

Langtree Property Partners

Warrington Local Plan Examination

Hearing Statement – Matter 6f

July 2022



01 Introduction

Introduction

- 1.1 This is a Hearing Statement prepared by Spawforths on behalf of Langtree Property Partners (Langtree) in respect of:
 - Matter 6f: Main Development Area: South East Warrington Employment Area
- 1.2 Langtree has significant land interests in the area and has made representations to earlier stages of the Local Plan process.
- 1.3 The Inspector's Issues and Questions are included in **bold** for ease of reference. The following responses should be read in conjunction with Langtree's comments upon the Warrington Local Plan 2021-2038 Submission Version, dated November 2021.
- 1.4 Langtree has also expressed a desire to attend and participate in Matter 6f of the Examination in Public.

02 Matter 6f – Main Development Area: South East Warrington Employment Area

Issue

- 2.1 Whether the South East Warrington Employment Area Main Development Area (Policy MD6) is justified, effective and consistent with national policy.

Questions

Question 1: What is the background to the site allocation and how was it identified?

- 2.2 The potential for new employment land at South East Warrington Employment Area has been around for a number of years. The Core Strategy sets out the key growth locations which include the South East Warrington Employment Area (Barley Castle) and therefore this area already is the next logical location for growth. Significant logistic and employment already exists along Barleycastle Lane, including Eddie Stobart and DPD.
- 2.3 The South East Warrington Employment Area lies within two parcels. To the north, Langtree has a legal agreement with the landowners and this parcel is referred to as Six 56. The southern portion of the site is controlled by Liberty. The site is therefore being promoted and developed by two well-funded developers.
- 2.4 Langtree has consistently and regularly made representations throughout the Local Plan process. However, due to the critical need in the logistics market and supply constraints, such as the fast take up of land at Omega, Langtree decided to progress a planning application in parallel with the Local Plan.

- 2.5 The planning application was made to both Warrington and Cheshire East. Cheshire East have granted planning permission for the ecological mitigation works (19/1685M; decision notice attached at Appendix 1), whilst Warrington have resolution to grant planning permission (2019/34799; minutes appended at Appendix 2) subject to the removal of the Government holding direction. The site is therefore evidently deliverable.

Question 2: What is the basis for the scale of development proposed and is this justified?

- 2.6 As stated in response to Matter 3 and Matter 5 there is justification for identifying the site. Langtree consider that there is a national imperative to facilitate and deliver economic growth in the United Kingdom. This economic imperative is embedded within national planning policy through The Framework. Paragraph 8 of The Framework establishes the three overarching objectives of the Planning system, economic, social and environmental. The economic objective is concerned with ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity. Paragraph 80 seeks to ensure that policies and decisions create the right conditions in which businesses can invest, expand and adapt. The Framework considers that an area should build on its strengths, counter any weaknesses and address the challenges of the future. Furthermore, the Framework confirms that the specific locational requirements of different sectors should be recognised and addressed by policies and decisions, this includes making provision for “storage and distribution operations at a variety of scales and in suitably accessible locations”.
- 2.7 The Government is also committed to a rebalancing agenda whereby it is seeking to “level up” economic growth and overcome regional disparities in order to allow the North of England to realise its potential. The Industrial Strategy – Building a Britain Fit for the Future, aims to create an economy that boosts productivity and earning power throughout the UK. The Northern Powerhouse forms part of the Government’s Industrial Strategy and has an objective to achieve a sustained increase in productivity across the whole of the North of England. The Northern Powerhouse Strategy seeks to achieve this aim through improvements in connectivity; addressing the disparity in skills; ensuring that the north is an excellent place to start and grow a business; and promoting trade and investment across the north.
- 2.8 Warrington continues to be one of the UK’s most successful economic engines and a driver of growth at the heart of the Northern Powerhouse. Warrington Means Business (2020) the economic growth strategy for the area highlights that “Omega, Gemini, Woolston and Birchwood are major successes as employment areas – however, these sites are almost full and there is a realisation that Warrington will run out of suitable new sites for business development. Although the Town Centre will meet some of this demand, there is still a need to provide in excess of 350 ha of new large scale employment areas for the future”.
- 2.9 Warrington, unlike other Authorities in the area, has had a proactive approach to the release of strategic sites to meet logistics and employment need. The Omega site is testament to this approach, which has come forward steadily since 2013 with a combination of speculative and built to order units and is now effectively complete within 8 years and permission granted by Secretary of State for the Omega West extension. This strategic site has meant that the market

has been less constrained in Warrington compared to other Authorities where land supply was constrained by planning policy. In this context the take up rates are an appropriate starting basis within Warrington to reflect future need for employment land.

