

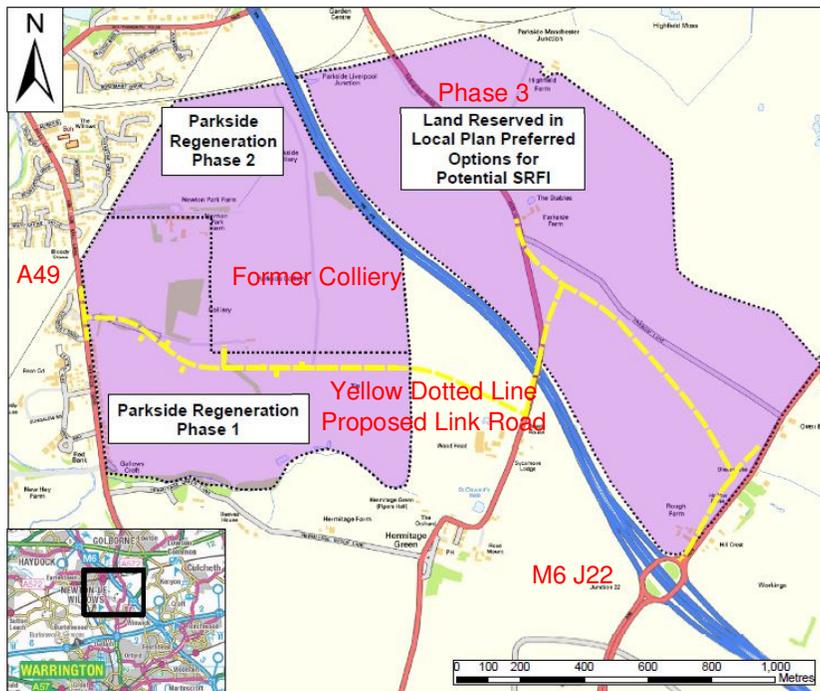
PARKSIDE UPDATE

Parkside Action Group
Newsletter – February 2018
www.parksideactiongroup.org.uk



A company called Parkside Regeneration LLP has submitted a planning application for an Outline permission for the construction of up to 92,900 m² of Warehousing and other matters.

The full planning application can be found on the St Helens Planning website using this link:
<http://publicaccess.sthelens.gov.uk/online-applications/> Then search for P/2018/0048/OUP.



Key Points:

- The new planning application is for the first phase of a 3 phase overall plan.
- Parkside Regeneration LLP is a joint venture between St Helens Council and commercial developer Langtree.
- It appears the Council will in effect mark its own homework i.e. the Council are a partner with the party that developed the application, and the Council will also decide whether it is approved or not.
- The planning application is in Green Belt as defined by the currently adopted Local Plan.
- All access to and from the site for this phase will be via the A49 in Newton. All traffic would therefore have to pass through Newton High Street, Lane Head or Winwick. The planning application specifies that a new link road from the site is a pre-requisite of Phase 2.

The Council engaged consultants last year to look at possible routes for a link road. Analysis of the data in their report predicts an increase in traffic for Newton High Street of 62.5% over 2015 for phase one of the development, and an 80% increase for all three phases.

92,900 m² of warehouse space is similar in scale to the combined size of the Asda, Brakes Brothers and Hermes warehouses at the Omega development (M62 near the Burtonwood services).

The application is purely for Storage and Distribution Warehouses (Use class B8) and associated offices (Use class B1a). Of note this use excludes manufacturing (B2). The lack of provision for B2 would therefore appear to rule out the proposal for a Spanish Rail Manufacturer establishing itself at the site as reported by local press last year.

Potential Traffic Impact

Local roads are expected to absorb all the site goods and commuting traffic in addition to the existing traffic congestion we endure today. Substantial local impacts from the huge new Warehousing developments at Haydock are also anticipated.

Previous plans for Parkside were for a Strategic Rail Freight Terminal accessed by a dedicated motorway junction (only for the site) keeping the site goods traffic away from local roads. The project was to be funded entirely by private sector investment.

