**CROFT PARISH COUNCIL **

**Planning Application 2019/35726**

Croft Parish Council have considered the application for a new service station at J11 of the M62 (on land next to the old Risley Land Fill Site) and has submitted an objection to it on the grounds listed below.

The application can be viewed in full at [http://planning.warrington.gov.uk/swiftlg/apas/run/wphappcriteria.display?](http://planning.warrington.gov.uk/swiftlg/apas/run/wphappcriteria.display)

Reference **2019/35726**

This overview of the Parish Councils objection is being shared to act as a guide for anyone who wishes to object to the application. The points listed can be adapted and amended in line with personal views. It would be preferable for users to, rather than copy and paste the points listed below, use them as a starting point for their own thoughts on the impact of this proposal on Croft Village.

The deadline for submission of comments is 11th October 2019. Please submit your comments to devcontrol@warrington.gov.uk using the reference **2019/35726: New MSA Jn11 M62**

1. **Green Belt.**
**A.** The applicant recognises that the proposed development is within the green belt and the applicant further notes
“In planning policy terms, the proposed development would constitute inappropriate development and therefore very special circumstances will need to be demonstrated. Previous appeal decisions have established that the safety need for a MSA (Motorway Service Area) and lack of alternative sites outside the Green Belt can constitute very special circumstances.”

The journeys listed by the applicant between various points do not constitute “a very special circumstance” because:-
The route between Charnock Richard and Hattersley Roundabout could be better served by using the M61. Use could then be made of the Rivington Services.
The Switch Island to Hattersley Roundabout journey can use the route M57, M6 and M56 and make use of Burtonwood Service area and / or Lymm Truckstop.
The route for traffic travelling from Charnock Richard to Birch Services would be along the M60, having the Rivington Services available.
Switch Island to Birch Services would use the M57, M62 and M60. On that route Burtonwood Services would be available.
On the routes suggested by the applicant, alternative motorways (which seem anyway to be more logical than the routes offered by the applicant) have service area facilities.

**B.** A feature of the Green Belt is to have clearly defined boundaries. At this location the M62 provides that clear boundary line. The proposal, apart from being an unwanted incursion, would blur the Green Belt’s boundary.

**C.** The need to protect the Green Belt exceeds the need for a service area at the location proposed, especially in view of there being an unused motorway service area nearby on the M6.
 On both the north and south bound M6 carriageways an area with slip roads to and from the motorway, and perimeter road is already laid out. It is located at Dean Wood, which is south of where the M6 crosses the A580, East Lancashire Road.
Using that purpose-built site would seem to be a sensible alternative and would be in line with the preference of the Highways Agency to keep service areas accessible only from the Motorway Network.
2. **Protecting the environment.**
The proposed development is located on peat soils which form part of the extended Risley- Pestfurlong, Astley and Chat Mosses. They provide a significant carbon reservoir to protect against climate change. If development takes place it could lead to the destruction or oxidation of peat putting many more tonnes of carbon dioxide into the atmosphere in conflict with national and international climate change prevention policies.
3. **Air Quality.**The proposed site is located on a part of the motorway with a designated Air Quality Management Zone for Warrington Borough Council.
The increased traffic flows and acceleration and deceleration of traffic at the development would inevitably lead to a further deterioration in air quality, contrary to Warrington Borough Council policies.
4. **Demand.**
The Burtonwood Services are within close proximity (6.2miles) of the proposed site. Its westbound facilities closed permanently due to lack of demand.
With only a minor detour from the M6 (3.8miles) travellers could access that site.

There are hotel facilities at Junction 21 and 23 on the M6 and at Junction 8 on the M62.
there are fuelling services at the M6’s Junction 23 and at M62’s Junction 8. There are many off-motorway fuelling points available too.
5. **Department for Transport Guidance.
A.** Circular 02/2013 at B13 and B14 shows that the Department for Transport has a clear preference for on-line (between junction) service areas (such as would be available at 1C above).
Those services areas are considered to be more accessible to road users and therefore more likely to encourage them to take a break. The Circular also notes that they also
“avoid the creation of any increase in traffic demand at existing junctions.”

**B.** There is a possibility that a new Motorway Service Area at this location could become a destination in its own right. That is to say, it could attract visitors not using the motorway.
Circular 02/2013 says at B11
“In circumstances where there is potential for these to become destinations in their own right, the Highways Agency will only support proposals for or within service areas and other roadside facilities if it can be shown that there would be no overall increase in trip mileage, and always provided that there would be no significantly adverse impact on the safety and operation of the strategic road network.”
To address that issue, the applicant states
 “MSAs are not destinations in their own right; they are there to meet the needs of users of the Motorway Network. Primary signage will therefore be from the Motorway Network.”

The laudable and welcome intention to enhance the area with tree planting, support for the public rights of way and public art enhancements could make the service area a destination in its own right.