- 2.10 The Economic Development Needs Assessment for Warrington has been undertaken by BE Group, who also undertook the Employment Land Needs Study for St Helens. The methodology BE Group followed in St Helens is similar to that adopted in Warrington. The Inspector in St Helens endorsed the approach for utilising take up rates in deriving the employment land requirement recognising that when sites are available they come forward for development.
- 2.11 Furthermore, the St Helens Inspector also recognised that the PPG refers to the need to allocate space for logistics, and the specific needs of the logistics sector, such as the requirement for a significant amount of land at suitably accessible locations. The Inspector also highlighted that the continued interest from developers for large scale sites suitable for logistics warehousing near the M6 and M62 motorway intersection, is anticipated to sustain this demand, with further growth in the sector during the Plan period. The planning applications at Haydock that have been granted, along with the two applications at Omega and Parkside recently granted by the Secretary of State, all reinforce the picture of strong developer interest for large scale sites suitable for logistic warehousing in St Helens that are close to the strategic motorway network. This is anticipated to fuel a period of further growth in demand and that given that parts of the strategic motorway and rail network pass through the area, it is well placed to meet this demand.
- 2.12 The Economic Need and Demand update note prepared by B8 Real Estate (Appendix 3) which shows that take up rates within the region have been increasing and there is no sign of this abating. The assessment highlights the latest research with take-up in H1 of all Grade A facilities above 100,000 sq. ft. reaching 22.56M sq. ft. across 80 deals to 64 different occupiers which shows a wider mix of occupiers securing units. This represented a 10% increase on the previous record of 20.5M sq. ft. achieved in H1 2021.
- 2.13 The South East Warrington Employment Area can meet the need for largescale logistics needs. This is evidenced in the Six 56 planning application and is considered as part of the planning committee report, which states that the site is not subject to constraints and is available now, which is important given the urgent need for employment land. The lack of alternative sites in Warrington lends further weight to the role this site would play in meeting Warrington's evidenced employment land needs.
- 2.14 Furthermore, the new Green Belt boundary around the South East Warrington Employment Area is logical and follows defined long term and permanent boundaries, including the M6 to the east, M56 to the south and B5356 to the north.
- 2.15 Langtree therefore consider that the employment land need provides exceptional circumstances to justify the allocation of the South East Warrington Employment Area.

Question 3: What is the status of the site in terms of planning applications/permissions and how does this relate to the proposal and policy requirements in the Local Plan?

- 2.16 Langtree prepared and submitted a planning application for the northern portion of the South East Warrington Employment Area (2019/34799). This was for employment uses and infrastructure improvements, in accordance with the proposed allocation:

The outline application (all matters reserved except for means of access) comprises the construction of up to 287,909m² (3,099,025ft²) (gross internal) of employment floorspace (Use Class B8 and B1(a) offices), demolition of existing agricultural outbuildings and associated servicing and infrastructure including car parking and vehicle and pedestrian circulation, alteration of existing access road into site including works to the M6 J20 dumbbell roundabouts and realignment of the existing A50 junction, noise mitigation, earthworks to create development platforms and bunds, landscaping including buffers, creation of drainage features, electrical substation, pumping station, and ecological works.

- 2.17 The Council resolved to grant planning permission on 10th March 2022 at planning committee (Appendix 2). A holding direction has been issued by Secretary of State on 26th May 2022.
- 2.18 The Delivery Report which is appended to the Statement of Common Ground shows the context of the Six 56 planning application within the South East Warrington Employment Area. The planning application, which proposes new employment uses alongside green and blue infrastructure, highway improvements, accessibility enhancement and environmental mitigation is in accordance with Policy MD6 of the emerging Local Plan.
- 2.19 Furthermore, Cheshire East have granted planning permission for the ecological works (19/1685M Appendix 1).

Question 4: What are the conclusions of the Green Belt Assessment in relation to the contribution of the land in question to the purposes of the Green Belt and the potential to alter the Green Belt in this location?

- 2.20 The Council's Green Belt Site Assessment Report (GB4) shows the South East Warrington Employment Area as being relatively mixed against the criteria providing strong, moderate and weak contributions to Green Belt purposes.
- 2.21 Furthermore, the updated Green Belt Site Selection report (August 2021) confirms that the removal of the South East Warrington Employment Area will not harm the overall function and integrity of the Green Belt in the area, stating:

The sites which comprise this allocation made a weak, moderate and strong contribution to Green Belt purposes. Development of this allocation would result in some encroachment into the countryside however development would not represent unrestricted sprawl as it would be

reasonably contained and well defined along strong permanent boundaries to the north, east and south (the M6, M56 and the B5356). The remaining surrounding Green Belt could continue to perform its Green Belt function. The removal of this site from the Green Belt will not harm the overall function and integrity of the Warrington Green Belt. The new Green Belt boundary would be recognisable and permanent being strongly defined to the north, east and south by the B5356, M6, and M56 respectively.

- 2.22 As noted within the Council's Green Belt report the new Green Belt boundary is along strong defined long term and permanent boundaries, in accordance with national policy and guidance. The site is therefore a suitable site to be released to meet the critical need for employment land in the area.

Question 5: What would be the effect of developing the site on the purposes of the Green Belt?

- 2.23 The Council's Green Belt Site Selection demonstrates that the development of this site would not harm the overall purpose of the Green Belt as the site will be contained by strong defensible Green Belt boundaries and the surrounding Green Belt would continue to perform its Green Belt function.
- 2.24 The Council's assessment shows that the site is contained and well defined, has no impact on preventing neighbouring towns from merging and is not adjacent to a historic town. Therefore, the development of the site does not harm the overall function and integrity of the Green Belt.

Question 6: Are there exceptional circumstances to alter the Green Belt in this particular case? If so, what are they?

- 2.25 As stated in response to Question 2 and Matter 5 Langtree consider that the significant employment land need provides exceptional circumstances to justify the allocation of the South East Warrington Employment Area.
- 2.26 Furthermore, the specific locational requirements for large footplate logistics users and lack of alternative sites within urban areas leads to the need for the South East Warrington Employment Area and its release from the Green Belt.
- 2.27 The Council states in the committee report in their consideration of the Six 56 planning application that there are considerable benefits to the employment site, including:
- Evidence
 - Meeting an identified need
 - Absence of alternatives
 - The deliverability of the site
 - Socio-economic benefits

- Ecology benefits
 - Traffic and transportation benefits
- 2.28 These were considered compelling reasons in the consideration of the proposed scheme and weigh very heavily in favour of the proposed development.
- 2.29 The socio-economic benefits, in particular, are significant, which is summarised in Question 9 below and includes employment created on the site directly and in the surrounding area plus investment in the local area, the potential for training, skills and job opportunities and provision of recreational opportunities through footpath enhancement.
- 2.30 Therefore, Langtree consider that exceptional circumstances do exist to alter the Green Belt boundary and allocate the South East Warrington Employment Area.

