30 October 2018

Development Management Committee

Wednesday, 7 November 2018, 6.30pm

Venue – Council Chamber, Town Hall, Sankey Street, Warrington, WA1 1UH

Agenda prepared by Julie Pickles, Democratic and Member Services Officer – Telephone: (01925) 443212 E-mail: jpickles@warrington.gov.uk

A G E N D A

Part 1

Items during the consideration of which the meeting is expected to be open to members of the public (including the press) subject to any statutory right of exclusion.

Item

1. Apologies for Absence

To record any apologies received.

2. Code of Conduct - Declarations of Interest
   Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012

Members are reminded of their responsibility to declare any disclosable pecuniary or non-pecuniary interest which they have in any item of business on the agenda no later than when the item is reached.
3. **Minutes**

To confirm the minutes of the meeting held on 10 October 2018 as a correct record.

4. **Planning Applications (Main Plans List)**

Attached as a separate document


**Part 2**

Items of a “confidential or other special nature” during which it is likely that the meeting will not be open to the public and press as there would be a disclosure of exempt information as defined in Section 100I of the Local Government Act 1972.

**NIL**
DEVELOPMENT MANAGEMENT COMMITTEE

10 October 2018

Present: Councillor T McCarthy (Chairman)
Councillors J Grime (Deputy), B Barr, G Friend, L Morgan,
R Purnell, P Walker, D Keane, B Maher, J Flaherty, J Wheeler and T
Jennings (Substituted for S Wright)

DM64 Apologies for Absence

Apologies for absence had been received S Wright.

DM65 Code of Conduct – Declarations of Interest

<table>
<thead>
<tr>
<th>Councillor</th>
<th>Minute</th>
<th>Reason</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>J Wheeler</td>
<td>DM68</td>
<td>Was a Ward Member and also Member of the local Parish Council who had objected to the application</td>
<td>No involvement with the application, remained in the room and took part in the meeting</td>
</tr>
<tr>
<td>J Wheeler</td>
<td>DM70</td>
<td>Was a Ward Member</td>
<td>No involvement with the application, remained in the room and took part in the meeting</td>
</tr>
<tr>
<td>J Wheeler</td>
<td>DM72</td>
<td>Requested that the application be consider by committee</td>
<td>Stood down from the committee and spoke against the officer recommendation</td>
</tr>
<tr>
<td>P Walker</td>
<td>DM68</td>
<td>Was a Member of the local Parish Council who had objected to the applications</td>
<td>No involvement with the application, remained in the room and took part in the meeting</td>
</tr>
<tr>
<td>R Purnell</td>
<td>DM69</td>
<td>Ward Councillor for the area</td>
<td>No involvement with the application, remained in the room and took part</td>
</tr>
<tr>
<td>Name</td>
<td>DM</td>
<td>Role</td>
<td>Statement</td>
</tr>
<tr>
<td>---------------</td>
<td>-----</td>
<td>-------------------------------------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>G Friend</td>
<td>DM69</td>
<td>Ward Councillor for the area</td>
<td>No involvement with the application, remained in the room and took part in the meeting</td>
</tr>
</tbody>
</table>

**DM66 Minutes**

Resolved,

That the minutes of the meeting held on 12 September 2018 were agreed as a correct record and signed by the Chairman subject to the amendments listed below.

<table>
<thead>
<tr>
<th>Name</th>
<th>DM</th>
<th>Role</th>
<th>Statement</th>
</tr>
</thead>
<tbody>
<tr>
<td>R Purnell</td>
<td>DM60</td>
<td>Member of Winwick Parish Council who had objected to the application</td>
<td>No involvement with the application, remained in the room and took part in the meeting.</td>
</tr>
<tr>
<td>G Friend</td>
<td>DM60</td>
<td>Member of Winwick Parish Council who had objected to the application</td>
<td>No involvement with the application, remained in the room and took part in the meeting.</td>
</tr>
<tr>
<td>R Purnell</td>
<td>DM58</td>
<td>Ward Member for area</td>
<td>No involvement with the application, remained in the room and took part in the meeting.</td>
</tr>
<tr>
<td>G Friend</td>
<td>DM58</td>
<td>Ward Member for area</td>
<td>Had spoken to applicant in relation to planning procedure, No involvement with the application, remained in the room and took part in the meeting.</td>
</tr>
</tbody>
</table>

**DM67 Planning Applications**
Resolved,

That Pursuant to the Town and Country Planning Act 1990 (As Amended) the applications for permission to develop land be considered and dealt with in the manner agreed.

DM68 2018/33172 – Stockton Heath Lawn Tennis Club, Delphfields Road, Appleton, Warrington, WA4 5BY - Proposed installation of floodlighting to five existing tennis courts, replacement of two shale courts with an astro turf surface and renewal of perimeter fencing to tennis courts with an increase in height on Delphfields Road frontage

The Executive Director of Economic Regeneration, Growth and Environment submitted the above application with a recommendation for approval subject to conditions.

A site visit took place on 4 October 2018.

Members noted the content of the update report.

Representations were heard in support of and against the application.

Resolved,

That application 2018/33172 be refused on the grounds of impact to residential amenity due to lighting and noise from intensity of use.

DM69 2018/33213 – Land to the rear of, 66, Cinnamon Lane, Poulton-with-Fearnhead, Warrington, WA2 0AP - Proposed dwelling to rear of 66 Cinnamon Lane in the form of a dormer bungalow with detached garage and associated access and garden areas

The Executive Director of Economic Regeneration, Growth and Environment submitted the above application with a recommendation for approval subject to conditions.

A site visit took place on 4 October 2018.

Members noted the content of the update report.

Representations were heard in support of and against the application.

Resolved,

That application 2018/33213 be approved with conditions as per the officer recommendation.
DM70 2018/33249 – Broomfields Leisure Centre, Broomfields Road, Appleton, Warrington, WA4 3AE - Proposed Artificial Grass Pitch (AGP) refurbishment and extension including replacement floodlighting, fencing and entrance gates

The Executive Director of Economic Regeneration, Growth and Environment submitted the above application with a recommendation for approval subject to conditions.

Resolved,

That application 2018/33249 be approved with conditions as per the officer recommendation.

DM71 2018/33281 – Land At Kelvin Street, Birchwood Park, Warrington - Proposed widening of existing road

The Executive Director of Economic Regeneration, Growth and Environment submitted the above application with a recommendation for approval subject to conditions.

Resolved,

That application 2018/33281 be approved with conditions as per the officer recommendation.

DM72 2018/33306 – 108, Old Chester Road, Walton, Warrington, WA4 6TG - Householder - Proposed first floor bedroom extension to side elevation and single storey garden room to rear (Resubmission of 2018/32563)

The Executive Director of Economic Regeneration, Growth and Environment submitted the above application with a recommendation for refusal.

A site visit took place on 4 October 2018.

Representations were heard in support of the application and against the officer recommendation.

Resolved,

That application 2018/33306 be approved with conditions relating to time limit, plans and matching materials.

DM73 2018/33314 – Burtonwood Library, Chapel Lane, Burtonwood And Westbrook, Warrington, WA5 4PS - Proposed extension of existing car park, and resurfacing of the existing section to meet current design standards
Agenda Item 3

The Executive Director of Economic Regeneration, Growth and Environment submitted the above application with a recommendation for approval subject to conditions.

Resolved,

That application 2018/33314 be approved with conditions as per the officer recommendation.

DM74 2018/32672 – Pewterspear Green Road, Appleton, WA4 5FD, Reserved Matters (Major) – 180 dwellings and associated development; application for the approval of reserved matters pursuant to outline planning permission 2016/28807 (appearance, landscaping, layout and scale)

The Executive Director of Economic Regeneration, Growth and Environment submitted the above application with a recommendation for approval subject to conditions.

It was noted that the report had been issued later than the agenda, the timing of publication did not accord with national guidance in terms of issuing reports 5 full days prior to the meeting, however the guidance allowed for an agenda item to be considered outside this timescale if the item was considered urgent, subject to the agreement of the Committee Chair.

Both the Chairman and the Committee Members considered the reason for ‘urgency’, which was contained within the correspondence from Homes England, dated 5 October 2018. The correspondence stated that it was vital for the application to be determined imminently or it would have a devastating impact on the scheme in relation to funding, contractual implications, procurement and resulting economic harm.

The Chairman and Committee agreed that the application would be heard as a matter of urgency and determined for the reasons stated above.

It was reported that the application had been deferred from the last meeting of the Development Management Committee due to an amended section 106 agreement on the outline application not being signed.

Members noted the content of the update report.

Representations were heard in support of and against the application.

Resolved,

That application 2018/32672 be approved in accordance with the officer recommendation and information set out in the update report.
Agenda Item 3

Signed.................................

Dated...............................
## DEVELOPMENT MANAGEMENT COMMITTEE

**Wednesday 7th November 2018**

### Start

<table>
<thead>
<tr>
<th>Item</th>
<th>Page</th>
<th>App number</th>
<th>App Location/Description</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>4</td>
<td>2017/31757</td>
<td>Land North of Barley Castle Lane, Appleton Thorn</td>
<td>Approve subj S106</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Planning application (Major) - Demolition of all existing on-site buildings and structures and construction of a National Distribution Centre building (Use Class B8) with ancillary office accommodation (Class B1(a)), vehicle maintenance unit, vehicle washing area, internal roads, gatehouse, parking areas, perimeter fencing, waste management area, sustainable urban drainage system, landscaping, highways improvements and other associated works. (Environmental Impact Assessment application)</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>6</td>
<td>2018/32232</td>
<td>Land Adjacent To Mount Pleasant Farm, Glazebrook Lane, Rixton-With-Glazebrook, Warrington, WA3 5BN</td>
<td>Approve</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Planning - Proposed Stable Block (inclusive of Change of Use of the land where block is to be positioned to Equestrianism)</td>
<td></td>
</tr>
</tbody>
</table>
3  81  2018/32789  53, Denbury Avenue, Stockton Heath, Warrington, WA4 2BW
Full Planning - Proposed detached dwelling

4  101  2018/33212  Area of vacant land located adjacent to, Daten Avenue, Warrington, WA3 6YN
Reserved Matters (Major) - Proposed Reserved Matters approval is sought following Outline 2015/26044 for the development of five no. industrial units (Use Class B2/B8) with associated office space (expected to be occupied as ancillary accommodation but potentially occupied as Use Class B1a office as part of a mixed B1a/B2 and/or B8 development) and works on the application site with landscaping proposals

5  116  2018/33239  60, Star Lane, Lymm, Warrington, WA13 9LN
Full Planning (Major) - Proposed Demolition of existing dwelling and outbuildings/storage and erection of 17 dwellings with associated access road and parking

6  150  2018/33277  Hereford House, Porch House Farm, Runcorn Road, Walton, Warrington, WA4 6TW
Householder - Proposed single story extension to rear elevation.

7  160  2018/33284  30, Millbrook Close, Culcheth and Glazebury, Warrington, WA3 5LT
Householder - Proposed single storey rear extension (resubmission of 2018/32416)

8  174  2018/33288  Agricultural buildings adjacent to Barrow Farm, Kenyon Lane, Croft, Warrington
Full Planning - Proposed change of use from agricultural buildings to create two residential dwellings (including demolition of other buildings on site)

9  194  2018/33412  Dallam Community Primary School, Boulting Avenue, Bewsey And Whitecross, Warrington, WA5 0JG
Full Planning - Proposed pedestrian gate and barrier to the footpath.
<p>| | | | | |</p>
<table>
<thead>
<tr>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>203</td>
<td>2018/33569</td>
<td>63, Sunningdale Close, Burtonwood and Westbrook, Warrington, WA5 4NS</td>
<td>Approve</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Householder - Proposed single storey extension to rear of property</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>215</td>
<td>2018/33530</td>
<td>Temporary Market, Bank Street, Horrocks Lane, Warrington</td>
<td>Approve</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Planning - Proposed temporary refuse store</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>225</td>
<td>2018/33556</td>
<td>Victoria Park Community Hub, Victoria Park, Knutsford Road, Latchford, Warrington, WA4 1AB</td>
<td>Approve</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Planning - Proposed installation of foundations, ducts and support of steelwork for the fixing of a scoreboard</td>
<td></td>
</tr>
</tbody>
</table>
DEVELOPMENT CONTROL COMMITTEE DATE 07-Nov-2018

ITEM 1

<table>
<thead>
<tr>
<th>Application Number:</th>
<th>2017/31757</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location:</td>
<td>Land North of Barleycastle Lane, Appleton Thorn</td>
</tr>
<tr>
<td>Ward:</td>
<td>Grappenhall</td>
</tr>
<tr>
<td>Development</td>
<td>Full Planning application (Major) - Demolition of all existing on-site buildings and structures and construction of a National Distribution Centre building (Use Class B8) with ancillary office accommodation (Class B1(a)), vehicle maintenance unit, vehicle washing area, internal roads, gatehouse, parking areas, perimeter fencing, waste management area, sustainable urban drainage system, landscaping, highways improvements and other associated works. (Environmental Impact Assessment application)</td>
</tr>
<tr>
<td>Date Registered:</td>
<td>03-Jul-2018</td>
</tr>
<tr>
<td>Applicant:</td>
<td>Liberty Properties Developments Ltd &amp; Eddie Stobart</td>
</tr>
<tr>
<td>8/13/16 Week Expiry Date:</td>
<td>01-Oct-2018</td>
</tr>
</tbody>
</table>

Reason for Referral

The application proposal is for a major development; would be a Departure to the Development Plan; is supported by an Environmental Statement; and has received objections from more than 10 properties.

Human Rights

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:-

Article 8 - The right to respect for private and family life, home and correspondence.