The new planning application does not include a proposal for a Rail Freight Terminal, which was the original reason given to justify release of Green Belt.

By the nature of the industry much is likely to run at night and operate 365 days a year, 24 hours a day. Residents in the town have been complaining of HGVs running through the night on local roads

Danger to Local Health and Well Being

Newton High Street and Southworth road are Air Quality Management Areas (AQMA) managed under the 1995 environment act by St Helens Council. This means that the Council have made a commitment to improve air quality in these areas as they have previously exceeded or are close to National and European air quality limits.

Traffic air pollution is a proven killer and is linked with heart disease, cancer, dementia and a host of respiratory illness. The government is taking this very seriously as we are sure you have read and seen on the national news.

Local people expect this threat to life to be taken seriously by our local council. Let us remind them it is also tasked by further legislation under the health and social care act 2012 which transferred responsibility for health and wellbeing from the NHS to local authorities.

It's not just only about traffic pollution and congestion. It's about living in a pleasant area finding places to walk and relax and get fresh air, an essential right to a healthy lifestyle.

Employment

Logistics businesses are continually re-locating to increasingly state of the art warehouses with robotised cranes, then forklifts and now even the picking itself. This trend is perfectly illustrated at Omega where ASDA relocated from Wigan, Brakes Bros relocated from Preston Brook, Hermes relocated from Warrington and Travis Perkins relocated from Appleton. If Parkside were to follow this trend we could end up with very few if any NEW jobs being created whilst having all the undesirable side effects of increased traffic and pollution.

Who is Funding This Development?

When Parkside Regeneration LLP was formed, the initial capital introduced was £7.5 million of which St Helens Council's contribution was £6 million. Apparently, the Council decided they did not need to produce a Business Case at the time, quite extraordinary given the amount of public funds involved. Now we discover the Council plan to set aside another £8 million of public money as contribution for the Parkside Link road.

Parkside Action Group (PAG) was formed in 2006 by local people to prevent *inappropriate* development bringing devastating impacts for the quality of life, health and environment of Newton-le-Willows and the surrounding towns.

The public reaction and objection have always been about the scale and the nature of the development and recognise that there would be less local opposition to a sensitive development limited to the footprint of the old colliery.

This newsletter is about Parkside, but it is worth noting that two large Warehouse sites are also planned for nearby Haydock by junction 23 surrounding Haydock Park Racecourse and for areas of land off the A580. The new planning proposal specifically excludes the impacts of these developments in the traffic assessment included with the application.

The council appear to be offering up the Green Belt for warehousing developers in Newton-le-Willows and Haydock at any price or any cost to the local area.

NOW THE IMPORTANT PART- The Council's closing date for comments is 8th March 2018. We urge you to send in your own objection using your own words as soon as possible. (Note the Council will accept comments after this date up to the point of determination of the application).

There are three ways you can object:

1. **Email your objection to Alan Kilroe** alankilroe@sthelens.gov.uk
Stating that you are registering your objection to planning reference **P/2018/0048/OUP**
2. **Write to Alan Kilroe, Team Leader (East Area), Development Control, St Helens Council, Victoria Square, St Helens, WA10 1HP**
Stating that you are registering your objection to planning reference **P/2018/0048/OUP**
3. **On the Planning Portal as follows:**

Go to the St Helens Planning website using this link: <http://publicaccess.sthelens.gov.uk/online-applications/>
Use the 'Simple' tab and search for **P/2018/0048/OUP**. Go to the 'Comments' tab and then click on 'Make a Comment'. At this point it will ask you to logon and make a comment, so if you have not registered previously then you will have to register first using the 'Register here' (It sounds a little onerous but in practice it only takes a couple of minutes). You can now enter your objection in the form of comments.

If you can contribute to our effort in any way, then please email us at: help@parksideactiongroup.org.uk
Latest news and information can be found at: www.parksideactiongroup.org.uk