Question 7: What is the approach towards Green Belt compensatory improvements? Is this sufficiently clear?

- 2.31 Langtree has been granted planning permission for ecological works for land remaining in the Green Belt (19/1685M). This will enhance the land and provide biodiversity and habitat improvements. This is on land adjacent to the allocation within Cheshire East and provides Green Belt compensatory improvements, in accordance with the Framework.
- 2.32 Furthermore, there will be enhanced footpath connectivity through the site, which will enhance the accessibility of the Green Belt beyond the proposed scheme.

Question 8: What is the basis for the scale and types of uses envisaged? Should Policy MD6 be clearer as to the mix and scale of different uses?

- 2.33 The scale and type of uses reflects the market requirements and the significant need for distribution and industrial uses. The evidence as described in response to Question 2 and Matter 5 demonstrates the approach to the spatial strategy and the uses specified in Policy MD6.
- 2.34 Langtree considers that the scale and type of uses is appropriate within Policy MD6. Langtree considers Policy MD6 to be suitable in providing certainty and flexibility across the Plan period.

Question 9: What are the implications in terms of employment land/floorspace provision and overall jobs growth? How would this contribute to employment land requirements/jobs growth outside of the Borough and what cross boundary issues does this raise? How have such issues been addressed?

- 2.35 As stated in response to Matters 2 and 5 there are no cross boundary issues with the proposed allocation. The accompanying economic need and demand update shows the increasing occupier demand for such facilities.
- 2.36 The socio-economic benefits of the Six 56 scheme are summarised in the planning statement and committee report to the planning application and are afforded significant weight. The socio-economic benefits include the employment created on the site directly and in the surrounding area plus investment in the local area, the potential for training, skills and job opportunities and provision of recreational opportunities through footpath enhancement.
- 2.37 In relation jobs the proposed scheme create the equivalent of 271 jobs over a 6.5 year construction period with further jobs created due to supply chain expenditure and workers spending money in local shops and facilities, resulting in an overall economic impact of the construction phase of approximately £11m per annum. Furthermore, once fully operational there is the potential for 4,113 jobs in addition to further employment opportunities due to additional economic activity generated off site.
- 2.38 It is estimated that the proposed Six 56 scheme, once fully operational, could generate net additional GVA of around £210 million per annum within the Cheshire and Warrington LEP area. Once fully developed, it is estimated that the proposed scheme will generate approximately £7.1 million of business rates revenue per annum.
- 2.39 The increase in economic activity and investment will have knock-on effects in terms of the local supply chain, as well as supporting the growth of local services and facilities through the attraction of additional expenditure. It is estimated that the Proposed Development, once fully occupied, could generate £122 million of net additional supply chain and employee spend per annum in Warrington. Based on ONS business population data, this would be enough to sustain around 205 local businesses. This will help to encourage further investment, as well as enabling existing businesses to expand, attract new businesses, and retain and create further jobs for local residents.
- 2.40 Recreational opportunities will be incorporated through the retention of the existing public footpath and the incorporation of a new walking route through the wildflower meadow encompassing the scheduled monument.
- 2.41 Therefore, there are significant socio-economic benefits for the Six 56 scheme and the wider South East Warrington Employment Area, which benefit Warrington and the wider region.

Question 10: What is the background to the specific policy requirements in Policy MD6? Are they justified and consistent with national policy? Do they provide clear and effective guidance on constraints and suitable mitigation?

- 2.42 As stated in response to Matter 1, Langtree maintain their comments that the requirement for a Development Framework is not needed for this site.
- 2.43 The evidence prepared by Langtree and incorporated within the planning application shows that Six 56 is able to be delivered without the need for third party land. It is understood that the adjacent landowner/developer is also able to bring forward their portion of the site without the need for other land. Therefore, Langtree supports the need for a comprehensive masterplan, however this should be prepared within the context that each individual parcel is able to come forward on its own and accommodate its own green infrastructure, utilities, and drainage and transport requirements. Such an approach is common practice on large schemes.
- 2.44 Paragraph 10.6.5 does not reflect this situation and stipulates the scale of the Development Framework and what it needs to include and that the site cannot come forward until it is agreed by all parties. This is carried forward into Point 3 of Policy MD6, which could therefore constrain and hinder the timely delivery of the development unnecessarily. Langtree considers this can be addressed through an agreed comprehensive masterplan and individual planning applications, which can be directed by a clear and concise Local Plan policy. The Delivery Report appended to the Statement of Common Ground shows the site wide approach to the South East Warrington Employment Area.
- 2.45 This strategic approach should be reflected and continued throughout the policy and descend into each criteria. Currently, the site specific requirements from Point 5 onwards do not reflect this approach. Langtree considers that the restrictive terminology and these requirements could affect the timely delivery of the scheme. Furthermore, some of the “requirements” also refer to site wide requirements, whereas as stated earlier each parcel is able to come forward independently, such “requirements” should therefore only relate to each individual parcel. This lack of clarity does not reflect national policy and guidance on clear and precise policies.
- 2.46 Langtree would also like to highlight that Point 21 does not reflect national policy and guidance to state “development will be required to preserve and enhance the historic environment, heritage assets and their setting”. Langtree suggests that this aspect of the policy is updated to reflect the Framework Chapter 16 Conserving and Enhancing the Historic Environment.
- 2.47 Langtree maintains that the site is available, suitable and achievable and therefore deliverable in accordance with national policy and guidance, which is reflected in the resolution to grant planning permission for the site.