Article 1 of Protocol 1 - The right of peaceful enjoyment of possessions and protection of property.
The Application Site
The site extends to approximately 15.7 hectares in size and is currently two undeveloped, arable fields divided by a low hedgerow running from north to south. The location is shown below:

The site falls within the Green Belt land (as defined by the Adopted Warrington Local Plan Core Strategy) between the Warrington urban area to the west and Lymm to the east. The application site lies within the Appleton Thorn Neighbourhood Plan Boundary.

Within the site the ground levels vary by approximately 7 metres with the highest point within the southern part of the site and at its lowest in the north eastern corner. The site is bounded to the north and west by Bradley Brook, which is bordered along its banks by various trees and scrubs. Beyond Bradley Brook is Appleton Thorn Trading Estate to the northwest, which accommodates a number of employment uses including offices and warehouses, and further agricultural land to the north east and east.

To the south, the site is bounded by hedgerows and trees along Barleycastle Lane and beyond this by agricultural land to the south east and Stretton Green Trading Estate to the south west. Stretton Green Trading Estate includes the existing Eddie Stobart headquarters facility, which is located on land off Langford Way and accessed off Barleycastle Lane.

It is noted that Appleton Thorn and Stretton Green Trading Estates are often
collectively referred to as Barleycastle Trading Estate.

There are a number of farmsteads in the immediate vicinity of the site off Barleycastle Lane. The closest is Booths Farm, which located immediately adjacent to the site’s south western boundary, and appears unoccupied and in a poor state of repair. In addition, Beehive Farm is located immediately to the west of the site and Barleycastle Farm is located a short distance beyond the eastern boundary.

Beehive Farmhouse (c.55m to the west), Booths Farm Farmhouse and the associated Booths Farm Shippon (30m to the south) are all Grade II listed buildings and these are the nearest heritage assets to the application site. Bradley Hall approximately 515m to the northeast is a Scheduled Ancient Monument. Beyond this the nearest residential properties are those within the village of Appleton Thorn, approximately 900m to the west of the site.

The site is classified at being at low risk of flooding (falling entirely within Flood Zone 1), it does not fall within an Air Quality Management Area and is not located within close proximity to any Local Wildlife Sites, Special Areas of Conservation or Sites of Special Scientific Interest.

Junction 20 of the M6 is approximately 1.3km to the east of the site and is accessible via Barleycastle Lane and the B5356 (Grappenhall Lane).

Proposal

The application, supported by an Environmental Statement, is for the erection of a large, warehouse style building with a gross internal floorspace of 56,197sqm, together with 1,858sqm of ancillary office space over two floors. The proposed building would sit centrally in the site.

Main building would measure approximately 335m by 167.5m by 18.5m high from finished floor level to parapet, but set approximately 4.5m below Barleycastle Lane. Additionally the proposals would include 2 cylindrical sprinkler tanks measuring 12m in diameter and 10m in height with an associated pump house measuring 8m by 6m by 4.5m in height.

The roof of the main building would include roof lights and approximately 4,650sqm of photovoltaic panels.

The application also includes a new gatehouse at the entrance to the HGV access (measuring 8m by 4.5m) with an associated barrier system and a maintenance building measuring 38.5m by 29.5m by 8.5m high (929sqm). The maintenance building would be capable of accommodating four HGVs at any one time.

In terms of servicing the proposals include:

On the proposed building would include a total of 79 Dock Levellers and 6 floor level access bays which would be positioned on the north and southern elevations.
On the southern part of the site, 36 no. trailer parking / operational bays are proposed, together with a waste management area.

Within the western part of the site, 106 no. tractor parking bays are proposed together with the Vehicle Washing Area and Vehicle Maintenance Unit.

The proposals also include several HGV waiting bays on the northern boundary of the site and whilst the proposed HGV route is a circular route around the building in a clockwise direction, there are a number of turning areas for HGVs.

Parking provision would be provided as follows:
- 465 no. cars (including 23 no. accessible spaces) with 23 no. parking bays would be allocated for electric car charging,
- 68 no. cycles and
- 28 no. motorcycles.
- 122 no. trailer parking bays.

The application is supported by an Environmental Statement. In accordance with the Council’s Scoping Opinion the following chapters form the Environmental Statement as part of the EIA are as follows:
Chapter 1 – Introduction to the Scheme
Chapter 2 – Approach to the EIA process
Chapter 3 – Site Description
Chapter 4 – Alternatives
Chapter 5 – The Proposed Development
Chapter 6 – Planning Policy Context
Chapter 7 - Landscape and Visual Assessment
Chapter 8 - Ecology and Nature Conservation;
Chapter 9 - Archaeology and Heritage;
Chapter 10 – Transport and Access;
Chapter 11 - Air Quality and Dust;
Chapter 12 - Noise and Vibration;
Chapter 13 – Socio-Economics;
Chapter 14 – Health;
Chapter 15 – Cumulative Effects
Chapter 16 – Summary of Mitigation and Residual Effects

A non-technical supporting statement has also been provided to assist the understanding of the proposals. The Environmental Statement also includes a Glossary of terms and an index of abbreviations used in the Environmental Statement.

When a significant adverse impact is identified as a result of the assessment process, then measures to avoid, reduce and, if possible, offset significant adverse environmental effects associated with the proposal are outlined within the assessment.

A number of technical notes have also been submitted to aid the discussion.
on s106 contributions in particular on how to deliver the highway infrastructure requirements and mitigation which the Environmental Statement and Transport Chapter identify as necessary to make the development acceptable.

The application itself is supported by the following additional documents which do not form part of the Environmental Statement:
- Planning Statement
- Design and Access Statement
- Arboricultural Impact Assessment
- Economic Impacts Report
- Flood Risk Assessment and Drainage Strategy
- Ground Investigation Report
- External Lighting Assessment
- Landscape Strategy and
- Utilities Statement

The National Planning Policy Framework was revised during the consideration of the application on 6 September 2018. As a result and following the receipt of consultation responses, the Environmental Statement has been updated in accordance with Regulation 25 of Environmental Impact Assessment Regulations. The updates centred on four key areas:
Chapter 7: Ecology and Nature Conservation;
Chapter 8: Landscape and Visual;
Chapter 9: Archaeology and Cultural Heritage; and
Chapter 10: Transport and Access.

Planning Policy Updates from the revised NPPF (published 24 July 2018) onto other areas of the Environmental Statement have also been updated.

The Applicant’s Very Special Circumstances submission

As Very Special Circumstances the applicant notes the extent of the company's impact and contribution to the Warrington economy is outlined as:

- Eddie Stobart is a significant outfit generating £570m of turnover each year from its Warrington headquarters facility.

- Eddie Stobart is a top performing business in the local economy. It is in the top 1% of all businesses in terms of both turnover size and growth.

- It is the largest logistics business in Warrington with a strong national brand and presence in this strategically important sector for the area.

- It is a key source of local jobs providing 650 local jobs in close proximity to Warrington’s most deprived areas.

- It offers a good mix of highly paid professional positions as well as entry
levels jobs that are accessible to Warrington’s most economically vulnerable.

- The company provides an average annual wage of c.£32,000 which is much higher than local and national averages.

- Workforce development and training is integral to the business model and it makes significant investment in upskilling the local labour force.

- Through multiplier effects, Eddie Stobart supports 950 jobs in the local economy.

In addition, the business supports other local businesses through spend in its supply chain. Eddie Stobart estimates that more than £2m of supply chain expenditure is spent in a diverse range of local businesses including professional firms, caterers, cleaners, and repairs/maintenance businesses.

The proposed development would create a number of entry level positions which, with the right level of training, are positions that would be accessible to the most economically disadvantaged residents of the Borough, including young people not in education, employment or training.

The application site is located within 7km of half of Warrington’s most deprived areas (less than half the distance the average worker travels to their workplace), and is within 10km of all the most deprived areas in Warrington.

Warrington has a rapidly aging population and the additional job opportunities created by the proposed development would help to retain and attract young people in the area, which is essential if the local economy is to continue to grow.

The construction phase of the proposed development would support a total of around 240 fulltime jobs (on-site and off-site), with completion targeted for early 2020. Further multiplier effects are also likely to arise during the construction process. For example, demand for accommodation could arise, while construction workers are also likely to place demands on existing food and drinks operators.

Eddie Stobart predicts that, on completion of the development, the National Distribution Centre could create around 480 new full time jobs. This would almost double the economic impact that the business currently generates within Warrington. There would also be potential for the proposed development to create additional employment opportunities in the future.

Regeneris Consulting (as part of their economic assessment) estimate within their report that, including the off-site employment that will be generated, the economic impact of the proposed development would be in the region of 730 new full time jobs and £25m of gross value added (of which £18m would be net additional).

The logistics sector is recognised as a key strength and driver of future growth
in the local economy, which is expected to be the subject of significant investment in the coming years. Initiatives such as the Atlantic Gateway, which is aiming to invest £14bn along the corridor between Greater Manchester and Merseyside, and the Cheshire and Warrington Local Enterprise Partnership’s Strategic Economic Plan, which identifies logistics and distribution as one of the key strengths of the sub-regional economy. The National Distribution Centre that is proposed will enhance the area’s reputation as a logistics hub, thus helping to unlock further investment in this area.

**Relevant Planning History**

The site has not been subject to previous applications. The application has been the subject of a scoping response in relation to the Environmental Impact Assessment Regulation and the applicant has engaged in pre-application consultation with the Local Planning Authority, Highways England and the Council’s Highways Authority to confirm the scope and detail of the supporting information.

**Planning Policies**

**National Planning Policy Framework (NPPF) July 2018**

The new Framework, published on 24 July 2018, includes the following paragraphs of importance to the consideration of the application:
- Paragraphs 8 and 11 – Sustainable Development
- Paragraphs 15-37 – Plan Making (including Neighbourhood Plans)
- Paragraphs 38-57 – Decision Taking
- Paragraphs 80-82 – Promoting a strong, competitive economy
- Paragraphs 91-92 – Promoting healthy and safe communities
- Paragraphs 102-111 – Promoting Sustainable Transport
- Paragraphs 117-123 – Making Effective Use of Land
- Paragraphs 124-132 – Achieving High Quality Design
- Paragraphs 133-147 – Protecting Green Belt Land
- Paragraphs 149-151 – Planning for Climate Change
- Paragraphs 163-165 – Planning and Flood Risk
- Paragraphs 170-173 – Valued Landscape
- Paragraphs 174-175 – Habitats and biodiversity
- Paragraphs 178-183 – Ground Conditions and Pollution
- Paragraphs 189-202 – Proposals affecting heritage assets

**Local Plan Core Strategy (LPCS)**

The main policy framework in the LPCS, is provided by:-
- CS1 – Delivering Sustainable Development
- CS2 – Quantity and Distribution of Development
- CS4 – Transport
- CS5 – Green Belt
- PV3 – Strengthening the Borough’s Workforce
- SN6 - Sustaining the Local Economy and Services
- QE1 – Decentralised Energy Networks and Low Carbon Development
QE3 – Green Infrastructure
QE4 – Flood Risk
QE5 – Biodiversity & Geodiversity
QE6 – Environment and Amenity Protection
QE7 – Ensuring a High Quality Place
QE8 – Historic Environment
MP1 – General Transport Principles
MP3 – Active Travel
MP4 – Public Transport
MP5 – Freight Transport
MP7 – Transport Assessments and Travel Plans
MP10 - Infrastructure
CC2 – Protecting the Countryside

Appleton Thorp Neighbourhood Plan (June 2017)
The application site lies within the boundaries of the Neighbourhood Plan. The key policies of the plan are:
Policy AT-D1 - Design of Development in Appleton Parish Thorn Ward
Policy AT-D2 - Protecting and enhancing local landscape character and views
Policy AT-D3 - Flood Risk, Water Management and surface water run-off
Policy AT-TH1 - Traffic Management and Transport Improvements
Policy AT-TH2 - Sustainable Transport measures
Policy AT-E1 - New local employment opportunities.

Supplementary Planning Documents
- Design and Construction
- Environmental Protection
- Standards for Parking in New Development
- Planning Obligations

Draft Local Plan – Preferred Option Consultation (July 2017)
The application site lies within the proposed Garden Suburb allocation and the employment provision within this proposed allocation. The strategic delivery of employment and housing are key aspects for the delivery of housing and economic needs in the Borough and is supported by a substantive evidence base. It is noted that the document was the subject of significant objection. The Preferred Option for Growth will be developed into the Draft Local Plan for final consultation and examination through 2019 which will also have regard the revisions to the National Planning Policy Framework. The aims and objectives of the issues raised by the preferred option should be noted but the document itself should be given limited weight due to its stage of preparation.

Neighbourhood Planning Act
Confirms the status and legal framework of Neighbourhood Plans and the role of adopted plans as part of the Development Plan.
Environmental Impact Assessment Regulations

The Environmental Impact Assessment Regulations set out the parameters, procedures and Regulatory detail associated with the screening, scoping and preparation of an Environmental Statement and consideration of significant environmental impacts of development. For industrial estate development the threshold to consider under Schedule 2 developments is 0.5 hectares (Criteria 10(a)).

Town and Country Planning (Listed Buildings and Conservation Areas) Act

Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that in exercising an Authority's planning function special attention shall be paid to the desirability of preserving or enhancing the character or appearance of heritage assets.

