



STRETTON NEIGHBOURHOOD DEVELOPMENT PLAN (NDP) GROUP

C/o The Croft
Spark Hall Close
Stretton
Warrington
Cheshire WA44NU
12th March 2023

Alison Dyson,
The Planning Inspectorate,
Temple Quay House,
2 The Square,
Bristol BS1 6PN

Dear Sirs / Madam

Planning Application 2019/34799 Land to the west of Junction 20 of the M6 Motorway, and Junction 9 of the M56 Motorway and to the south of, Grappenhall Lane/Cliff Lane (known as Six:56 Warrington) Grappenhall, Warrington

Outline Planning (Major) - Outline application (all matters reserved except for access) comprising the construction of up to 287,909m² (gross internal) of employment floorspace (Use Class B8 and B1(a) offices) including change of use of Bradley Hall Farmhouse to B1 (a) office use (335m²) and associated servicing and infrastructure including car parking and vehicle and pedestrian circulation, alteration of existing access road into site including works to the M6 J20 dumbbell roundabouts and realignment of the existing A50 junction, noise mitigation, earthworks to create development platforms and bunds, landscaping including buffers, creation of drainage features, electrical substation, pumping station, and ecological works, accompanied by an Environmental Statement..

As representatives of the emerging Stretton NDP Group, we would like to respond under Rule 6 of the following procedure applicable to the Secretary of State planning enquiry. Namely:

TOWN AND COUNTRY PLANNING ACT 1990 – SECTION 77

TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015 TOWN AND COUNTRY PLANNING (INQUIRIES PROCEDURE) (ENGLAND) RULES 2000

This planning application Appeal Ref APP/M0655/ V/22/3311877 should be refused based upon the following reasons defined further below.

It must be stressed that this original planning application was submitted somewhat prematurely with respect to the timing of the emerging Warrington Local Plan and its revisions, therefore:

The application and appeal must be reviewed in compliance with the objectives defined in the WBC Local Plan Core Strategy adopted July 2014, which is the currently the effective legal plan. It should not be reviewed in any way as defined by the Proposed Submission Version (PSV) of the Local Plan which has been recently reviewed by the independent Examination in Public. This PSV document is not yet a adopted plan and currently has no legal status.

You will be fully aware of the EIP decision regarding the South East Warrington Urban Employment Area (SEWUEA) which advised that the WBC Local Plan was unsound and that the proposal for the area of green belt on which the above planning application included was to be deleted from the Local Plan.

It must be noted that this planning application was originally refused by WBC Development Management Committee. Following what is understood to be further interaction between WBC and the applicant the original decision was then overturned at a subsequent DMC meeting. On the face of it there was little or no material change to the proposal and the decision to overturn the original ruling is unclear.

It must also be noted that Langtree / Panattoni are also responsible for the massive Parkside Regeneration project just on the border with Warrington, at Newton-le-Willows, approximately only 8 miles away. This is another commercial enterprise offering similar warehousing facilities. The advantage at Parkside is that it is multimodal and more in line with National Policy. 6/56 is singularly reliant on road serviced vehicles. To have two such major similar developments so close to each other does not accord with current climate proposals in reducing carbon emissions.

However, as the NDP group, our stance revolves around the highly damaging effect that this development will have on the residents and infrastructure of the village of Stretton and environs. Therefore, the planning application should be rejected for the following reasons:

1. It is considered that this application is inappropriate due to its scale; it is contrary to many current WBC objectives and it is not in compliance with National Policy.

2. It does not comply with the **WBC Strategic Objective: W2** - To maintain the permanence of the Green Belt and the character of the countryside in the borough and protect them from inappropriate development.
3. It does not comply with **WBC Policy CS 1 Overall Spatial Strategy - Delivering Sustainable Development** by ensuring that priority is afforded to the protection of the Green Belt and the character of the countryside;
4. It does not comply with **WBC Policy CS2 Overall Spatial Strategy - Quantity and Distribution of Development** in that the general extent of the Green Belt and the detailed boundaries as indicated on the Local Plan Core Strategy Policies Map will be maintained for as long as can be seen ahead and at least until 2032.

and

That within the Green Belt area, development will only be allowed where it is appropriate in accordance with national policy. This development is clearly inappropriate.

5. It fails to comply with **WBC Policy CS 4 Overall Spatial Strategy – Transport**, which states that it is to support Warrington’s role as a regional transport gateway/interchange. The Council and its partners will reduce the impact of traffic on air quality and reduce carbon emissions to help tackle climate change. This development clearly will do the opposite with the introduction of large number of vehicles using the proposed development.
6. It fails to comply with **WBC Policy CS 5 Overall Spatial Strategy - Green Belt**, whereby the Council will maintain the general extent of the Green Belt for as far as can be seen ahead and at least until 2032, in recognition of its purposes and to assist in safeguarding the countryside from encroachment
7. It fails to comply with **National Policy** as defined by the currently revised version of the NPPF February 2021 under the applicable sections and for the following reasons:

Achieving Sustainable Development

- a) It does not demonstrate a justifiable economic objective; it is clearly driven for the financial benefit for the sole applicant.
- b) It does not demonstrate a justifiable social objective: it clearly does not provide for any related new homes or community benefit.
- c) It does not demonstrate a justifiable environmental objective: Although an Environmental Impact Assessment has been produced by the applicant it is clear

that the loss of green belt, loss of habitats and loss of the rural countryside would be severely detrimental to the established habitats and environment.

Promoting Sustainable Transport

This application does not promote a sustainable transport solution. It will clearly exacerbate the current high density of commercial traffic already accessing the Stretton village area. It is highly likely that HGV and LGV goods vehicles will use M56 J10 and local roadways 365/7/24 as an alternative route to access the Barleycastle area when the M56 and M6 congestion is prevalent, which is a common occurrence. This will severely increase vehicle movements throughout Stretton village with the consequential increase in vehicle emissions, increase noise levels and add to the traffic congestion in the Stretton area, which is already subject to daily congestion problems. It will require the additional traffic to pass by the local school and church, which are particularly sensitive facilities. This will result in the degradation of the health and wellbeing of the local residents.

The emerging Stretton NDP has previously strongly objected to this application both specifically and in the recent response to the WBC PSV of the Local Plan,

In the light of the above evidence we strongly object to this planning application as it cannot be deemed to satisfy 'exceptional circumstances' for the removal of green belt for a development which is both inappropriate and unsound.

We therefore request that the Enquiry Examiners makes the right decision and refuse the application such that it does not put third party developer aspirations for financial gain above National Policy and the safety and wellbeing of the community.

Yours Faithfully, for and on behalf of the emerging Stretton NDP

John Appleton,

Chair, Stretton NDP Group.