Question 11: Does Policy MD6 identify all appropriate and necessary highways and other infrastructure requirements? How will these be provided and funded? Is this sufficiently clear?

- 2.48 Langtree considers that Policy MD6 provides appropriate criteria in relation to highways. Langtree is able to provide the highway improvements necessary for the Six 56 scheme and this is reflected in the Planning Committee Report and accompanying planning conditions. A highways statement prepared by Curtins is appended to this hearing statement (Appendix 4), which summarises the Transport Assessment undertaken as part of the Six 56 planning application. This demonstrates that the proposed scheme is fully compliant with Policy MD6. Section 4 of the Curtins statement shows that the proposed scheme and the mechanisms to secure the appropriate infrastructure through planning condition and obligation is well established.
- 2.49 The Council's more comprehensive scheme is to accommodate wider Local Plan housing growth over the 15 year period. The Council is progressing this wider scheme and Langtree is working with the Council to support this.

Question 12: Have environmental impacts, including air quality matters and landscape and visual effects, been adequately considered and addressed?

- 2.50 The Six 56 planning application was accompanied by an Environmental Impact Assessment, which was considered by statutory consultees and the Council.
- 2.51 The Council's committee report duly considered all environmental technical matters, including ground conditions and contamination; traffic and transportation; drainage and flood risk; landscape and visual impact; ecology and nature conservation; socio-economic matters; noise and vibration; air quality, odour and dust; cultural heritage; utilities; waste; energy and climate change; agricultural land and soils; cumulative effects.
- 2.52 There were no outstanding objections by statutory consultees and the scheme has a resolution to grant planning permission. Therefore, there are no constraints to delivery and the site is deliverable in accordance with national policy and guidance.

Question 13: Does the Policy adequately provide for the assessment of in-combination impacts on important ecological features that may arise as a result of this and other allocations within the Local Plan?

- 2.53 The Six 56 planning application was accompanied by an Environmental Impact Assessment, which was considered by statutory consultees and the Council. This assessed the cumulative effects of the scheme and was duly considered by the Council as part of determining the Six 56 planning application. The Council's committee report assesses the ecological matters but also analyses the cumulative effects of the scheme, including additive impacts (cumulative impacts

and their effects) and synergistic effects (in-combination/interaction of effects). There were no outstanding objections by statutory consultees and the scheme has a resolution to grant planning permission. The proposed scheme has therefore fully considered ecological matters.

Question 14: Are there potential adverse effects not covered above, if so, what are they and how would they be addressed and mitigated?

2.54 Langtree considers that the site is available, suitable and achievable and therefore deliverable, in accordance with national policy and guidance.

Question 15: Is the development proposed viable and deliverable as anticipated within the plan period? What is the situation in relation to land ownership and developer interest?

2.55 As stated earlier, the South East Warrington Employment Area is controlled by Langtree and Liberty.

2.56 The Delivery Report, which is appended to the Statement of Common Ground explains the deliverability of the site in detail.

2.57 The northern parcel (Six 56) is controlled by Langtree and has a resolution to grant planning permission. The site is viable and deliverable and able to come forward in the short term, including delivery of its on-site requirements and off-site highway improvements.

2.58 The southern parcel is controlled by Liberty and can be brought forward independently in terms of on-site requirements, including drainage, utilities and highways.

Question 16: How is it intended to bring the site forward for development? What mechanisms will there be to ensure a comprehensive and co-ordinated approach to development, ensuring that infrastructure requirements are provided?

2.59 The South East Warrington Employment Area is controlled and will be delivered by two parties. Although the site is a single allocation the policy needs to recognise that the two parcels are able to be delivered independently of each other. The evidence prepared by Langtree and incorporated within the planning application shows that Six 56 is able to be delivered without the need for third party land. It is understood that the adjacent landowner/developer is also able to bring forward their portion of the site without the need for other land. Therefore, Langtree supports the need for a comprehensive masterplan, however this should be prepared within the context that each individual parcel is able to come forward on its own and accommodate its own green infrastructure, utilities, and drainage and transport requirements. Such an approach is common practice on large schemes.

2.60 This approach is reflected within the Statement of Common Ground and accompanying Delivery Report.

Question 17: Are any main modifications necessary for soundness?

2.61 As per Langtree's earlier representations, Langtree consider that Policy MD6 could be clearer and should reflect the proposed delivery of the site and the requirement for a Development Framework should be removed, as it is unnecessary.

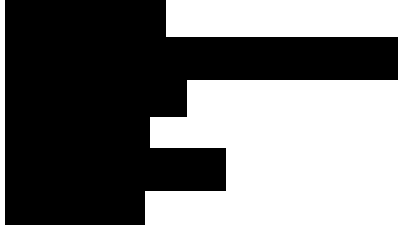
Proposed Change

2.62 To overcome the soundness matters Langtree proposes the following changes:-

- Remove requirement for the Development Framework
- Clarify policy requirements

Appendix 1

Mr Gavin Winter,



Development Management



email:



DECISION NOTICE

Application No: **19/1685M**

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

Particulars of Development

The outline application (all matters reserved except for means of access) comprises the construction of up to 287,909m² (3,099,025ft²) (gross internal) of employment floorspace (Use Class B8 and E(g)(i) offices), demolition of existing agricultural outbuildings and associated servicing and infrastructure including car parking and vehicle and pedestrian circulation, alteration of existing access road into site including works to the M6 J20 dumbbell roundabouts and realignment of the existing A50 junction, noise mitigation, earthworks to create development platforms and bunds, landscaping including buffers, creation of drainage features, electrical substation, pumping station, and ecological works.