The Community Infrastructure Levy Regulations 2010 (CIL) (as amended)

The Regulations set out the process and procedure relating to infrastructure requirements. Regulation 122 states that it must relate in scale and kind to the development. Regulation 123 precludes repeat requests for funding of the same items (pooling). The Community Infrastructure Levy (CIL) places the Government’s policy tests on the use of planning obligations into law. It is unlawful for a planning obligation to be a reason for granting planning permission when determining a planning application for a development, or part of a development, that is capable of being charged CIL, whether or not there is a local CIL in operation, if the obligation does not meet all of the following tests:

1. necessary to make the development acceptable in planning terms;
2. directly related to the development; and
3. fairly and reasonably related in scale and kind to the development.

Equalities Act 2010

Under section 149 of the Equality Act 2010, a public authority must in exercising its functions, have due regard to the interests and needs of those sharing the protected characteristics under the Act, such as age, gender, disability and race.

Consultation Responses

Highways England – No objection subject to a condition securing the work to Junction 20 of the M6 as set out in the further Technical information

WBC Highways – No objection in principle, subject to conditions, s278 Agreements and s106 contributions to transport infrastructure.

Summary

- Mitigation to the M6 J20 / A50 has been satisfactorily identified;
- J20 highway works are agreed subject to refinement through a s278 Agreement and shall be provided by the applicant prior to operations commencing on site;
• A deliverable highway mitigation scheme has been identified for the A50 roundabout and likely costs agreed. The costs are to be met by the applicant through the s106 Agreement;
• Barleycastle Lane highway works are agreed subject to refinement through a s278 Agreement and shall be provided by the applicant prior to operations commencing on site;
• A section of cycle/footway along Barleycastle Lane could not be secured due to third party land ownership. A s106 contribution has however been agreed to complement the Barleycastle Lane cycle/pedestrian infrastructure and enhance the linkage in due course;
• Funding levels for public transport provision have been agreed and will be secured via s106 Agreement.
• Details of Travel Plan to be finessed, with particular reference to shift patterns and bus provision which can be dealt with through condition.

**WBC Environmental Protection** – No objection subject to conditions

**WBC Flood Risk** – The Asset & Flood Risk Team have considered the above application and assessed the Flood Risk Assessment (FRA) and have no objection in principle to the proposed new distribution centre as long as they adhere to the recommendations made in the FRA.

**WBC Public Health** – No objection subject to conditions

**WBC Social Regeneration** – Recommend a condition for local employment is included.

**WBC Lighting** – No objection - The lighting shown for the building and parking areas meet with current standards and we have no issues. There is however a link footpath with zebra crossing on Barleycastle Lane shown on drawing 162002759-SR-E-00900 P02. With this, the increase in traffic movement and location of the site entrance, a traffic safety audit may be required and lighting design for the section of road.

**Greater Manchester Ecology Unit (GMEU)** – The site is generally of low ecological value, with the exception of the boundary features including hedgerows, trees and the brook. These features are generally being retained, enhanced or mitigated for within the proposal. There are also two ponds on site of low ecological value which will be lost to the proposal and again compensation is being proposed for these. Overall therefore the mitigation/compensation measure outlined in the Environmental Statement and addendums will need to be implemented in full. We would therefore advise that conditions be attached to any permission if granted which include a minor amendment to the landscaping to the proposed ponds to design these for wildlife. The schedules will therefore need to be amended slightly. The species within the grassland wildflower mixes will need to be agreed but this could be through conditions.

**Cheshire Archaeology Planning Advisory Service (APAS)** – No objection subject to a condition.
Police Crime Reduction - Although low crime levels recently this area has been targeted historically and is potentially vulnerable being close to major arterial routes. Secure paladin fencing is proposed, although height not confirmed. 2.4m would be recommended. Good to see that access controlled from car park to main site. CCTV would also be recommended to cover the car park. It is not clear whether cycle storage can be seen from main reception, having it visible increases natural surveillance and reduces opportunity for criminal activity. The Design and Access Statement refers to the orientation of the building, layout and access glazing having been designed to improve surveillance and reduce crime / fear of crime. I support this statement. The site appears to have a good level of lighting planned, including illuminated footpaths.

United Utilities – No objection subject to conditions.

Environment Agency – No objection in principle to the proposed development however, we recommend that a planning condition is included in any approval to ensure that the site landscape is managed in a manner that protects and enhances the ecological value of the site and by extension Bradley Brook.

Natural England - No comments to make on this application

Public Participation Responses

Ward Councillors –
Councillor Sharon Harris – registered objections on four grounds

1. Traffic issues – the proposal will generate a constant and significant impact in the area with large HGV diesel emissions, increased smells, increased litter and increased noise levels. Any road widening would need to go the full length of Stretton road to the turning into the Trading estate.

There will be significant impact on the Stretton Road/Barleycastle Lane junction.

The capacity of J20 on the M6 is already extremely busy and there is bound to be a significant impact on this junction.

2. Impact on Listed Buildings - There are four listed buildings in the area: Booths Farmhouse, the Shippon at Booths Farm, Barleycastle Farmhouse at Booths Farm and Beehive Farm which is a Grade 2 listed building dating back to the 17th century.

3. The area has been designated as Green Belt under the Local Plan. The National Planning Policy Framework (July 2018) states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The current Local Plan does not release Green Belt land and to release any Green Belt land before the next stage of the LDP would be premature and wholly inappropriate.
The applicant has not provided enough mitigation to show that the very special circumstances justify the potential harm to the Green Belt - it is inappropriate. Other considerations do not outweigh the potential harm to the Green Belt and the application should be refused.

4. There have been no pre-application planning discussions with Appleton Parish Council, Grappenhall Ward Councillors and the Appleton Thorn Residents Group and this shows a clear lack of concern for the community in which it plans to base its operations.

Councillor Judith Wheeler – Objects
- Beehive Farm is a Grade 2 listed building dating back to the 17th century. No mitigation measures for its owners have been proposed in this application and their quality of life will be seriously compromised by this development.
- traffic generation, vehicular access and highway safety
- noise and disturbance resulting from the increased 24 hour operation of the application smells and fumes from the amount of HGV traffic
- impact on Beehive Farm which is built without foundations and no damp course structural work on Barleycastle Lane will affect its foundations.
- There are also issues with the turning a few yards after the entrance to Beehive Farm.
- There is no indication of how Barleycastle Lane will cope with the increase in the volume of traffic.
- Some road widening is proposed but to make Barleycastle Lane safe, there needs to be road widening along the full length from the Stretton Road turning to the Trading Estate.
- There will be significant impact on the Stretton Road/Barleycastle Lane junction
- The proposed increase in traffic will have a significant impact on vehicles turning right off Stretton Road (B5356).
- The area has been farmed and inhabited for centuries. Cannonballs (possibly Civil War) have been found at Beehive Farm)
- There needs to be a full ecological survey.
- Impact on Green Belt
- To consider any release of the Green Belt before the next stage of the LDP is premature and should be delayed.
- The current Local Plan does not indicate any release of the Green Belt and this should be adhered to.
- The National Planning Policy Framework (July 2018) states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- Stobart’s very special circumstance is ‘economic’. There will be no direct contribution to the local economy,
- There has been no pre-application planning discussions with Appleton Parish Council, Grappenhall Ward Councillors and the Appleton Thorn Residents Group.

This application should be refused on the grounds of:
- Severe impact on the residents of Beehive Farm with no mitigation
measures suggested
- No special circumstances for inappropriate development in the Green Belt.
- Premature release of Green Belt land
- No consultation with Parish and Ward Councillors or Appleton Thorn residents.
- Insufficient evidence of the impact of the increased traffic movements on Barleycastle Lane, Grappenhall Lane and J20 of the M6 and how Barleycastle Lane will cope.

Councillor Gerry Palmer – Object
- Timing prior to the consideration of the Local Plan is undemocratic
- The site itself is green belt which is still of value in many ways. This green belt land can obviously never be go back to agriculture once it has been used for this purpose.
- The type of jobs created will not be high value, they will be low tech warehouse jobs, most probably zero hours contracts. I cannot see that there is enough of a compelling argument for jobs that green belt must be used.
- The motorway junctions and local roads in the vicinity are inadequate for the 24-hour high volume of traffic planned for this site. Even if the road is widened, local drivers and cyclists will have to share this road with HGV traffic.
- The benefits never seem to trickle down into the community. All we get is the congestion, the litter, the pollution, the noise and the loss of our precious green space.

Appleton Thorn Parish Council (s) – Object:
Greenbelt - Any proposal for any planning application on this land would be unacceptable. The land is greenbelt and therefore should be protected from any development of any kind. There are no ‘exceptional circumstances’. Whilst the Parish Council understands the need for this business to grow, other suitable brownfield sites must be used.

Highways Network - The Highways network in the immediate surrounding area is insufficient to meet the needs and the additional traffic of the proposed development. The Parish Council understands that roads near the development may be improved with Section 106 funds however the surrounding roads and motorway network all are currently at capacity. All the surrounding roads would require upgrading and an additional motorway junction for the M6 would be essential.

Litter - The litter from the current Appleton Thorn Trading estate is appalling. The litter extends well away from this site going down Grappenhall Lane. Due the speed of the road litter picking can only be undertaken with road closures which is at a considerable cost. The current litter issue will only increase if further developments are made to this trading estate. Section 106 funds must be granted to take action on this matter. Matrix signage must be installed should planning consent be granted and the developers of the site must also be requested to either make a yearly contribution towards the collection of litter on the trading estate and proposed new development or be made responsible for cleaning any litter on a regular basis as a planning condition.
Grappenhall and Thelwell Parish Council
Refer to the objections raised as part of the joint response to Warrington South Parishes.

Warrington South Parishes
The Parishes have appointed Groves Planning Consultant to comment on their behalf to the application. The objection concludes with the following points:
- The application should be rejected on the grounds of prematurity because of the extent to which would prejudice consideration of issues which should be considered through the plan making process.
- The development is not considered to be sustainable. It perpetuates dependence of road transport and because of its location there is no opportunity to consider the transfer of goods to alternative and more sustainable modes. Similarly, it is apparent from data relating to the applicants existing operation, that the majority of staff live some distance from the site, making use of transport other than the private car the most likely means of accessing the site.
- The application site is within the Green Belt and no very special circumstances have been demonstrated to outweigh the presumption against inappropriate development.
- There are concerns over the veracity of assertions that the development will bring such levels of economic benefit to the borough and its residents so as to justify harm to the level proposed.
- The impact of the development on the wider network and access to the M6 junction 20 is not adequately shown to be capable of accommodation. The Council’s initial ambitions to expand land available for employment in south Warrington are wholly dependent on additional infrastructure provision which is not provided through this development.
- The proposal appears to deal inappropriately and inadequately with drainage issues, particularly given the extensive excavation needed to accommodate the proposed development.
- The scale of the proposed building will adversely affect amenity and the setting of a listed building.

Neighbours and Local Residents
A total of 28 letters have been received from local residents and the Weaste Lane Residents Association. It is noted that some objectors have written more than once and some have responded to both the original consultation and the amended plan consultation. Objections raised by residents raise the following:

On Principle Matters/Green Belt
- It takes up a disproportionate amount of green space and Green Belt
- Use of economic reasons as ‘special circumstances’ could set an unwelcome precedent
- Development of this area is premature ahead of the new Draft Local Plan.
- There will be very limited valued economic benefit (jobs) locally as essentially it will be a logistics and distribution centre
- The proposed Stobart site plus any future developments if coupled with
WBCs Local Plan (PDO) of a Garden City and the joining up of Grappenhall, Appleton Thorn, Appleton, Pewterspear and Stretton villages, amounts to Urban Sprawl.
- WBC cannot proceed on this application whilst the Preferred Development Option is still in consultation, the whole of South Warrington’s future has not yet been decided or agreed.
- Should use Warrington Omega as an alternative, brownfield sites, regeneration of existing sites, underused land, surplus public sector land and if other authorities can help meet the development need.

Highways
- Doubts concerning infrastructure (roads) capability - roads around Barleycastle Estate are already under stress
- No evidence of a Highways Impact Assessment being completed. Local Highways infrastructure is already running at over capacity and at peak times the network becomes at ‘standstill’.
- The M6/56 Junction cannot handle more vehicular traffic without major reconstruction which has not been considered under these or recent PDO proposals.
- The promise of limited ‘106’ cash will not provide the revenue required for these improvements.
- With the motorway junctions at gridlock, vehicles will use the local roads and hope to escape to J10 & 11 M56 (through Stretton/Stockton Heath) and the M62 through Warrington. Will reduce the area to a car-park
- Access to Local Services would be in Stockton Heath and South Warrington currently operating at over capacity

Pollution
- Additional vehicular traffic increase general pollution to areas already running above EU and UK Limits, the slow-down/gridlock (engines running at standstill) and the further loss of Warrington’s ‘Green-lung’ will compound an already dangerous situation.
- Unacceptable noise and pollution with so many trucks visiting locally 24/7, every day will directly affect residents in Appleton Thorn.

Ecology
- There no ecological surveys included within the documentation.

Heritage and Archaeology
- Insufficient evidence has been submitted on archaeology of the area.

Other Matters
- The developer or WBC have conducted no pre-application planning discussions with Ward and Parish Councillors or local residents.

12 letters of support have been received from local residents including some Stobart employees welcoming the creation of jobs and the economic boost to the area and the benefits this would bring to the community.
Observations

The key issues for determination of the application are:

Principle matters:
- The Principle of the Development
- The Emerging Development Plan and Prematurity
- Impact on the purposes of the Green Belt
- Alternative Sites
- Infrastructure/ Highways/ Transport
- Air Quality
- Noise and impact on Living Conditions
- Ecology, Trees and Hedgerows
- Landscape and Visual Impact
- Heritage
- Loss of Best and Most Versatile Land
- Flooding and Drainage
- S106 contributions
- Very Special Circumstances
- The Planning Balance

The Principle of Development

All planning applications must be determined in accordance with the Development Plan unless material circumstances indicate otherwise. In this instance the application site is located within the boundary of the Appleton Thorn Neighbourhood Plan and therefore this document and the Warrington Core Strategy are the Development Plan. The NPPF is a material consideration.

