

Places for Everyone Representation 2021

Family Name	Williams
Given Name	Mrs A
Person ID	1286458
Title	Stakeholder Submission
Agent Company / Organisation	County Planning
Type	Web
Include files	PFE1286458_SitePlan_SymmetryPark.pdf PFE1286458_Agreement_Redacted.pdf PFE1286458_SitePlan_M6.pdf PFE1286458_Rep_CountyPlanning_Redacted.pdf
Family Name	Williams
Given Name	Mrs A
Person ID	1286458
Title	JPA 34 M6 Junction 25
Agent Company / Organisation	County Planning
Type	Web
Include files	PFE1286458_Rep_CountyPlanning_Redacted.pdf PFE1286458_SitePlan_M6.pdf PFE1286458_Agreement_Redacted.pdf PFE1286458_SitePlan_SymmetryPark.pdf
Soundness - Positively prepared?	Sound
Soundness - Justified?	Sound
Soundness - Consistent with national policy?	Sound
Soundness - Effective?	Unsound
Compliance - Legally compliant?	Yes
Compliance - In accordance with the Duty to Cooperate?	Yes
Redacted reasons - Please give us details of why you consider the consultation point not to be legally compliant, is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.	<p>Criterion 2 of the draft plan requires that the allocation "Deliver around 140,000 sqm of high quality B2 and B8 employment floorspace". It is noted that approval ref. A/1885947/MAJ/ES provides for 133,966sq.m of floor area; which equates to 95.6% of the stated policy requirement.</p> <p>Previous representations have illustrated that our client's land is capable of providing circa 20,000 sq.m GIA of industrial floor space within "B" class Use Classes. Additionally, our client's site, whilst unable able to accommodate huge logistics warehouses in the same way as the Tritax Symmetry site, the land could nevertheless accommodate a wide range of appropriate supporting developments including a drive through (350-400sq.m); a Petrol Filling Station (circa 400sq.m) and a 1,500sq.m retail trade warehouse (sui generis use class) and/or even a gym and fitness club.</p> <p>These kinds of supporting and associated developments are still employment generating uses and will provide the estimated 1,750 full time equivalent (FTE) employees who will work within the industrial estate with facilities and</p>

amenities within ready walking distance. Such development would additionally provide residents and other businesses with convenient locations to obtain goods and services in a manner that is entirely complimentary to the Tritax Symmetry site.

Noting that the two holdings combined will satisfy the requirement for 140,000 sqm of B Class employment uses, we would ask that criterion 2 is updated for the sake of clarity and avoidance of doubt that other supporting/complimentary developments are acceptable under the allocation. The proposed variation of the criterion 2 of the policy wording is as follows:

Amendments to Criterion 7

Criterion 7 requires that the allocation must "Provide an internal road connection with Wheatlea Industrial Estate." In previous representations we have given support to Wigan Council's ambition that delivery of the allocation should take a holistic and master planned approach. Part of the benefit would be a through route that would allow south bound motorway traffic to enter and leave whilst avoiding the A49/Worthington Way/Fulbeck Avenue signal-controlled crossroads.

We continue to support this broader objective, however, the evidence submitted by Tritax-Symmetry combined with our own submissions confirms that once a connection to the remainder of the Allocation is achieved, an onward internal road link to the existing Wheatlea Industrial estate is neither critical nor essential - it is merely desirable. Indeed, I note that Mr Kenny Strode's Proof of evidence submitted to the Secretary of State on behalf of the Council as Local Highways Authority is absent in the mention of this requirement at all. The Secretary of State has already approved the by Tritax-Symmetry development without incorporating this feature and we have provided a Highways access diagram (see Appendix B, drawing ref. SCP/190023/SK001) which shows that our client's land can be adequately accessed from a left-in/left-out priority junction with the A49.

Additionally, it is noteworthy that approval ref. A/1885947/MAJ/ES is subject to a Section 106 Agreement (See Appendix C) that requires by Tritax-Symmetry to provide and offer up a stub road through the first phase of the development to the boundary of our client's land. This will provide continuous access from the A49 Roundabout at the M6 feeder, through to our client's land which achieves continuous through access to the whole allocation. The Section 106 Agreement demands that the stub road is made available and remains accessible by all traffic, at all times without impediment. This in turn allows two-way entrance to/from the A49 Roundabout together with the additional option to travel through the combined sites and exit northbound onto the A49.

Going forward, our client is willing to collaborate with Tritax-Symmetry (and potentially other 3rd party landowners) on a quid-pro-quo basis to provide continuous access throughout the various industrial estates, but it is not necessary or reasonable to make Allocation 34 deliverable.

As such and noting the above, we submit that criterion 7 should be deleted from the policy, or at the very least rephrased so as to make it clear that the onward link road is desirable rather than a strict mandatory requirement.

Redacted modification - Please set out the modification(s) you consider necessary to make this section of the plan legally compliant and sound, in respect of any legal compliance or soundness matters

Proposed replacement wording for Criterion 2
 Current wording
 Deliver around 140,000 sqm of high quality B2 and B8 employment floorspace;
 Proposed Wording
 Deliver around 140,000 sqm of high quality B2 and B8 employment floorspace, together with complimentary employment generating developments within the Sui Generis use classes and/or Class E(c)iii; and/or

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you have identified above.

Class E(d) and/or Class E(g) inclusive (for example but not limited to, plant hire depots; bus/coach depots; petrol filling stations; trade-retail warehouses; and gym / fitness centres).

The proposed re-wording of criterion 7 is as follows:

Current wording

Provide an internal road connection with Wheatlea Industrial Estate.

Proposed Wording

Where possible, provide an internal road connection with Wheatlea Industrial Estate.