Location

Land Off, M56 TO M6 LINK ROAD, MACCLESFIELD

for **Mr Neal Biddle, Langtree PP & Panattoni**

In pursuance of its powers under the above Act, the Council hereby GRANTS outline planning permission for the above development referred to in the application and accompanying plans submitted by you subject to compliance with the conditions specified hereunder, for the reasons indicated:

1. The development hereby approved shall be commenced either before the expiration of three years from the date of this permission or before the expiration of two years from the approval of the last reserved matters,



whichever is the later.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. Application for approval of reserved matters shall be made within three years of the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

3. Details of landscaping, scale, appearance and layout shall be submitted as part of any application for reserved matters.

Reason: To ensure these details, which may affect the determination of the reserved matters application, are fully assessed.

4. The development hereby approved shall be carried out in total accordance with the approved plans numbered

- 16-184 P002 Rev J Location Plan
- 16-184 P110 Rev G Development Cells Parameters Plan
- 16-184 P116 Rev I Disposition Parameters Plan
- 16-184 P111 Rev I Green Infrastructure Parameters Plan
- 16-184 P115 Rev H Heights Parameters Plan
- 16-184 P113 Rev G Access and Circulation Parameters Plan
- 16-184 P117 Rev H Drainage Parameters Plan
- 16-184 P114 Rev L Acoustic Considerations Parameters
- 16-184 P112 Rev G Heritage Parameters
- 16-184 P118 Rev F Demolition Parameters Plan

received by the Local Planning Authority on 21.02.2022.

Reason: For the avoidance of doubt and to specify the plans to which the permission/consent relates.

5. No unit hereby approved shall be occupied unless and until a scheme for the design and implementation of freight traffic signage including timetable for implementation has been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, the freight traffic signage shall highlight that the recommended route for goods vehicles to and from the motorway network is M6 J20 along A50 Cliff Lane to B5356 Grappenhall

Lane. The approved scheme shall be implemented prior to first occupation of the development hereby approved.

Reason: To ensure that the sufficient measures are taken such that the highway network can accommodate the development and that the traffic generated does not exacerbate unsatisfactory highway or transportation conditions on unsuitable roads.

6. At the time of the submission of the first reserved matters application an updated badger survey of the ecological mitigation area as shown on approved plan 16-184 P111 Rev I Green Infrastructure Parameters Plan shall be submitted.

Reason: in the interests of nature conservation at the site.

7. The first reserved matters application shall be accompanied by: a Construction Environmental Management Plan detailing safeguarding of Bradley Brook, a habitat creation specification detailing the types of habitats to be created, a habitat creation method statement, an ecological monitoring strategy and a 30 year habitat management plan for all the retained, enhanced and newly created habitats for the Ecological Mitigation Area shown on the submitted Illustrative Masterplan (drawing reference 16-184-F013 001 Rev: AG) .

The habitat creation method statement to detail how the newly created habitats will be delivered and a include a timetable for the delivery of habitats in accordance with the proposed details.

The 30 year habitat management plan will provide target conditions for all retained, enhanced and newly created habitats in the ecological mitigation area and detail how the newly created, retained and enhanced habitats in the ecological mitigation area be managed to achieve these target conditions.

The ecological monitoring strategy shall include proposals for the surveying and reporting of the results of the habitat creation and management works to the LPA for the duration of the management plan period. The strategy shall include a mechanism whereby revised management and habitat creation proposals shall be submitted to and approved by the Local Planning Authority in the event that habitats are found to be failing to achieve their condition targets.

The agreed, habitat creation specification, a habitat creation method

statement; ecological monitoring strategy and 30 year habitat management plan to be implemented in full.

Reason: to safeguard biodiversity in accordance with Local Plan Policy SE3.

8. If, during the course of development, contamination not previously identified is found to be present, no further works shall be undertaken in the affected area and the contamination shall be reported to the Local Planning Authority as soon as reasonably practicable (but within a maximum of 5 days from the find). Prior to further works being carried out in the identified area, a further assessment shall be made and appropriate remediation implemented in accordance with a scheme also agreed in writing by the Local Planning Authority. Prior to first occupation/use of the development, confirmation should be provided to the LPA that no such contamination was found, and if so what remedial measures were agreed and implemented.

Reason: To ensure the development is suitable for its end use and the wider environment and does not create undue risks to site users or neighbours during the course of the development.

Community Infrastructure Levy (CIL)

The development approved by this permission may be liable for a charge under the Community Infrastructure Levy Regulations (as Amended) 2010. If your scheme is liable, and you have not already done so, you must submit an 'Assumption of Liability Notice' to the Council before development commences. If your scheme is issued with a CIL charge, it is essential you submit a 'Commencement Notice' to the Council before the development commences and await the Council's acknowledgement. Any relevant applications for 'Relief' or 'Exemption' must be submitted to the Council before commencement of development. Any relevant applications for 'Relief' or 'Exemption' which are applied for after development is deemed to have commenced will be refused.