The proposals are inappropriate development in the Green Belt and this needs careful consideration in light of national policy and associated caselaw.

The Local Plan Core Strategy Policy CS1 identifies that where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or Specific policies in that Framework indicate that development should be restricted.

Policy CS2 stipulates that the main focus for other business, general industrial and storage / distribution development (B1/B2/B8) will continue to be the existing employment areas of the town principally Birchwood Park, Gemini & Winwick Quay (within the wider A49 corridor), together with further sites at Woolston Grange and the strategic location of Omega and Lingley Mere.

It also highlights that Major Warehousing and Distribution developments will be located away from areas sensitive to heavy vehicle movements, with direct access to the Primary Road Network, and where possible with access to rail and/or the Ship Canal.
Appleton Thorn Neighbourhood Plan does not allocate sites for large scale employment development and in Policy AT-E1 notes that development will be permitted where the option for conversion has been considered and are of a scale appropriate to the area. The policy also guides that development should have a good connection to the highway network and are acceptable in terms of highway safety and parking provision.

The application site is located adjacent to and opposite the Barleycastle Trading Estate (where existing the Eddie Stobart HQ and Training Centre is located) and in an area where large industrial buildings are present, albeit the existing building is significantly larger than the building opposite. There are no buildings that would be capable of conversion that would meet the space requirements of the proposed building either in Appleton Thorn or in the Borough.

Regard to must also be had to the need to build a strong economy in the revised NPPF. Paragraph 82 states that decisions should recognise and address the specific locational requirements of different sectors. This includes for storage and distribution operations at a variety of scales and in suitably accessible locations. This could be interpreted as promoting distribution warehousing near motorway junctions to maximise their potential to utilise the strategic highway network but also to minimise the impact on local highway networks.

Therefore taking account of the above, and setting aside the Green Belt considerations, for the reasons outlined there is general policy support for the application both locally and nationally which is a material consideration.

The Emerging Development Plan and Prematurity

The comments and concerns of local residents and ward councillors in the context of objections to the Preferred Development Option and the release of Green Belt in advance of the consideration of the Local Plan Review have been given full and careful consideration.

As stated in the NPPF, planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Local planning authorities may give weight to relevant policies in emerging plans according to:

a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

c) the degree of consistency of the relevant policies in the emerging plan to
this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given.

As stated above the Council has commenced work on its preparation of its new Local Plan which resulted in a Preferred Development Option consultation in July 2017. This Preferred Option (accompanied by two rejected options) showed how the Council’s Housing and Employment Needs could be taken forward to 2037. All three options would require Green Belt release.

The Preferred Development Option requires further assessment in light of consultation responses received and the revised National Planning Policy Framework (July 2018) and updates to the Housing Delivery Test (September 2018), and assessing the strategic aims and objectives of the Borough and infrastructure needs. This submission will be consulted on in early 2019 and then would be examined to ensure that the plan and the strategy is sound with an aim to adopt the new Local Plan in 2020.

Therefore in this context the draft Preferred Option can only be considered to have limited weight but the need to meet strategic needs and that planned growth will need to review the Green Belt boundaries is a consideration.

However, as stated at Paragraph 49, in the context of the Framework – and in particular the presumption in favour of sustainable development – arguments that an application is premature are unlikely to justify a refusal of planning permission other than in the limited circumstances where both:

a) The development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging plan; and

b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.

Neither of these circumstances are met and the proposals would not undermine the plan-making process. The proposals would be an extension to the existing employment areas on Barleycastle Lane and would need to be considered in this context. The proposals, in the context of prematurity do not undermine the preparation of the Local Plan.

Paragraph 50 further advises that refusal of planning permission on grounds of prematurity will seldom be justified where a draft plan has yet to be submitted for examination.

Whilst the comments of the local residents and Parishes have been carefully considered, the proposals would not be considered premature in the context of the tests of the National Planning Policy Framework, the preparation of the new Local Plan or the plan making process.
Impact on the purposes of the Green Belt

The proposed development would cause harm to Green Belt by way of inappropriateness, a reduction in openness and by way of encroachment.

Substantial weight should be attached to harm from inappropriateness. Planning permission should not be granted unless such harm – and any other harm – is clearly outweighed by the potential benefits, including any very special circumstances, of the proposal.

In terms of the impact on the purposes of the Green Belt regard is had to the Council’s Green Belt Assessment as part of the Local Plan Review. The application site would relate well to preventing urban sprawl due to its relationship to neighbouring industrial premises and preventing further development. The application site would to a lesser extent perform well, as an agricultural field in terms of the purposes of the land as countryside. The application site would play a weak role in preventing the merging of towns due to its relationship to the M56 and M6. The proposals are assessed as relating strongly to the purposes of the Green Belt.

The application proposals include a building is of substantive scale but efforts have been made to reduce the visual impact which has been set down below the level of Barleycastle Lane.

The visual impact of the building would therefore be seen in the context of the M56 and M6 and the neighbouring industrial buildings but the size and of the structure would adversely affect the openness of the Green Belt in this location.

The impact on the Green Belt should be balanced in the overall assessment and this substantial harm should be weighed in the balanced of which this assessment is a part however there are also further considerations, outlined in this report, which are also considered, in the context of the Green Belt and other considerations.

Alternative sites

Local residents cite alternative sites being available, e.g. the M&S distribution centre at Hardwick Grange, and the use of other brownfield sites, and Omega. In order to be considered the site must be considered to be suitable and available within a reasonable and deliverable timeframe. This is established throughout caselaw. Whilst the developer should show flexibility in the format it is not for the planning system to interfere in the business models and formats.

The applicant has submitted as part of the Environmental Statement, efforts made to find alternative sites based on the needs of Eddie Stobart for a distribution centre capable of being delivered by 2020. 10 locations in the NorthWest were identified and explored. Regard has been had to the
conclusions which found that the application site was the most appropriate location.

Having considered the Council’s call for sites to the Local Plan Review, to which the application site forms part of one of the options, the level of employment land available and needed to meet the Borough’s economic development needs cannot be met within the existing allocations or sites and the application proposals would form part of the overall employment land need which, unlike housing, is undersubscribed.

Since approval in 2013 the Omega site has progressed with a strong commercial take up of sites with a number of significant buildings already on site. There is now limited commercial availability within the proposed development for large scale developments with many of the phases and parcels now under offer or being developed.

The former M&S distribution centre at Hardwick Grange is significantly smaller than the proposed unit and therefore is not a realistic alternative. There are no other significant employment land opportunities within the Borough.

It is also appropriate in considering the locational aspects of the proposed use to consider the economic benefits of co-locating the existing Headquarters would increase the potential to link trips and reduce travel distances between and adds weight that the application site would be the most appropriate location. Further the proximity to Junction 20 and the strategic distribution network would mean a lower impact on the local highway network than a more central location. The retention of Stobarts as an employer also plays a significant role to the economic prosperity of the Borough and this would also be put at risk in the event of planning permission being refused due to the commercial desire to co-locate the distribution centre and headquarters in close proximity.

Overall, it is accepted that there are no suitable or available sites which would allow or create the opportunity for the development to come forward within an appropriate timescale.

Infrastructure/ Highways/ Transport

Policy MP1 sets out general transport principles including seeking to reduce car usage and to mitigate the impact of development on Warrington’s Transport Network (including the Strategic Road Network) by delivering infrastructure improvements. Policy MP3 seeks to promote cycling and walking whilst Policy MP4 seeks to deliver public transport enhancements as part of proposals.

Policy MP5 highlights that proposals for freight related development will be supported where they achieve a reduction in road traffic kilometres through their location and/or where they reduce the impact of freight traffic on local or inappropriate routes. Policy MP7 sets out appropriate Transport Assessments and Travel Plans will be required in support of significant development
Policy MP10 sets out that future growth is supported and enhanced through the timely delivery of necessary transport, utility, social and environmental infrastructure required to support strategic and site specific proposals by where appropriate, negotiating with developers to secure Section 106 Agreements to meet the infrastructure needs directly arising from development, where viable to do so.

Policy AT-TH1 of the Appleton Thorn Neighbourhood Plan seeks to ensure that development assesses the impact on the highway network and includes appropriate traffic management and, where necessary, transport improvements. Policy AT-TH2 promotes the delivery sustainable transport measures.

The NPPF guides that in setting local parking standards for development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

It is noted that Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 110 states that applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
The current road and infrastructure on Barleycastle Road and Grappenhall Lane is dominated by HGV movements due to the existing occupiers on the existing industrial estates.

The applicant has supplemented their original Transport Evidence with further assessment as part of the updated Environmental Statement following discussions with the Council’s Highways Officers and representatives of Highways England.

The current situation has been accurately assessed as part of the Transport Assessment and the level of highway movement proposed would equate to 384 arrivals and 384 departures per day with HGVs due to arrive and depart at average rate of 16 per hour. The time profile of these trips was based data from a similar Eddie Stobart Ltd site in the West Midlands, giving network peak hour two-way flows of 41 and 42 in the AM and PM network peaks respectively.

The application includes 465 spaces for cars (including 23 no. accessible spaces) with 23 no. parking bays would be allocated for electric car charging, 68 cycle spaces, 28 spaces for motorcycles and 122 no. trailer parking bays.

The development would operate throughout the day with the anticipated office staff shift patterns being:

- 20 staff: normal office hours 08:00 – 17:00;
- 20 staff: early shift 06:00 – 14:00;
- 20 staff: late shift 14:00 – 22:00;
- 20 staff: night shift 22:00 – 06:00

The primary routes and impact is to Junction 20 of the M6 and the access routes to the Strategic Road Network.

In the consideration of the application there are several aspects that require detailed consideration.

**M6 J20 and A50 roundabout capacity and consideration**

The application and the further information submitted shows that M6 J20 is currently at or above capacity during peak hours. It shows, as expected that committed development makes the situation worse, and that the proposed development also adds to the issues of capacity with some exceeding the degree of saturation (DOS).

Whilst the addition of the development flows shows only small increases in DOS on those arms which are not already failing, the results are generally unreliable as the model has exceeded its useful scope. As such this makes the severity of the impact unclear.

The application submission therefore includes a scheme of mitigation measures for J20 of the M6. It is known that there have been multiple HGVs overturned on this roundabout.
Highways England are undertaking assessments that would hopefully provide an outline of a phased scheme which could identify suitable works and phases to mitigate for this development, the six:56 development and the Local Plan allocations. Publication of their report is anticipated for December 2018 but the work is at an advanced stage.

Without developer contributions the necessary improvements could not be provided. It is therefore considered appropriate, by WBC Highway Officers, that a Grampian condition is applied. Highways England comment that the amended scheme and supporting technical information has been actively discussed and detailed and the proposed mitigation has been considered to be acceptable. The infrastructure improvements to the Junction demonstrate that the traffic generated by the development would not impact on the development providing this would be implemented prior to the occupation of the development.

Associated with this Junction is the capacity of Cliff Lane and the A50 roundabout which is under the consideration of the Council’s Highways Officers, in conjunction with Highways England. The applicant has submitted a scheme of improvement to this section of road infrastructure. The Council’s Highways Team considers that this scheme would be deliverable and seek contributions to be able to deliver this improvement at an appropriate time which would be planned to minimise the impact and disturbance on highway users.

Overall the improvements proposed and the mitigation proposed are considered acceptable and would mitigate the impact of the development and the proposals would include significant highway infrastructure improvements which would assist in the capacity of the network.

Barleycastle Lane Consideration and Improvements
The original scheme and addendum in relation to Barleycastle Lane, in the view of the Council’s Highway Officers, is broadly acceptable.

Further work is required to establish the most appropriate crossing types and precise locations. This and further detail could be worked up through the s278/s38 process (i.e. highways legislation). A number of matters to ensure that safe cycle and footways are provided can be dealt with in this process.

Zebra crossings are shown across access roads. These have raised concerns with the Council’s Highways Officers but the provision of tactile paving and dropped kerbs in their place would be appropriate.

It is noted that for example Beehive Farm has constrained visibility splays more suited to a 30 mph road than a 40mph road. Thorough assessment of existing collision data has not highlighted any issues.

During the detailed design phase of the s278 works, the designs will be subjected to further road safety audits (RSAs) which is commonplace in the provision of new infrastructure. Further measures such as reduced speed
limits or measures/features to manage actual vehicle speeds, provide appropriate visibility, highway drainage and lighting would also be dealt with in the adoption process.

Overall, subject to appropriate conditions and assessment through the highway adoption process the improvements to Barleycastle Lane could be delivered and there would be no significant concern to the local highway network.

**Internal Arrangements & Parking Issues**

The amendments to the original plans are generally welcomed however further revisions are requested as below. Further detail of gradients and vertical alignment/visibility and highway drainage issues.

 Whilst cycle parking would be better located by the building to the west of the access there are operational benefits to the cycle stores being in the current position. Nonetheless the cycle store should be fully enclosed, lit and covered by the site’s cctv.

The provision for cycles should be increased to take account of office staff with ideally a further ten spaces than those shown on the submitted plans. The detail of cycle stores have been suggested to be secured by way of condition.

Overall parking numbers are below the standards set out in the Council’s SPD, but provide sufficient spaces to facilitate the anticipated staff numbers. It is also noted that over-provision lessens design quality and increases the likelihood of car-based travel with increased congestion resulting. Furthermore an exceptional Travel plan (conditioned) should further reduce demand.

