climate change implications of the plan.

Cannot comment on legal compliance and the duty to co-operate but because of the need for a review of the climate change implications of the plan and the loss of Green Belt have to say the Plan is not yet sound.

One of the conditions for soundness is consistence with National Policy: i do not believe National Policy is sound as it has not yet incorporated decisions on green field development and climate change into the NPPF. Also national planning policy is not only described in the NPPF but is defined by the expanded permitted rights.

Individual sites:

In objecting to loss of Green Belt I am objecting to policies MD2, MD5 and MD6  
Similarly for OS1 to 6 in principle.

For Policy OS2 for Culcheth.Delete.

This is a “foot in the door” for further development as is clear in the Call for sites and as such is unsustainable in its impact on the future.

The site is good agricultural land but has a high pressure gas line crossing it. There are two areas to this site and the one along Holcroft lane has permission for stables. This development would extend the inset village of Culcheth towards the washed over greenbelt village of Mee Brow. A purpose of the green belt is to maintain gaps between settlements.

The Parish of Culcheth and Glazebury has for many years added to Warrington’s housing supply through windfall sites, ranging from the Newchurch Hospital site which includes a Conservation Area, through redundant employment sites including Home Office and Atomic Energy Authority land, to the 10 mainly 2 bedroom houses presently being built on Church Lane in Culcheth.

7. I do not wish to participate in the oral part of the examination but wish to be kept informed of the progress of the plan and details of the examination in public.