The Council will impose penalties where the correct forms are not submitted, are late, or where the information provided is inaccurate.

All forms are available at www.cheshireeast.gov.uk/cil and once completed, should be emailed to cil@cheshireeast.gov.uk

For further information you can contact the Council's CIL Team on cil@cheshireeast.gov.uk or Tel: 0300 123 5014.

The Local Planning Authority (LPA), in reaching this decision, has followed the guidance in paragraph 38 of the National Planning Policy Framework. The Framework advises that the LPA should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of

the area.

The reason(s) for approving this application is/are:

Please Note: This decision notice does not convey any approval or consent which may be required under any enactment, bye-laws, order or regulation other than Section 57 of the Town and Country Planning Act 1990.

This consent is granted subject to conditions and it is the owner(s) and the person(s) responsible for the implementation of the development who will be fully responsible for their compliance throughout the development and beyond. **A fee is payable to us for the discharge of conditions. Please see our Website for details.** If there is a condition that requires work to be carried out or details to be approved prior to the commencement of the development this is called a "condition precedent". The following should be noted with regards to conditions precedent:

- (a) If a condition precedent is not complied with, the whole of the development will be unauthorised and you may be liable to enforcement action.
- (b) Where a condition precedent is breached and the development is unauthorised, the only way to rectify the development is the submission of a new application.

Other conditions on this permission must also be complied with. Failure to comply with any condition may render the owner(s) and the person(s) responsible for the implementation of the development liable to enforcement action.

This permission is granted in strict accordance with the approved plans. It should be noted however that:

- (a) Any variation from the approved plans following commencement of the development, irrespective of the degree of variation, will constitute unauthorised development and may be liable to enforcement action.
- (b) Variation to the approved plans will require the submission of a new planning application.

Dated: 19 May 2022



Signed

Authorised Officer for
Cheshire East Borough Council

We enclose our decision notice in respect of the application you recently submitted to us.

You should read the notice carefully. It is your responsibility to ensure that you comply with the terms of any conditions which are attached to it. Where conditions require you to submit further information to us you will need to pay a fee and submit a separate application. The notice doesn't convey or grant consent for anything other than the application you made under the terms of the Town and Country Planning Act 1990.

If you are aggrieved by our decision to refuse planning permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990. You must submit your appeal within:

- 12 weeks of the date of this notice in the case of householder applications
- 8 weeks of the date of this notice for advertisement applications or
- 6 months of the date of this notice in all other cases

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. [Further details are on GOV.UK.](#)

Appeals can be made online at <https://www.gov.uk/planning-inspectorate>. If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on 03034445000. The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

Purchase Notices

If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.



Appendix 2

DEVELOPMENT MANAGEMENT COMMITTEE

10 March 2022

Present: Councillor S Parish (Chairman)
Councillors N Balding, B Barr, D Ellis, M Jervis, C Lenihan, H Milner, K Mundry, J Wheeler, R Bowden (sub for L Morgan), S Carr (sub for B Gallagher) and A Hill (sub for S Zaman)

DM122 Apologies for Absence

Apologies were received from Councillors, B Gallagher, L Morgan and S Zaman.

DM123 Code of Conduct – Declarations of Interest

Councillor	Minute	Reason	Action
Cllr R Bowden	DM125	Director of Wire Regeneration	Remained in the room and took part in the discussion and vote.
Cllr M Jervis	DM125	Member of Appleton Parish Council and attended meetings of South Warrington Local Plan Group, however has not expressed a view or commented on the application	Remained in the room and took part in the discussion and vote.
Cllr J Wheeler	DM125	Member of Appleton Parish Council, however had not expressed a view or commented on the application	Remained in the room and took part in the discussion and vote.

DM124 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.

DM125 2019/34799 - Land to the west of Junction 20 of the M6 Motorway, and Junction 9 of the M56 Motorway and to the south of, Grappenhall Lane/Cliff Lane (known as Six:56 Warrington) Grappenhall, Warrington

The Director of Growth submitted the above application with a recommendation approval subject to conditions and a S106 obligation to secure contributions to footway/cycleway works, public transport and a strategic travel plan, the cessation of use of Bradley Hall farmhouse, a local employment scheme, details of the ecological mitigation area, a Landscape and Ecological Management Plan (LEMP) and off-site farmland habitat compensation, and subject to the Secretary of State not wishing to intervene.

Members noted the content of the report.

Representations were received in support of and against the application.

A motion was put to the committee to refuse the application. This motion was seconded.

Members voted on the motion to refuse the application. The motion was lost.

A motion was put to the committee to approve the application as detailed in the report. This motion was seconded.

Resolved;

That application 2019/34799 be approved as per the recommendation and subject to conditions as detailed in the report and update report.

Councillor Jervis voted against the recommendation.

Signed.....

Dated.....

Appendix 3

A Rose Esq.
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

13 July 2022

SJ/RD

By email: [REDACTED]

Dear Andy

Six 56, Warrington – Economic Need & Demand

Further to our recent conversation, I write to provide you with an occupational update on the logistics and industrial market covering Warrington and the wider North West region following on from the JLL Proof of Evidence dated December 2020.

Take-Up

2021 saw continued strong demand across the North West region for all units above 90,000 sq ft with a record take-up of 6.20M sq ft across 31 transactions. Compared to the 5 year average of 4.51M sq ft, this represented a 38% increase and a 16% increase on the total take-up recorded in 2020. Design and build along with speculative new build units accounted for 3.9M sq ft across 18 transactions representing 52% of overall take-up.