The level of disability parking is proportionate to the overall car parking numbers. Given the nature of the development and that there are additional large spaces, this is considered acceptable and would be appropriate in terms of the Council’s duty under the Equalities Act.

Disabled parking should also include electric vehicle charging (EVC) and all parking should include the capability for the implementation of such measures as the car industry moves to electric and hybrid technology. The detail is proposed to be addressed via condition.

The gates are set back an appropriate distance, however given the volume of vehicles visiting the site, the operation and management of the site entrance would require appropriate management. This is however commonplace on large scale distribution facilities.

The access and turning area for buses have been appropriately tested for the swept paths of “hopper” size buses (9.75m). It is not known at this stage what size of buses would be operating, but it would be prudent to undertake swept path analysis for 12m buses. This should also demonstrate that buses can park parallel to the kerb, which does not appear possible for the rear bus stop.
As it is normal for buses to be boarded at the front the shelter(s) must be located towards the front of the bus stop.

The internal crossings are staggered such that pedestrians have their backs to approaching traffic as they approach the crossings. Furthermore the crossing width includes part of the bus lay-by. Further detail of the bus stop area is conditioned.

Overall, the internal layout, requires minor modification and detail which are secured through the s278 and conditions. The proposals would not result in a dangerous highway layout and is considered to be acceptable.

The Travel Plan
Notwithstanding the submitted Travel Plan (TP) full details of the approach to sustainable travel have not yet been agreed but are conditioned. The key issue of s106 monies to prime a bus service is agreed in principle and a s106 contribution of £600k would enable the establishment of up to three bus services which are likely to serve workers from Warrington and further afield. Further refinement and assessment of the Travel Plan is required but this is a process specific to the employer and end user and therefore is secured through an appropriate condition.

The scale and location dictate that the construction phase could have impacts comparable with the operational impacts. A Construction Management Plan should therefore be secured by way of a pre-commencement condition.

Summary
Whilst further work is required to finalise s278 and s106 agreements the application is not considered to result in a severe impact on the local highway network. Further details can be addressed by way of condition.

The major items particularly the J20 works and Barleycastle Lane works should be addressed by way of condition which have been agreed with the applicant and other contributions are sought to deliver improvements to pedestrian routes and the A50 roundabout.

Air Quality
Policy QE6 of the Core Strategy plans to mitigate the impact of development in terms of air quality so that air quality does not have an unacceptable impact on the surrounding area. Paragraph 103 states that in actively managing patterns of growth, limiting the need to travel and offering a genuine choice of transport modes, this can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 181 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure
provision and enhancement.

The application proposals are supported by Air Quality Assessment as part of the Environmental Statement which identify the potential impacts during the construction and operational phases.

During the Construction Phase measures to control dust and particulate matter from the application site would be installed through management of the construction process, e.g. water dampening and covering of material, prohibition of bonfires, and ensuring that stockpiling occurs away from the site boundaries.

The proposed layout through the delivery of a one-way system and efficiency in the layout to reduce turning and manoeuvring, minimise and reduce the level of queuing and management of the operations on site. Through the appropriate provision of car parking, travel planning with walking and cycling initiatives this would reduce the air quality impacts further. The provision of electric charging points and the co-location of the proposals with operations at the existing Headquarters also help to reduce traffic movements.

Whilst there would be an impact on air quality as a result of the development proposals which would need to be balanced in the assessment but the Environmental Statement concludes that the impacts of the proposals would be negligible and the predicted levels of air pollution would not be significant or cause a significant effect on air quality. The Environmental Statement forms an appropriate and robust assessment.

The proposals would be in accordance with Policy QE6 of the Core Strategy and the aims and objectives of the NPPF.

Noise and vibration and impact on living conditions
Policy QE6 requires development proposals to respect the living conditions of existing neighbouring residential occupiers and that development proposals would not lead to an adverse impact on the surrounding area.

In assessing the impact of the development it is not expected to solve existing issues or change the character of the area which includes a level of existing HGV movement from existing industrial premises which already operates in the area but the Environmental Statement assesses the cumulative impacts of the development and whether cumulatively there would be a significant impact arising from noise and disturbance.

The NPPF guides at Paragraph 170 preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Paragraph 182 states decisions should ensure that new development can be integrated effectively with existing businesses and community facilities.

Further the NPPF guides that businesses and facilities should not have
unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed.

Paragraph 183 guides that the focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities.

The application is supported by the Environmental Statement which assesses the impact of the proposals in terms of the significance of the environmental impact during the construction and operational phases.

The assessment of impacts from the construction phase is noted. There are potential impacts which can be managed through appropriate construction management and is concluded to create a minor adverse effects to negligible adverse impacts through the temporary construction process, including the construction of highway improvements.

The operational phase will create traffic movement and noise sources and the comments of the Councillors relating to the occupiers of Beehive Farm in particular have been carefully considered. Beehive Farm sits adjacent to the highway and there are no restrictions on the highway.

Night time activity would also have an impact on the noise environment but with appropriate mitigation and assessment including the provision of landscaping and buffers to the site boundaries this impact is not considered significant in the context of the industrial character that already exists in the area.

Further the operations of the development and the bays and loading activity have also been considered as part of the assessment. The concerns have been carefully considered and the Environmental Statement has robustly assessed the impacts of the development. The Environmental Statement concludes that the impacts of the proposals would be minor adverse impacts. The Environmental Statement forms an appropriate and robust assessment.

The proposals would be in accordance with Policy QE6 of the Core Strategy and the aims and objectives of the NPPF.

Ecology, Trees and Hedgerows

Policies QE3 and QE5 of the Core Strategy seeks to ensure that the development is managed and mitigated in order to prevent harm to protected
species whilst promoting green links and infrastructure as part of developments. The application proposals are supported by survey work and assessment which have been updated in relation to comments originally received by the Greater Manchester Ecology Unit (GMEU)

Paragraph 175 states that harm to biodiversity should be adequately assessed and mitigated for as part of development proposals.

The application site has been assessed in terms of the impacts of the proposals on the natural environment and the impacts of the proposals on the natural environment, protected species and habitats have been considered in the application proposals and the Environmental Statement.

The application proposals would result in a change to the existing situation on the site with hedgerows being replaced and the existing pond being relocated as part of the construction process.

The proposals would include new landscaping, ponds and hedgerows including significant new tree planting at the western end of the development. There would also be improvements and new hedgerows to the eastern end of the site which lacks definition or qualitative ecological features.

The proposals also manage the impact on the Bradley Brook to the north of the site with landscaping proposals included in the scheme to the northern boundary.

The site is currently an agricultural and arable field and therefore, with pesticides and intensive farming techniques employed, significant ecological habitats do not exist within the farmed portion of the site.

The proposals mitigate and manage the impact of the development and the proposals would at worse cause a minor adverse impact during the construction process which could be neutralised through the appropriate planting and new ecological features (including two ponds) included in the development proposals.

Overall the Environmental Assessment forms a robust and appropriate assessment and the proposals would be in accordance with Policies QE3 and QE5 of the Core Strategy and the aims and objectives of the NPPF.

Landscape Character and Visual Impact
Policy CC2 of the Core Strategy seeks to protect the character of the countryside whereas Policy QE3 sets out to ensure that developments provide, care and manage Green Infrastructure. Policy QE7 of the Core Strategy and AT-D1 of the Appleton Thorn Neighbourhood Plan as part of securing high quality design includes setting out the objective to promote high quality landscape design. The purposes of the Green Belt in safeguarding the countryside are also considered as part of Policy CS5 of the Core Strategy. The national planning policy framework recognises the intrinsic quality of the countryside in the planning balance (Paragraph 170) however the site does
not fall within any international, national or locally designations in terms of landscape (e.g. Areas of Outstanding Natural Beauty). Policy AT-D2 seeks to protect and enhance local landscape character and views.

The application proposals are supported by Landscape and Visual Assessment, within Chapter 7 of the Environmental Statement, which includes key considerations of the Landscape Character of the Area as well as the Council’s own evidence base to the Local Plan Review (Landscape Character Assessment).

The application site is currently characterised by the agricultural landscape but this is interrupted by the existing employment operations, particularly at the western end of the application site and these large buildings form a backdrop to the site when viewed from the east. These also limit the value of the application site in terms of scenic quality.

The agricultural landscape has also altered in recent times to form larger fields to allow for modern and more intensive agricultural practices and therefore most of the historic field patterns have been lost.

There are several gaps in hedgerows to the Barleycastle Lane frontage and the hedgerows are of mixed quality. There are no footpaths currently on the eastern end of the site and public vantage points from footpaths are limited to the east.

Views of the proposals from Appleton Thorn would also be limited in terms of the impact due to the changes in topography and the existing industrial estates which sit between the application site and the village. Views from the north (Grappenhall Lane) are also limited at road level due to the existence of verges and landscaping.

In the context of the development proposals, there would be an impact on the landscape from the proposals, particularly during the construction phase and early operational phases when new mitigation and planting is being established. The establishment of comprehensive landscaping would reduce the visual impact further and the proposals are to set the floor levels below Barleycastle Lane to reduce the immediate visual impact.

There are existing light sources from the industrial estate, motorway and the associated services and the area could not be described as tranquil in this respect. The proposals include a lighting strategy which would seek to reduce and manage light pollution and sky glow.

The proposals also include the potential to improve the definition of the landscape and proposed site boundaries which at the moment are weakly formed to the east and the southern boundaries through extensive new and native landscaping and new hedgerows being planted and managed through the landscaping proposals.

Therefore the assessment contained within the Environmental Statement is
considered to be robust and the conclusions of the Assessment are accepted. The proposals would have a moderate to minor adverse impact on landscape character which is dependent on from where the application proposals would be viewed. The application proposals by reducing the height and lowering the floor level of the proposals would reduce the visual impact. The harm would need to be considered in the overall planning balance.

Heritage Matters
As stated above, Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess and Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that in exercising an authority's planning function, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of Heritage Assets.

Policy QE8 of the Core Strategy requires development to take account of and preserve or enhance heritage assets. The policy is supported by the aims and objectives of the National Planning Policy Framework at paragraphs 189-202.

Built Heritage
Beehive Farmhouse, Booths Farm Farmhouse and the associated Booths Farm Shippon are all Grade II listed buildings and these are the nearest heritage assets to the application site.

Booths Farm and the Farmhouse is in a poor state of repair and is contained within a thicket of trees. The House appears to have been the subject of fire damage and whilst structurally the building survives some of the historic quality of the building has been lost. The proposals do not include the building or its curtilage and associated outbuildings, but would be close to the building and substantive work would be required to the building and the curtilage to bring the building back into feasible use. The asset is therefore considered to be of moderate significance and the impact is considered less than substantial.

The comments of Councillors and the residents with regard to Beehive Farmhouse are also considered carefully. The existing situation on the site, with large HGVs moving past the farmhouse to Barleycastle Trading Estate. The application proposals would include development near to the building but this would be mitigated by the inclusion of landscaping. Further there are existing buildings and industrial buildings that are closer to the application site. The proposals therefore would not significantly harm the setting or character of the Heritage Asset.

The asset is therefore considered to be of significance but the impact is considered less than substantial.

Archaeology
There are no known or designated heritage assets relating to archaeology
within the application site. The nearest known asset is the Scheduled Ancient Monument of Bradley Hall.

The comments of local residents and commentators to the application have been considered in the context of potential archaeology on the application site. The comments of the Council’s Archaeological Advisors are also noted.

Chapter 9 of the Environmental Statement, in particular Paragraphs 9.68 and 9.74 of this chapter establish that the site has a low to moderate potential for the survival of as yet undiscovered non-designated heritage assets with archaeological interest, which if present could be impacted during construction activities.

In order to mitigate any adverse effects of the development it is recommended within the Environmental Statement and by the Council’s Advisors that a programme of archaeological work comprising a pre-construction geophysical survey should be conducted and subject to the results of the survey a further programme of targeted archaeological recording accompanied by an appropriate report should be undertaken.

The inclusion of such an approach is one that is welcomed by the Council’s advisors and the proposed methodology is considered appropriate to determine the archaeological potential and significance of the site and to define the need, if any, for further archaeological mitigation. Any such mitigation could be secured by condition.

**Loss of Best and Most Versatile Agricultural Land**

NPPF paragraphs 170 and 171 sets out that decisions should recognise the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland. The significant loss of Best and Most Versatile should be considered through the plan making process. Footnote 53 states that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality.

The significant majority of the application site is classed as Grade 3b, which is not Best and Most Versatile Land. The breakdown is Grade 3b (87%), remainder Grade 3a (13%) or approximately 2ha of Grade 3a.

There is no definition as to what constitutes a “significant loss” of agricultural land however applications over 20ha require consultation with Natural England (and this is acknowledged in Natural England’s technical guidance). This is a definition that the appeal inspectors have noted elsewhere as an assessment of significance. Natural England raise no comments to the submission.

Therefore in this case the loss of best and most versatile agricultural land is a minor factor that weighs against the proposal but the loss in itself would not be significant in its own right.
Flood Risk and Drainage
Policy QE4 of the Core Strategy encourages sustainable design and construction and directing development to locations within the Borough at the lowest risk of flooding, supporting developments which reduce flood risk elsewhere, and requiring new developments to manage surface water run off. Policy QE6 seeks to ensure that the quality of water bodies are not affected by development proposals. Policy AT-D3 of Appleton Thorn Neighbourhood Plan seeks to ensure that development does not result in flood risk, manages the water environment and surface water run off is controlled and delivered through the principles of sustainable drainage.

The comments of the Lead Local Flood Authority (WBC Flood Risk), the Environment Agency and United Utilities are noted. The inclusion of sustainable drainage systems and their scope are considered to be acceptable to consultees.

