



Appleton Parish Council

Appleton Parish Hall, Dudlow Green Road, Appleton, WA4 5EQ

Telephone 01925 268153 Email clerk@appletonpc.org.uk

Minutes of the Planning Committee meeting held virtually on Monday 1st March 2021 at 9.30am

Present: - Councillor S Benger, (Chairman of the Planning Committee), Councillor B Axcell, Councillor R Johnson, Councillor P Lewenz, Councillor J Walker and Councillor P Walker.

Clerk, Mrs J Monks.

1. Welcome and apologies for absence

Councillor S Benger welcomed everyone to the meeting. The clerk confirmed that the meeting was being recorded.

2. Members Code of Conduct

None declared.

3. Planning Committee meeting dates/times

The next Planning Committee meeting is Monday 15th March 2021 at 9.30am.

4. Public Participation.

No members of the public were present.

5. Planning Applications

The following planning applications were for information only;

2021/38672, Hollydene, Windmill Lane, Appleton, WA4 5JN. TPO - T1, T2 Beech, crown lift to approximately 7m, crown thin by 15-20%, T3 Beech- Remove 2-3 limbs over highway.

2021/38650, 38 Beechways, Appleton, WA4 5ER. TPO - x1 Lime - Proposed reduction to previous reduction points, crown thin by approximately 20%, crown lift to branch break, remove epicormic shoots.

2021/38647, 50 Ashberry Drive, Appleton, WA4 4QS. Section 192 Lawful Development Certificate - Proposed Single storey rear extension and convert conservatory to sitting room.

2021/38716, Unit 4 Appleton Thorn Trading Estate, Lyncastle Road, Appleton, WA4 4SN. Discharge of Condition - Proposed discharge of condition 9 (Lighting), Condition 14 (Landscaping Scheme) and Condition 19 (Electric vehicle charging) on previously approved application 2019/35280 (Warehouse).

2021/38770 431, London Road, Warrington, WA4 5DP Lawful Development Certificate - Proposed single storey rear extension.

The following planning applications have no comments;

Informal Consultation on proposed based station upgrade at Longwood Road, Dudlow Green Appleton.

2021/38673, Land bounded by Green Lane &, Dipping Brook Avenue, Appleton. Discharge of Conditions - Application to consider conditions 23 (Affordable Housing) following planning approval 2017/29930 (Outline application for residential development).

The following planning application had no objections;

2021/38688. Land at Dingle Farm, Dingle Lane, Appleton, WA4 3HR. Variation of Conditions - Proposed variation of Condition 2 (Approved Plans) on previously approved application 2019/35683 (detached dwelling and a terrace of 3 houses with associated landscaping and access) to allow for changes to the elevations of the proposed set of three terraces.

2021/38723, 9 High Warren Close, Appleton, WA4 5SB. Householder - Proposed Loft conversion with front and rear dormer windows.

2021/38739, 279 London Road, Appleton, WA4 5JB. Householder - Proposed Two storey extension to side.

2021/38756 5 Birchdale Road, Appleton, Warrington, WA4 5AR Householder - Proposed Detached ancillary building to side of dwelling.

The following planning applications had objections;

2020/38226, 3 Wrights Green. Lumb Brook Road, Appleton, WA4 3HN. Householder - Proposed loft conversion including hip to gable conversion and rear roof dormer, two storey and single storey rear extension, single storey side and front extension and associated alterations. Amended plans received. The Parish Council's previous concerns still stands, and the Parish Council wishes to object to this planning application. The Parish Council are concerned regarding the overdevelopment of the plot, the effect of the proposed developments on the street scene and the proposal of a flat roof. The alterations have now commenced, and the Parish Council can now see that the proposals are out of keeping with the Street Scene.

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 ancillary B1(a) offices), demolition of existing agricultural outbuildings 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. The Parish Council wishes to submit the following objections; The outline application (all matters reserved except for means of access) comprises the construction of up to 287,909m² (3,099,025ft²) (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 (3,600ft²)) 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. Appleton Parish Council strongly objects to the above application on the following grounds: We object to the scale of this development. If approved, it will become the second largest distribution park in the North West, second only to the gigantic Trafford Park in Greater Manchester. It's 288, 000 sq. metres on Green Belt. Alternatively, it's the equivalent of 45 Wembley pitches. The recent Eddie Stobart planning application was in the The recent Eddie Stobard planning application at Appleton Thorn was also in Green Belt and adjacent to this site. It was refused on Appeal by the Planning Inspectorate after being called in by the Secretary of State for the Ministry of Housing, Communities and Local Government. Given this proposal and the newly opened Inland Border Facility will generate an unacceptable level of traffic particularly along Grappenhall Lane and Barleycaste Lane. Langtree bringing the vast majority of those traffic movements because of the scale of the development. Our estimates are:

- up to 12, 000 vehicle movements every 24 hours
- 2,000 – 3,000 vehicle movements per hour at peak times,

The very fact that the Design Statement outlines 2, 400 space car park spaces alone, leaves us in no doubt that this will have a major impact on the quality of life and the health of Appleton and Appleton Thorn residents. The Six/56 will become a major commuter hub and it will be intolerable, not only for existing residents, but for future residents as new housing is proposed in Appleton under the emerging Local Plan. We are extremely concerned about levels of small particulates (PM2.5) generated by this volume of traffic. Even without this additional volume of cars, vans and HGV's, Warrington had the worst levels of PM2.5 in the whole of the United Kingdom in 2018 (WHO Ambient Air Quality Database v11 published on 29th May 2018). PM2.5 can be deadly. Studies have found a close link between exposure to fine particles and premature death from heart and lung disease. Fine particles are also known to trigger or worsen chronic disease such as asthma, heart attack, bronchitis and other respiratory problems. This should not be the future that our residents face. An air quality monitor, installed to the south in Stockton Heath village by their parish council, found Pm2.5 contamination,

averaged over a 12 month period in 2020, to be just below the WHO maximum. In addition to the impact of pollution on health, our residents are often faced with the issue of HGV's regularly flouting weight limits and driving along restricted access roads. With an estimated 12, 000 additional vehicular movements per day on our roads and surrounding motorways, this problem is going to get significantly worse. Not only that, they will be living with a 24 hour-a-day operation, 365 days of the year, where they are subject to noise, light and air pollution. There will be no respite. The visual impact of these warehousing sheds makes a terrible statement about the kind of town we are. As you approach South Warrington from the East along the M56, the view will be no longer a rural setting, something we are extremely proud of and consider to be part of our identity. The view will be 40-metres high warehousing sheds (which is just short of Nelson's Column) on the horizon. We should also bear in mind, this area is already 70 metres above sea level; the whole development is going to dominate the landscape and diminish the character of our area beyond recognition. The insensitivity continues in other areas. The nearest neighbours to the build at Bradley Hall will be 27metres away from a 40m high edifice. Furthermore, Bradley Hall and moat is a scheduled ancient monument, and is at the heart of the development, due to be turned into office space. Apart from annexing an Ancient Monument, the 30-metre buffer zone does not do justice to it. Appleton Parish Council also believes that Langtree's assertion that they will bring quality jobs to the area is unsubstantiated and these jobs will not be sustainable in the long term. With regard to Langtree's own figures, especially concerning predicted job numbers, we think that the figure of 4,900 jobs is over-optimistic. They are based on standard desk top extrapolations. Such algorithm driven analyses inherently lack transparency and produce built-in bias because they can only replicate the past, rather than predict the future. This type of analysis has been recently criticised by the Law Society in respect of public bodies and organisations. The logistics industry traditionally employs low tech (and therefore low paid) jobs, based in an increasingly automated industry. Moreover, they are most likely to be commuter jobs with very little or no benefit to our local economy (on site canteens, no local shops, café's etc). Langtree have argued that both the existing Adopted Local Core Plan Strategy 2014 and the Appleton Thorn NDP 2017 are out of date. We contest this; the new version of the Local Plan is not yet adopted and that is at least a year away. We therefore believe this planning application is premature for two reasons. This application is open to challenge because of its scale and impact, both in terms of traffic and transport flow. Secondly, forecasts for homes and growth requirement are also very open to legal challenge, especially on the grounds of deliverability and soundness. It would therefore be wrong to approve this application before any legal challenges and have taken place. In summary, we are deeply opposed to this development. We feel our future economy (given the above statistics on current air pollution) should be a clean, green economy, not one based on fossil fuel reliant transport and logistics. The logistics industry is notoriously vulnerable to changing short term objectives. We could find a situation where we are hosting a white elephant development because it doesn't have access to the green economy infrastructure, such as a rail network. There is no balance in the economic case – the Six-56 mega-development is out of proportion. Langtree state they cannot find another site anywhere else in the country that fits the bill in terms of size and location. Surely that is a matter for them? We are convinced that the planning application and supporting documentation does not meet any of the five criteria for Green Belt release, which are

- to check the unrestricted sprawl of large built-up areas;

- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

This application should be rejected on the above grounds alone. It seems the bigger the scale, the less protection we have as a community. This is not sustainable development, a theme that is promoted by Warrington Borough Council and running through their policies. We ask that DMC consider our arguments carefully and respect and support our community by rejecting the Six/56 Planning Application.