Over the year, the largest proportion of transactions were in the 90-200,000 sq ft size range (18 transactions/58%) and 50% of speculative new build units were let before practical completion highlighting the strong demand for new build accommodation. E-commerce/logistics were the dominant sector within the North West big box market accounting for 70% of overall take-up. However the manufacturing sector increased to 1.88M sq ft (8 transactions) and totalled 30% of all activity, a notable rise from 2020 figures of just 5% which in our opinion is a consequence of Brexit with occupiers looking to guarantee their future supply chain.

T: [REDACTED] **A:** [REDACTED]

Notable transactions during 2021 included the following:

- K800, Knowsley Industrial Park – 650,000 sq ft design and build let to Amazon
- Academy, Knowsley Industrial Park – 110,000 sq ft spec unit let to Unilin
- Unit 2 Mount Park II Omega, Warrington – 203,180 sq ft spec unit let to Amazon
- Panattoni Park, Wingates, Bolton – 280,700 sq ft spec unit let to EUS
- Omega 88, Warrington – 88,200 sq ft spec unit let to UPS
- Panattoni Park, Crewe – 305,360 sq ft spec unit let to AO.com
- Unit 3 Mountpark II Omega, Warrington – 225,180 sq ft spec unit let to Amazon
- Metro 190, Trafford Park – 190,000 sq ft spec unit let to the Fragrance Shop
- Liberty Park, Widnes – 108,091 sq ft spec unit let to Intertape Packaging

The take-up figures up to the end of H1 2022 have seen a further increase with 6 month take-up of 4.19M sq ft which represents a 25% increase on H1 2021. Speculative new build and design and build transactions accounted for nearly 80% of all take-up totalling 3.57M sq ft across 11 transactions signifying a clear shift to quality with occupiers looking to modernise their real estate. There were a number of notable characteristics to the H1 2022 take-up compared to previous years highlighted by the following:-

- There were 3 large-scale transactions between 505,000 sq ft and 878,000 sq ft showing an increased trend towards larger 'super sheds' procured on a design and build basis.
- All bar one of the spec lettings achieved were exchanged prior to units being completed.
- None of the transactions concluded where to Amazon, reinforcing the diverse nature of the sector and not being dominated by Amazon compared to previous years.

The regional position is very similar to the National picture where according to the latest CBRE research, take-up in H1 of all Grade A facilities above 100,000 sq ft reached 22.56M sq ft across 80 deals to 64 different occupiers which shows a wider mix of occupiers securing units. This represented a 10% increase on the previous record of 20.5M sq ft achieved in H1 2021.

Similar to the regional picture, 42% of national take-up in H1 2021 was to on-line retailers (with the vast majority of that accounted for by Amazon) whereas in H1 2022 this has reduced significantly to 13.6%. Manufacturing accounted for 15%.

Pipeline

Given the unprecedented levels of take-up, there are currently only 2 fully available spec buildings across the whole of the North West regional totalling 382,000 sq ft one of which has recently gone under offer (Super W in Warrington 244,000 sq ft)

Notable North West transactions during H1 2022 have included the following

- Omega, Warrington – 878,000 sq ft land sale to Home Bargains
- Omega, Warrington – 505,000 sq ft design and build let to Iceland
- Widnes 400, Gorsey Point – 393,000 sq ft spec unit let to the NHS
- Stakehill 185, Manchester – 185,000 sq ft spec unit let Fanatics
- Monarch 330, Kingsway Business Park, Rochdale – 328,000 sq ft spec unit let to Danish Crown
- Hooton Park, Ellesmere Port – 668,000 sq ft design and build to Stellantis
- Pioneer Point, Ellesmere Port – 92,000 sq ft spec unit let to Bargain Max
- Widnes 258, Gorsey Point, Widnes – 258,000 sq ft spec unit let to Kammac
- Alpha 167, Lingley Mere, Warrington – 168,159 sq ft spec unit let to Sykes Seafood

With the aforementioned recent transactions to Home Bargains and Iceland at Omega (St Helens) there are now only 2 plots remaining . One plot of 315,000 sq ft is reportedly under offer to The Hut Group on a design and build basis which leaves one final plot of 420,000 sq ft where initial feasibility for a speculative unit is being considered.

7 units totalling 2.06M sq ft are currently under construction and due to complete before the year end. These range in size between 107,000 sq ft and 655,000 sq ft none of which are in the Warrington Borough. 2 of these units are already under offer with advanced discussions under way on another 3. A further 4 units totalling 941,000 sq ft which have yet to PC have already exchanged.

Looking ahead, 13 units totalling just under 3M sq ft and ranging in size between 105,000 sq ft and 557,000 sq ft have either secured detailed planning or are looking to achieve in the near future with a view to commencing construction in Q3/4 2022. Again none of these are in the Warrington Borough.

The fact that none of the 7 units under construction and 13 proposed are in Warrington highlight the need for further land to be brought forward to cater for the current demand in the North West's prime location.

Future Land Supply

As detailed in the previous JLL Proof of Evidence, whilst a number of key strategic sites are now in the process of being brought forward, there is in our opinion more than sufficient occupier demand to satisfy the majority of those schemes suitable for industrial and logistics development.

We conservatively estimate that there is currently circa 10M sq ft of occupier led requirements looking for warehousing and industrial space across the region between 100,000 – 500,000 sq ft. The majority of these are seeking Grade A speculative space and therefore given the proposed current pipeline there is a significant imbalance between this anticipated demand and current supply particularly bearing in the lack of stock in the Warrington Borough.