Paragraph 155 of the Framework requires local planning authorities to ensure that, when determining planning applications, flood risk is not increased elsewhere and to only consider development in areas of flood risk where, informed by a site-specific flood risk assessment, will not put the users of the development at risk.

The site falls within Flood Zone 1, where flood risk to future occupiers would be minimal. Therefore it is considered that development of this site is acceptable in terms of flood risk as it has been directed to an area at lowest risk of flooding. Therefore the application meets the principles of paragraph 155 of the Framework. However, there is a requirement to demonstrate that sustainable drainage methods are employed and that the development of the site would not result in increased flooding elsewhere as a result of the increased requirements of drainage and hard surfacing. Further the proposals include the provision of Sustainable Drainage provision in accordance with Paragraph 165 of the NPPF.

The application site is also set off the Bradley Brook (to the north of the application site) and through the appropriate provision of a landscape buffer to the Brook would deal with this feature. From assessing the existing topographical survey and the proposed site sections it is demonstrated that the proposals would not affect the integrity of the Brook through the lowering of site levels across the site.

The comments of Lead Local Flood Authority (WBC Flood Risk), the Environment Agency and United Utilities have been noted and carefully considered and the issues raised by local residents and the Parishes have also been carefully considered. Overall it is considered that there would be no sustainable reason, subject to appropriate conditions, a development could not be in accordance with the requirements of Policy QE4 of the Core Strategy and the aims and objectives of the NPPF.
S106 Contributions
The applicant has submitted a series of Technical Notes to outline the proposed S106 and S278 highways works to be delivered as part of the proposals which would mitigate the impact of the development which has been identified in the Environmental Statement and Addendum.

The proposed offer is towards a staff shuttle bus service for the wider Appleton Thorn estate (including the NDC), improvements to M6 J20, improvements to the A50 roundabout and improvements to public footpaths which would enable additional traffic capacity to support new development in the local area.

Staff Shuttle Service
WBC estimate that the service could become self-funding after this initial, indicative, set-up cost. The estimate is based on the staff trip generation and distribution estimates used in the NDC Transport Assessment, which emphasised that NDC staff are yet to be recruited and, as such, details of the shuttle service would need to be developed in due course. Precise NDC staff details will only be known with certainty once the actual customer(s) and operation(s) to be supported by the NDC are known.

Barleycastle Lane
A number of improvements as a package of off-site highway improvements on Barleycastle Lane which will be delivered as part of a S278 agreement on the highway. The package includes:
- Road widening to improve safety and visibility; and
- Creation of a 3m wide shared cycle/footway to improve non-car access to the site.

The proposals would be secured through a Grampian Condition which is outlined in the recommendation (Condition 4) with the estimated cost of this work being in the region of £2.5m.

M6 J20 Improvements
This is based on a proposed, potential mitigation scheme and which will be implemented in conjunction with Highways England. A scheme has been drawn up and agreed with Highways England and the proposals would be delivered prior to the occupation of the development. These improvements would deliver additional capacity to the junction and the strategic highway network.

The proposals would be secured through a Grampian Condition which is outlined in the recommendation (Condition 3) and it is estimated that this work would cost in the region of £4m.

A50 Roundabout/Cliff Lane
A draft scheme has been drawn up in conjunction with the Council’s Highways Officers which would improve the roundabout and its approaches. The scheme has been designed in a manner that would be implemented at an appropriate time and could be implemented separately to the Draft Local Plan
or other proposals which have been the subject of public consultation. The scheme would be deliverable and a contribution of £1,460,984 has been agreed. If this draft scheme is not delivered due to other developments in the area, the contribution would be used as part of the overall contribution to the A50 roundabout and improvements to the surrounding highway network.

A contribution of £2.5m is therefore proposed which would be secured by a s106 legal agreement.

*Public Footpath/Cycleway Improvement*

At this time, a number of public footpaths in the area do not link together, the scheme creates an opportunity to meet the strategic aim of the Council to link these footpaths and the links between Barleycastle Lane and Grappenhall Lane.

A contribution of £24,000 is therefore proposed which would be secured by a s106 legal agreement.

The above items and contribution amounts are summarised by the following schedule of highways and transport contributions and works related to the proposed NDC planning application:

The above contributions, are considered a benefit to the proposal as they would deliver improvements to infrastructure in the area and should be weighed in the planning balance.

*Very Special Circumstances*

Paragraph 144 of the NPPF states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

It is well established that the expression “any other harm” does not just mean any other harm to the green belt but takes in non-green belt factors as well. There is no definitive guidance on what will and what will not constitute very special circumstances, in any given case it is a question of planning judgment. Very special circumstances do not have to be unique, the essential point is that they “clearly outweigh” the harm.

The main factor relied upon by the applicant are the economic benefits of the proposed development. In terms of the evidence base for the purported economic benefits the applicant has submitted an economic justification with the application. This breaks down the existing economic contribution Eddie Stobart makes to Warrington, the additional benefit that would take place if the development is allowed and what would happen if the development were not allowed. So the case is not simply what Warrington would gain by allowing
the development but also what it would lose if the development was not permitted (e.g. the potential loss of the Head Quarters and the application proposals) in the clear aim to physically co-locate the two premises.

In considering whether to allow development in the Green Belt, the first consideration is the definitional harm arising from the inappropriate development as well as such further harm to the Green Belt as is identified as being caused by the development in that case, and then secondly consider countervailing benefits said to be served by the development; and then consider whether those benefits clearly outweigh the harm so as to amount to very special circumstances.

In order to qualify as very special, circumstances do not have to be other than commonplace i.e. they do not have to be rarely occurring. The lack of alternatives to the application site lends weight to the applicant’s arguments that the economic benefits will be lost if it does not come forward.

The contribution to the wider economy and the area/region the facility is intended to serve is also noted. As set out above Eddie Stobart is a significant outfit generating £570m of turnover each year from its Warrington headquarters facility. It is the largest logistics business in Warrington with a strong national brand and presence in this strategically important sector for the area which supports 950 jobs in the local economy.

The construction phase of the proposed development would support a total of around 240 fulltime jobs (on-site and off-site), with completion targeted for early 2020. Further multiplier effects are also likely to arise during the construction process. For example, demand for accommodation could arise, while construction workers are also likely to place demands on existing food and drinks operators.

Eddie Stobart predicts that, on completion of the development, the National Distribution Centre could create around 480 new full time jobs. This would almost double the economic impact that the business currently generates within Warrington. There would also be potential for the proposed development to create additional employment opportunities in the future.

Regeneris Consulting (as part of their economic assessment) estimate within their report that, including the off-site employment that will be generated, the economic impact of the proposed development would be in the region of 730 new full time jobs and £25m of gross value added (of which £18m would be net additional).

The logistics sector is recognised as a key strength and driver of future growth in the local economy, which is expected to be the subject of significant investment in the coming years through initiatives such as the Atlantic Gateway, which is aiming to invest £14bn along the corridor between Greater Manchester and Merseyside, and the Cheshire and Warrington Local Enterprise Partnership’s Strategic Economic Plan, which identifies logistics and distribution as one of the key strengths of the sub-regional economy. The
National Distribution Centre that is proposed will enhance the area's reputation as a logistics hub, thus helping to unlock further investment in this area.

The contribution of significant economic development has been established to contribute to very special circumstances. Therefore whilst the comments received from residents and Parishes are noted but the contribution and wider economic gain to the local economy including its investment, this should be considered carefully and can, in the overall assessment of planning balance, clearly outweigh the harm.

The Planning Balance
The application proposals create harm to the impact and openness of the Green Belt, the extent of this harm is discussed above and has been assessed against the purposes of the Green Belt.

There would be substantial harm to Green Belt by way of inappropriateness; loss of openness and by way of encroachment of built form into those areas where there are no permanent buildings or fixed infrastructure.

In assessing other harm there would be a minor to moderate landscape harm, harm to listed buildings in particular Booth’s Farm and to a lesser extent to Beehive Farm. There is also a minor harm in terms of the loss of 2ha of Best and Most Versatile Agricultural Land.

There would be a neutral impact in terms of the impact on biodiversity, the minor adverse impacts of air quality and taking account the existing operations on Barleycastle Lane, and a neutral impact in terms of noise are also considered.

Highways improvements to Barleycastle Lane are considered a positive and significant benefit and the contribution to public transport provision and improvements to the Strategic Road Network secured through contributions. The proposals give the opportunity to deliver new, substantial landscape planting which would provide a stronger, long term interface with the wider Green Belt. Whilst some definition already exists to the north some limited weight should be attached to the proposals to improve the structural landscaping to the site boundaries.

Taking account the above and the harms and the substantive economic benefit arising from the proposals, the proposed benefits in terms of the contributions raised clearly and demonstrably outweigh the harm identified and as such very special circumstances have been demonstrated.

Conclusion
On balance, it is felt that that other considerations clearly outweigh the harm to Green Belt in this case and that compelling very special circumstances exist which justify approval of the proposed development.
Recommendation
Under the Green Belt Consultation Direction 2009, the application requires referral to the National Planning Casework Unit.

That authority is given to the Executive Director of Economic Regeneration, Growth & Environment, and through his delegated authority to other officers, to enter into a legal agreement under S106 of the Town and Country Planning Act 1990, on terms to be finalised by them, to secure infrastructure improvements through a contribution of £2,080,984 to deliver public transport, public footpath and improvements to the highway network as set out in the report.

That subject to the completion of the S106 legal agreement above in Recommendation above, planning permission be granted for the development subject to Conditions and Reasons why they have been imposed.

Recommendation
Approve subject to Section 106 Agreement

Conditions

1. The development hereby approved shall be commenced before the expiration of three years from the date of this permission.

   Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

2. The development shall be carried out in accordance with the following approved plans, except where revised versions are required by other conditions:
   Drawing ref. P-L01 Rev A: Site Location Plan (Illustrative)
   Drawing ref. P-L02 Rev A: Site Location Plan
   Drawing ref. P-L03 Rev A: Existing Site Plan based on Topographical Survey
   Drawing ref. P-L04 Rev D: Proposed Site Plan
   Drawing ref. P-L05 Rev E: Proposed Entrance Area – Enlarged Layout
   Drawing ref. P-L06 Rev D: Proposed Truck Entrance Area – Enlarged Area
   Drawing ref. P-L07 Rev C: Proposed Staff Car Park – General Arrangement
   Drawing ref. P-L08 Rev B: Vehicle Maintenance Unit (VMU) – Enlarged Layout
   Drawing ref. P-L09 Rev A: Pond Area (NE Corner) Enlarged Layout
   Drawing ref. P-L10 Rev A: Vehicle Washing Area
   Drawing ref. P-L11 Rev C: Proposed External Works
   Drawing ref. P-L12 Rev A: Site Preparation Drawing
   Drawing ref. P-E01 Rev A: Proposed Main Building Elevations (North/South)
Reason: To define the permission, to ensure that the proposals deliver appropriate and satisfactory development.

3. Prior to the commencement of development, a scheme to mitigate the impacts of the development on the local and strategic highway network shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall include details of works to the junction of the A50 and M6 including both roundabouts, the link forming the dumbbell and all approach roads as shown on RAM-01-M6-DR-J-00100 Rev P03. The submitted scheme shall include a timetable for implementation, with the works complete prior to first occupation of the development, and detail the provision of appropriate street lighting and highway drainage to an appropriate adoptable standard and the proposed works shall be informed by appropriate Road Safety Audits. The agreed scheme shall be implemented in accordance with the agreed timetable with the works complete prior to first occupation of the development.

Reason: To mitigate the impact of the development on the local and strategic highway network. The condition is required to be pre-commencement due to the need to agree and implement mitigation prior to significant new traffic movements being brought on to the highway network.

4. Prior to the commencement of development, a s278 highways works
scheme to mitigate the impacts of the development on the local highway network based on the improvements shown on Drawings 1620002759-XX-XX-SK-C-00015 Rev I01 and 1620002759-XX-XX-SK-C-00016 Rev I01 (attached to Appendix 6 of the Transport Assessment Environmental Statement Addendum, September 2018), including the provision of cycle and pedestrian facilities as well as carriageway widening to Barleycastle Lane, has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall include details of works to:

a) Improvements to Barleycastle Lane from the eastern limit of the site to the eastern side of the stopped-up spur connecting Barleycastle Lane and Grappenhall Lane;
b) Implementation of the new accesses and bellmouth as shown on Drawing ref. Drawing numbers P-L04 Rev A: Proposed Site Plan and P-L05 Rev E: Proposed Entrance Area – Enlarged Layout;
c) Bellmouth and pedestrian facilities at the junction of Barleycastle Lane and Lyncastle Road; and
d) Bellmouth and pedestrian facilities at the junction of Barleycastle Lane and Langford Way.

The submitted scheme shall include a timetable for implementation and detail the provision of appropriate lighting and highway drainage to an appropriate standard, the proposed works shall be informed by appropriate Road Safety Audits.

Reason: To mitigate the impact of the development on the local and strategic highway network and to ensure pedestrians and cycling improvements are implemented in a manner to promote sustainable travel in a safe and attractive environment. The condition is required to be pre-commencement due to the need to agree and implement mitigation prior to significant new traffic movements being brought on to the highway network.

5. No development shall take place within the area indicated until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work including, if appropriate, recording and safeguarding, in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority. The work shall be carried out strictly in accordance with the approved scheme.

Reason: condition is in line with the guidance set out in Paragraph 194 of the National Planning Policy Framework (2018), and is required to be prior to commencement due to the potential impact of excavations on potential archaeological remains.

6. No development (other than demolition and site clearance works) shall take place until the steps in Sections A and B below are undertaken:
A: CHARACTERISATION: With specific consideration to human health, controlled waters and wider environmental factors, the following documents must be provided (as necessary) to characterise the site in terms of potential risk to sensitive receptors:
- Preliminary Risk Assessment (PRA or Desk Study)
- Generic Quantitative Risk Assessment (GQRA) informed by a Intrusive Site Investigation
- Detailed Quantitative Risk Assessment (DQRA)
- Remedial Options Appraisal

Completing a PRA is the minimum requirement. DQRA should only to be submitted if GQRA findings require it.

B: SUBMISSION OF A REMEDIATION & VERIFICATION STRATEGY:
As determined by the findings of Section A above, a remediation strategy (if required) and verification (validation) strategy shall submitted in writing to and agreed with the LPA.

This strategy shall ensure the site is suitable for the intended use and mitigate risks to identified receptors. This strategy should be derived from a Remedial Options Appraisal and must detail the proposed remediation measures/objectives and how proposed remedial measures will be verified.

The actions required in Sections A and B shall adhere to the following guidance: CLR11 (Environment Agency/DEFRA, 2004); BS10175 (British Standards Institution, 2011); C665 (CIRIA, 2007).

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion. In accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); Paragraph 121 of the National Planning Policy Framework (March 2012), and Section 4 of the Environmental Protection Supplementary Planning Document (May 2013). The condition is pre-commencement as the characteristics of potential contamination will need to be understood at an early stage.

Disclaimer: Irrespective of any involvement by this LPA, the responsibility to address contaminated land issues, including safe (re)development and secure occupancy, resides entirely with the Landowner/Developer of the site.

7. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the
public sewerage system either directly or indirectly. The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG. The drainage details will need to be installed and understood at an early stage in the development process and therefore it is appropriate to require this detail prior to commencement of development.

8. No development shall commence until a local employment scheme for the construction phase and engineering work associated with the development has been submitted to the local planning authority for approval. The scheme shall outline the means of maximising the local impact from the development in terms of contracting and supply chain opportunities for local businesses and job opportunities for the local community/residents. The approved employment scheme shall be fully implemented.

Reason: To facilitate the socio-economic benefits to the local workforce outlined in the application submission and required by Policy SN6 of the Warrington Local Plan Core Strategy. This condition is required to be pre-commencement as it relates to the construction phase of development.

9. Prior to the commencement of development, including site clearance, a detailed ecological, tree and hedgerow protection scheme shall be submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented to protect all trees and hedgerows to be retained in or immediately adjacent to the boundary of the application site in accordance with BS5837: 2012 'Trees in relation to construction'. Any tree works shall be carried out by a recognised tree surgeon, or a person who is appropriately insured and competent in such operations

Reason: To protect trees on the site, and to ensure the satisfactory appearance of the finished development. The condition is pre-commencement due to the need to install tree protection measures and protect trees during the construction process.

10. Prior to the commencement of development details of foul water drainage shall be submitted to and agreed in writing by the Local Planning Authority. The details shall be implemented in accordance with the approved details.

Reason: To ensure that the proposals do not result in pollution and foul water drainage. The condition is required to be pre-commencement due to the need for approved to be installed and understood at an early stage in the construction phase.
11. a) No development shall take place, including any works of demolition, until a Construction Phase Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
   i) The parking of vehicles of site operatives and visitors
   ii) Loading and unloading of plant and materials
   iii) Storage of plant and materials used in constructing the development
   iv) Wheel washing facilities
   v) Measures to control the emission of dust and dirt during construction
   vi) A scheme for recycling/disposing of waste resulting from demolition and construction works
   vii) Identification of "biodiversity protection zones" and management of sensitive works to avoid harm to biodiversity features (including the appointment of an Ecological Clerk of Works).
   b) The development shall be fully carried out in accordance with the agreed Construction Phase Method Statement and agreed details shall be retained throughout the construction period.

Reason: In the interest of Highway Safety, biodiversity and ensure the free flow of traffic using the adjoining Highway and to safeguard the amenities of residents and occupiers in the vicinity. This condition is required to be pre-commencement as it relates to the construction phase of development.

12. Prior to the commencement of development a Construction Traffic Routeing Agreement shall be submitted to and approved in writing by the Local Planning Authority. During the period of construction, all traffic to and from the site shall use the agreed route at all times.

Reason: To ensure that all construction traffic associated with the development does not use unsatisfactory roads to and from the site. This condition is required to be pre-commencement as it relates to the construction phase of development.

13. No development shall take place until a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped area, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The management plan shall include the following elements:

- Description and evaluation of features to be managed.
- Details of maintenance regimes
- Details of treatment of site boundaries and/or buffers around water bodies
- Preparation of a work schedule (including an annual work plan
capable of being rolled forward over a five-year period).
Details of management responsibilities

Reason: To ensure the protection of wildlife and supporting habitat in order to secure opportunities for the enhancement of the site’s nature conservation value in line with national planning policy.

14. No above ground construction work shall be undertaken until details of the materials to be used in the construction of the external surfaces of the development have been submitted in writing to the Local Planning Authority. The development shall be constructed of the approved materials in accordance with the approved method.
Reason: To ensure satisfactory development of the application site.

15. Prior to the completion of the main building shown on Drawing ref. P-L04 Rev A: Proposed Site Plan, Drawing ref. P-E01 Rev A: Proposed Main Building Elevations (North/South) and Drawing ref. P-E02 Rev A: Proposed Main Building Elevations (East/West), a local employment scheme for the operational phase of the development shall be submitted to the local planning authority for approval. The scheme shall outline the means of maximising the local impact from the development in terms of contracting and supply chain opportunities for local businesses and job opportunities for the local community/residents. The approved employment scheme shall be fully implemented.
Reason: To facilitate the socio-economic benefits to the local workforce outlined in the application submission and required by Policy SN6 of the Warrington Local Plan Core Strategy.

16. a) Prior to the first occupation of the development hereby approved details of the landscaping proposals and ecological improvements based on the principles outlined on the Landscaping Strategy Plan (Drawing Number D6317.001 Rev C) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the following details:
- bat and bird boxes (including number, location and size)
- temporary measures to be implemented during construction process
- details of new ponds (including cross sections and planting detail and wetland habitats to be created)
- Proposed planting species, density, size and site preparation for soft landscaping works.
- New hedgerow planting (including species, density and ongoing management)
- New tree planting (including species, density and ongoing management)
- Measures to safeguard the integrity of the Bradley Brook.

b) The approved scheme shall be implemented prior to the first use of
the site or within the first planting season. All planted and grassed areas and associated protective fencing shall be maintained for a period of 5 years from the full completion of the approved scheme. Within this period any tree, shrub or plant which dies, becomes seriously diseased, damaged or is removed shall be replaced with a tree, shrub or plant of the same or greater size and the same species as that originally required to be planted and any damage to protective fences shall be made good.

Reason: To ensure that the proposal delivers appropriate level of ecological mitigation.

17. The development shall not be taken into use until the following requirements have been met and required information submitted to and approved by the Local Planning Authority (LPA):

A: REMEDIATION & VERIFICATION: Remediation (if required) and verification shall be carried out in accordance with an approved strategy. Following completion of all remediation and verification measures, a Verification Report must be submitted to the LPA for approval.

B: REPORTING OF UNEXPECTED CONTAMINATION: All unexpected or previously-identified contamination encountered during development works must be reported immediately to the LPA and works halted within the affected area(s). Prior to site works recommencing in the affected area(s), the contamination must be characterised by intrusive investigation, risk assessed (with remediation/verification measures proposed as necessary) and a revised remediation and verification strategy submitted in writing and agreed by the LPA.

The site shall not be taken into use until remediation and verification are completed. The actions required to be carried out in Sections A and B above shall adhere to the following guidance: CLR11 (Environment Agency/DEFRA, 2004); BS10175 (British Standards Institution, 2011); C665 (CIRIA, 2007).

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion. In accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); Paragraph 121 of the National Planning Policy Framework (March 2012), and Section 4 of the Environmental Protection Supplementary Planning Document (May 2013).

18. Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall
include as a minimum:

a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident’s management company; and

b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.

19. Prior to first occupation details of waste and recycling facilities shall be submitted to and agreed in writing by the Local Planning Authority. The details shall be implemented in accordance with the agreed details prior to first occupation.

Reason: To ensure satisfactory functioning of the application proposals and to promote recycling of waste.

20. Prior to first occupation of the development and the installation of external lighting, details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- Areas/features on site that are potentially sensitive to lighting for bats;
- Detail any proposed lux levels beyond the site boundary that may impact on the amenity of residents;
- Detail through appropriate lighting lux contour plans that any impacts on bats is negligible;
- Specify frequency and duration of use.

All external lighting shall be installed in accordance with agreed specifications and locations set out in the strategy.

Reason: To ensure that the development does not cause light pollution and to manage the impact of lighting on protected species in accordance with Policy QE5 of the Warrington Local Plan Core Strategy.

21. Prior to the first occupation of the development the internal roads, turning areas and parking areas shall be hard surfaced in a material to be submitted to and agreed in writing by the Local Planning Authority shall be completed and made available for use for the purposes of the development.

Reason: To maintain satisfactory functioning of the site and in the interests of highway safety.

22. Prior to the first occupation of the development the bus stop details,
including a shelter, shall be hard surfaced in a material to be submitted to and agreed in writing by the Local Planning Authority shall be completed and made available for use for the purposes of the development.

Reason: To maintain satisfactory functioning of the site and in the interests of highway safety.

23. Prior to first occupation details of cycle store shall be submitted to and agreed in writing by the Local Planning Authority. The details shall be implemented in accordance with the agreed details prior to first occupation.

Reason: To promote satisfactory functioning of the development and to promote sustainable and alternative modes of transport and satisfactory appearance of the site and to ensure cycle stores are provided in a secure and safe environment.

24. Prior to first occupation details of the gatehouse and barriers shall be submitted to and agreed in writing by the Local Planning Authority. The details shall be implemented in accordance with the agreed details prior to first occupation.

Reason: To promote satisfactory functioning of the development and satisfactory appearance of the site.

25. a) Prior to the first occupation of the development, the Final Travel Plan, based on the principles of the draft Travel Plan shall be submitted with the application, shall be submitted for the approval of the Local Planning Authority. The Travel Plan submission will identify a package of measures consistent with the aim of reducing reliance on the car, and should include (but not be limited to) providing information on / promoting the use of alternative modes of transport, by:-
   i) The appointment of a travel plan co-ordinator,
   ii) The establishment of targets for modal shift,
   iii) The details of measures to be employed to achieve the identified targets,
   iv) Mechanisms for ongoing monitoring and review of targets and travel plan measures,
   v) Details of penalties and/or additional measures to be investigated / implemented in the event that the identified targets are not met.
   vi) Public transport information and ticket details;
   vii) Cycle provision, showers and lockers and associated infrastructure; and
   viii) Walking and cycling initiatives.
   ix) Car park allocation and management strategy.

b) The approved Travel Plan shall be implemented during the six months following the first occupation of the premises.

c) Within 12 months of its implementation under part b of this condition
a review of the Plan shall be carried out, and submitted to the Local Planning Authority for approval. The review will identify any refinements and clarifications deemed necessary to the Plan. The Travel Plan shall be thereafter be reviewed and re-submitted annually.

The development shall comply with the requirements of the revised plan approved under part (c) of this condition, at all times.
Reason: To ensure the satisfactory functioning of the development, to promote the use of a range of modes of transport, and minimise the use of the car.

26. Prior to first occupation, details of electric charging points and renewable energy provision shown on the approved roof plan (Drawing ref. P-P02 Rev C: Proposed Roof Plan) shall be submitted to and approved in writing by the Local Planning Authority. Parking areas not included with charging points shall not be installed in a manner to prohibit the future installation of electric charging points.
Reason: To promote low carbon technologies, to tackle climate change and to ensure that future increased use of electric vehicles are managed.

27. Foul and surface water shall be drained on separate systems.
Reason: To secure proper drainage and to manage the risk of flooding and pollution.

28. The proposed offices shown on the approved plans shall remain ancillary to main building as a B8 use and shall not be used as a separate planning unit.
Reason: The site is not in a recognised town centre and is not in a location appropriate location for office uses and to maintain satisfactory functioning of the site.

29. The Vehicle Maintenance Unit shown on Drawing ref. P-P03 Rev A: VMU – Plan, Sections and Elevations shall remain ancillary to the principal building on the site and shall not be separated from the main building.
Reason: To maintain satisfactory functioning of the site.
Appendix One: Plans

Plan 1: Site Layout
Plan 2: Vehicle Maintenance Unit (showing Booth’s Farm)

Plan 3: Bus Stop, cycling provision and entrance for cars
Plan 3: CG1 Visual Images
Plan 5: Elevations
Plan 6: Roof Plan (showing renewable energy proposals)
Plan 7: Site Sections to Barleycastle Lane
Plan 8 – Planned Highway Improvements to A50 Grappenhall Lane Roundabout secured through a contribution

Plan 9: J20 Improvements secured by condition 3
Appendix Two: Site Photos

Photo 1: Panoramic View - The Site

Photo 2: Panoramic View from neighbouring field looking to site
Photo 3: View East from Stretton Green Trading Estate – along Barleycastle Lane

Photo 4: View West from Stretton Green Trading Estate – along Barleycastle Lane
Photo 5: View in to Stretton Green Trading Estate – includes existing Eddie Stobart Headquarters
Photo 6: View in Stretton Green Trading Estate – includes existing Eddie Stobart HQ

Photo 7: Beehive Farm, Barleycastle Lane
Photo 8: Booths Farm – in trees – chimney visible
<table>
<thead>
<tr>
<th>Title</th>
<th>Amount</th>
<th>Mechanism</th>
<th>CIL Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contribution to Appleton Thorn employment area Shuttle Bus</td>
<td>£600,000</td>
<td>S106</td>
<td>The proposals is in accordance with the Council’s Adopted Local Plan and Planning Obligations SPD and there are no pooling restrictions arising. Recommendation: CIL Compliant</td>
</tr>
<tr>
<td>Contribution to future M6 J20 improvement works</td>
<td>On site – Estimated at c.£4m</td>
<td>Condition 3 of the recommendation /S278</td>
<td>The proposals is in accordance with the Council’s Adopted Local Plan and Planning Obligations SPD and there are no pooling restrictions arising. Recommendation: CIL Compliant</td>
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<td>A50 Grappenhall Lane and Cliff Lane</td>
<td>£1,460,984</td>
<td>S106</td>
<td>The proposals is in accordance with the Council’s Adopted Local Plan and Planning Obligations SPD and there are no pooling restrictions arising. Recommendation: CIL Compliant</td>
</tr>
<tr>
<td>Local highway improvement works on Barleycastle Lane</td>
<td>On Site - Estimated at £2.5M</td>
<td>Condition 4 of the recommendation /S278</td>
<td>The proposals is in accordance with the Council’s Adopted Local Plan and Planning Obligations SPD and there are no pooling restrictions arising. Recommendation: CIL Compliant</td>
</tr>
<tr>
<td>Improvements to</td>
<td>£20,000</td>
<td>S106</td>
<td>The proposals will</td>
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</table>
public footpaths and cycleways between Barleycastle Lane and Grappenhall Lane | support the strategic aim to promote new connections between existing public footpath and cycleway networks and promote sustainable travel.

Recommendation: CIL Compliant
<table>
<thead>
<tr>
<th><strong>Application Number:</strong></th>
<th>2018/32232</th>
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<tbody>
<tr>
<td><strong>Location:</strong></td>
<td>Land Adjacent To Mount Pleasant Farm, Glazebrook Lane, Rixton-With-Glazebrook, Warrington, WA3 5BN</td>
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<tr>
<td><strong>Ward:</strong></td>
<td>Rixton and Woolston. DO NOT USE, Rixton and Woolston</td>
</tr>
<tr>
<td><strong>Development</strong></td>
<td>Full Planning - Proposed Stable Block (inclusive of Change of Use of the land where block is to be positioned to Equestrianism)</td>
</tr>
<tr>
<td><strong>Date Registered:</strong></td>
<td>14-Jun-2018</td>
</tr>
<tr>
<td><strong>Applicant:</strong></td>
<td>Mr Hamer</td>
</tr>
<tr>
<td><strong>8/13/16 Week Expiry Date:</strong></td>
<td>08-Aug-2018</td>
</tr>
</tbody>
</table>

**Reason for Referal**

This application has been brought before the Planning Committee for determination following the receipt of an objection from the Rixton-with-Glazebrook Parish Council.

**Human Rights**

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:-

- Article 8 - The right to respect for private and family life, home and correspondence.
- Article 1 of Protocol 1 - The right of peaceful enjoyment of possessions and protection of property.

**Site and surroundings**

This application relates to an area of green belt land that falls within the ownership of Mount Pleasant Farm in Rixton-with-Glazebrook. It is situated between Glazebrook Lane (B5212) to the east and a group of buildings associated with the farm to the west. An access track linking the B5212 with the farm runs to the south of the development site, although open fields extend beyond this, and to the north also.

The application site itself is rectangular in shape, grassed over, and is largely
open and flat; a mixture of hedges and trees run along its perimeters.

**The proposal**

Planning permission is sought to change the use of 630sqm of land associated with the farm to facilitate the formation of a livery stable and small paddock area (Use Class Sui Generis), which would be for the private use of the occupants of Mount Pleasant Farm (the applicant). The ‘L’-shaped timber stable block would occupy a maximum footprint of 16.7m x 8.70m and would extend to 2.95m at the top of its ridge. Internally, the structure would accommodate four stables and storage areas for food/bedding.

The proposals also include the installation of post-rail fencing to define the small paddock area around the stables. A concrete yard would be created within the envelope of the stable block and a new permeable access track laid out to link the stables with the existing farm / road network.

The applicant has indicated that the erection of the stable block would not result in the loss of any existing trees.

**Site Ownership and Site Boundary**

The Location Plan that accompanies this application has been amended during the course of the assessment process. The plan initially submitted outlined the land on which the proposed stable block was to be sited in red and included a blue line, which was designed to identify other land within the applicant’s ownership. However this blue line was found to be incomplete and inaccurate. Subsequent discussions with the applicant revealed that they did not directly own the land that is the subject of this application, or any of the surrounding land. As a result the applicant has amended the application forms to supply the correct ownership certificate and the blue line was removed entirely from the Location Plan. Further, the application was incorrectly registered to Mount Pleasant Cottage and therefore the site address has been updated to read ‘land adjacent to Mount Pleasant Farm’ and the relevant neighbours notified of the scheme by letter.

During the assessment process the applicant agreed to revise the position of the proposed stable block to minimise its impact on the openness of the green belt. Consequently this necessitated the submission of amended plans and a further revision to the Location Plan and an additional re-consultation of neighbours.

**Relevant site history**

A00/40904    Full Planning - Proposed alteration and extensions to form an inglenook fireplace and first floor bedroom extension – Approved with Conditions, April 2000.

99/40452      Full Planning – Change of Use of craft centre to offices and 51 car parking spaces – Approved with Conditions, January 2000.
90/26641 Full Planning – Change of Use of agricultural barn to the display and storage of craft goods and associated pedestrian link and alterations to the east elevation – Approved with Conditions, November 1991.

Planning Policies

Core planning principles
Chapter 2 – Achieving Sustainable Development
Chapter 12 – Achieving Well-Designed Places
Chapter 13 – Protecting Green Belt Land

Local Plan Core Strategy
CS1 – Delivering Sustainable Development
CS5 – Green Belt
SN6 – Sustaining the Local Economy and Services
QE6 – Environment and Amenity Protection
QE7 – Ensuring a High Quality Place
CC1 – Inset and Green Belt Settlements
CC2 – Protecting the Countryside
MP1 – General Transport Principles

Supplementary Planning Documents
Design and Construction SPD
National Planning Practice Guidance (NPPG)

Consultation Responses

Environment and Public Protection
No objections – condition relating to storage and regular removal of manure and other waste products recommended.

Highways
No objections

Rixton-with-Glazebrook Parish Council
Object to the proposed stable block due to its visual impact onto Glazebrook Lane. The Parish Council have confirmed that the amended plans have not been sufficient to remove their concerns.

Notification Responses

Ward Councillors
No comments received to date

Neighbours
No comments received

Observations

Principle of Development

This development seeks consent to change the use of 630sqm of land associated with Mount Pleasant Farm in order to accommodate livery stables and a small paddock. Paragraph 146 of the NPPF (2018) lists certain forms of development that are not inappropriate within the Green Belt (providing that they preserve its openness and do not conflict with the purposes of including land within it), amongst which is the material change of use of land, such as those for outdoor sport or recreation.

Paragraph 145 of the NPPF (2018) states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt, however exceptions to this include the provision of appropriate facilities for outdoor sport and outdoor recreation, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.

It is widely accepted that horses can be ridden for sport or recreational purposes. In this instance, the scale and nature of the proposed stables and paddock are considered to be typical of what is reasonably required to support the keeping and riding of a small number of horses for recreational purposes. As such it is accepted that the proposals provide appropriate facilities for outdoor recreation. The impact of the proposed use and structures on the openness of the Green Belt and the purposes of including land within it are considered within the paragraphs below:

The Mount Pleasant Farm estate comprises of a series of buildings and hardstanding areas, which are clustered together on land 35m to the west of Glazebrook Lane (B5212). During the course of the application the proposed stable-block and concrete yard has been re-sited so that it now occupies the intervening land between the B5212 and the farm estate. An important consequence of this repositioning is that it would now sit within an envelope of existing built form, which includes highways and access roads. Whilst the application site currently consists of open land, its size, position and boundary treatments mean that it is viewed as part of the landscaping associated with the Mount Pleasant Estate, rather than an extension to the surrounding open fields. As such its contribution to the wider sense of openness of the Green Belt is considered to be limited. The proposed development would be appreciated in the context of existing highways and built form and would not, therefore, appear as a prominent feature that unduly disrupts the existing openness of the Green Belt. The use of the land surrounding the stable block as a small paddock would assist with preserving the openness, as it would comprise of an open area of grass on which horses could exercise and graze.

In addition to the above, the proposed development, by reason of its size and siting, would not amount to urban sprawl or encroachment into the countryside and would not contribute towards the merging of neighbouring
towns. Overall, it is considered that the development would not conflict with the purposes of including land within the Green Belt.

In conclusion the development would not be in conflict with Paragraphs 145 or 146 of the NPPF on the basis that the use of the land and the structures within it equate to appropriate facilities for outdoor sport and recreation that preserve the openness of the green belt and do not conflict with the purposes of the land within it.

**Visual Amenity**

The proposed stable block and yard is considered to be modestly sized and of typical appearance for its use. It would not represent an uncharacteristic feature within the countryside or indeed the green belt. Post and rail fencing is considered to be an appropriate form of boundary treatment for a rural setting. A separation of approximately 7m would remain between Glazebrook Lane and the stable block, with views from the highway filtered by existing tree planting and a new hedge along the eastern site boundary. Furthermore, as noted above, when viewed from the B5212 the proposal would be seen against a backdrop of existing buildings. Therefore the proposed development is considered to have an acceptable impact on the visual amenities of the area and accords with policies CS1 and QE7 of the Warrington Borough Council Core Strategy and the design policies in the National Planning Policy Framework.

**Trees and Landscaping**

A series of Lime trees run along the northern boundary of the development site and parallel to Glazebrook Lane to the east. These are not covered by a Tree Preservation Order although they do make a positive contribution to the character of the area, particularly those adjacent to the highway. The repositioning of the stable block has brought the development to within 3.5m of some of these trees; however the applicant maintains that they do not propose to remove any of them as part of the overall works.

The Council’s Arborist has estimated the root protection area of the trees closest to the stables to be 2.5m – 3.5m in radius and has noted that they are a hardy species that can tolerate minor severance of rooting areas. On this basis the Arborist has raised no objections to the layout of the amended scheme.

The Arborist has also noted that if, during the course of construction works, it emerged that the applicant needed to remove any of the Limes then their loss could be mitigated with replacement planting of a similar size that has a similar effect. In this event the recommended landscaping condition would still enable the local planning authority to secure an appropriate level of replacement planting to compensate for the harm caused by this loss. Tree Protection Measures should be put in place for the duration of the construction process around those existing trees to be retained along the northern and eastern site boundaries, and around the avenue of predominantly London Plane species either side of the access road off
Glazebrook Lane. A condition to this effect has been recommended.

The applicant proposes to plant a new hedge along the site’s boundary with Glazebrook Lane, to soften the appearance of the stable block when viewed from the highway. A Landscaping condition is recommended to secure details of the hedge’s size and species and to secure its planting and future maintenance.

Residential Amenity

It is not considered that the erection of a small stable block for private use would give rise to any impacts on residential amenity that would cause conflict with policies CS1 or QE6 of the Warrington Borough Council Core Strategy, or the amenity policies set out in the NPPF (2018). The use of the stables for commercial purposes could, however, result in a material intensification of use and activity within the site that could impact upon the amenity of residents within Mount Pleasant Farm and Mount Pleasant Cottage. As such a personal use permission should be attached to any grant of planning permission.

Parking and Highway Safety

The proposed stable block is for private use and therefore will not generate significant comings/goings or demand for car parking. In any event, there is space for vehicles to park and manoeuvre on the new concrete yard and access road. The existing access is able to accommodate vehicles associated with the stable block. As such the development is considered to be in accordance with policies CS1, QE6 and MP1 of the Warrington Borough Council Core Strategy and the NPPF.

Drainage

A new concrete yard would support the proposed stable block and would be accessed by an extended track constructed with a permeable hardcore base. A surface water drainage scheme should therefore be submitted for approval by the Local Planning Authority.

Recommendation

Approve subject to conditions

1. The development hereby approved shall be commenced before the expiration of three years from the date of this permission.

   Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

2. The development hereby approved shall be carried out in accordance with the following approved plans –
• Location Plan (1:2500) – Proposed stables at land adjacent to Mount Pleasant Farm (received 14\textsuperscript{th} June 2018)
• Site Plan – Proposed stables at land adjacent to Mount Pleasant Farm (received 14\textsuperscript{th} June 2018)
• Elevations and Floor-Plans - Proposed stables at land adjacent to Mount Pleasant Farm (received 14\textsuperscript{th} June 2018)

Reason: For the avoidance of doubt and to define the permission.

3. Notwithstanding any description of materials in the application, no above ground construction works shall take place until samples or full details of materials to be used externally on the building have been submitted to, and approved in writing by, the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity.

4. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any other order revoking and re-enacting that Order with or without modification), the stables and associated paddock hereby approved shall be made available only for private use by the occupants of Mount Pleasant Cottage and shall not be used by members of the public or on a commercial basis.

Reason: To enable a full assessment of any alternative uses, which could harm local character, neighbouring amenity, and/or impact upon the local highway network, having regard to Local Plan Core Strategy (2014) Policies CS1, QE6 and QE7 and MP1 and the NPPF (2018).

5. Prior to the commencement of the development hereby approved, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance, with evidence of an assessment of site conditions, shall be submitted to, and approved in writing by, the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, to secure proper drainage and to manage the risk of flooding and pollution in accordance