T: [REDACTED] . A: [REDACTED]

Warrington has consistently been regarded as the North West's prime location for logistics and distribution being at the epicentre of the region located midway between the commercial centres of Liverpool and Manchester and intersected by to the regional motorway network of the M6 and M62. This has been further reinforced by the success of Omega which has seen over 4.2M sq ft developed over the last 10 years. We are therefore of the opinion that Warrington Borough will benefit tremendously from a further key strategic site, as in the majority of cases occupiers will look to be positioned in a prime location.

As has been illustrated in a number of recent transactions over 500,000 sq ft, there are an increasing number of occupiers looking for larger facilities to consolidate operations and benefit from economies of scale. A number of the sites in neighbouring authorities can only offer single buildings up to a certain size limit of 300 – 400,000 sq ft. Six 56 is potentially able to offer a single unit of 1M sq ft and a further unit of 866,000 sq ft which places it in a relatively unique position.

Six 56 – Masterplan

The current masterplan for Six 56 illustrates a proposed scheme of 7 units totalling just under 3.1M sq ft ranging in size from 96,000 sq ft to 1,001,325 sq ft. The scheme has been designed with current occupier requirements in mind by providing cross docked layouts on units 2 and 4 with 50m yards on the remaining buildings; ample loading doors and trailer parking; industry standard car parking requirements; flexible office content and appropriate building ratios to maximise internal layout.

Furthermore we assume that appropriate ESG will be implemented as part of any proposed development.

We believe that Six 56 offers an ideal range of unit sizes covering not only the traditional core demand between 100,000 – 350,000 sq ft but also large scale requirements which as detailed previously are becoming increasingly relevant.

Conclusion

The key points which we believe highlight the need and justification for Six 56 are as follows:-

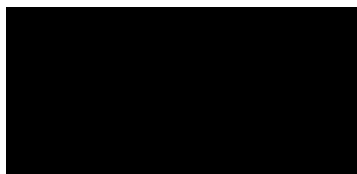
- Increasing demand for logistics and industrial space which has seen record levels of take-up year on year
- On-line shopping still only represents less than 30% of all retail spend and therefore we predict this market will continue to grow along with increasing demand from the manufacturing sector as a result of Brexit and occupiers wishing to safeguard future supply chain.
- Warrington is regarded as the prime location for industrial and logistics throughout the North West region proven by the success of Omega.
- Occupier requirements are growing and therefore whereas previously 100,000 sq ft would have been considered a large scale development, we are now seeing transactions between 500,000 – 800,000 sq

T: [REDACTED] . A: [REDACTED]

ft. These larger buildings clearly have an increased footprint and there are a limited number of sites capable of accommodating units of this size.

Kind regards

Yours sincerely



**Steve Johnson BSc (Hons) MRICS
Director**

cc: J Downes Esq. Langtree

Appendix 4

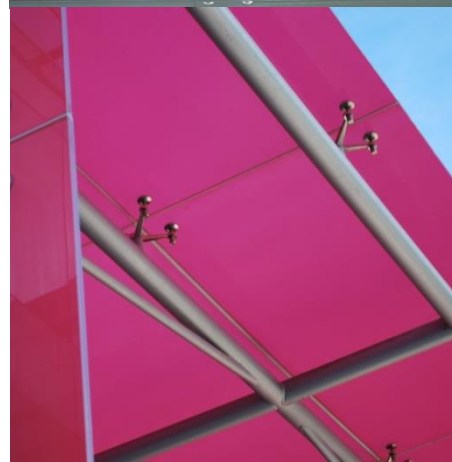
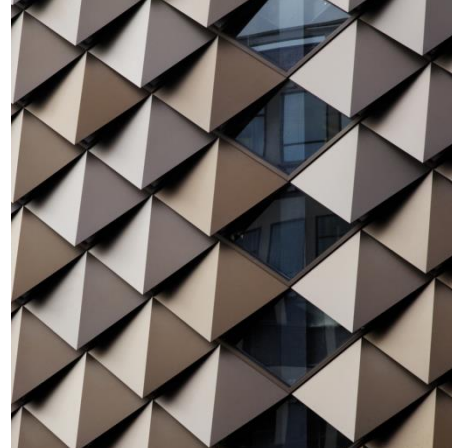
South East Warrington Employment Area (Policy MD6)

Transport Hearing Statement

Curtins Ref: 082023-CUR-XX-XX-T-TP-00001

Revision: P02

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Control Sheet

Rev	Description	Issued	Checked	Date
P01	First issue	AV	AV	08 July 2022
P02	Final issue	AV	AV	20 July 2022

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

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Reviewed	Signature	Date
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1.0 Introduction

1.1 Introduction

1.1.1 Curtins has been appointed on behalf of Langtree PP to provide traffic and transportation advice in relation to the South East Warrington Employment Area (“the Site”) that is included as Policy MD6 in the Warrington Updated Proposed Submission Version Local Plan 2021-2038.

1.2 Purpose of the Report

1.2.1 This document is a Hearing Statement prepared for the Local Plan Examination which focuses solely on traffic and transport matters relating to the Site.

1.2.2 It seeks to demonstrate that the Site is deliverable, whilst also responding to a more specific traffic and transport question raised as matter 6F, reproduced below:

“Does Policy MD6 identify all appropriate and necessary highways and other infrastructure requirements? How will these be provided and funded? Is this sufficiently clear?”

1.3 Background

1.3.1 Curtins was first commissioned by Langtree PP in 2016, to consider the feasibility of development on part of the Site, covered by Policy MD6. This part of the Site is known as Six 56 and is shown indicatively below.

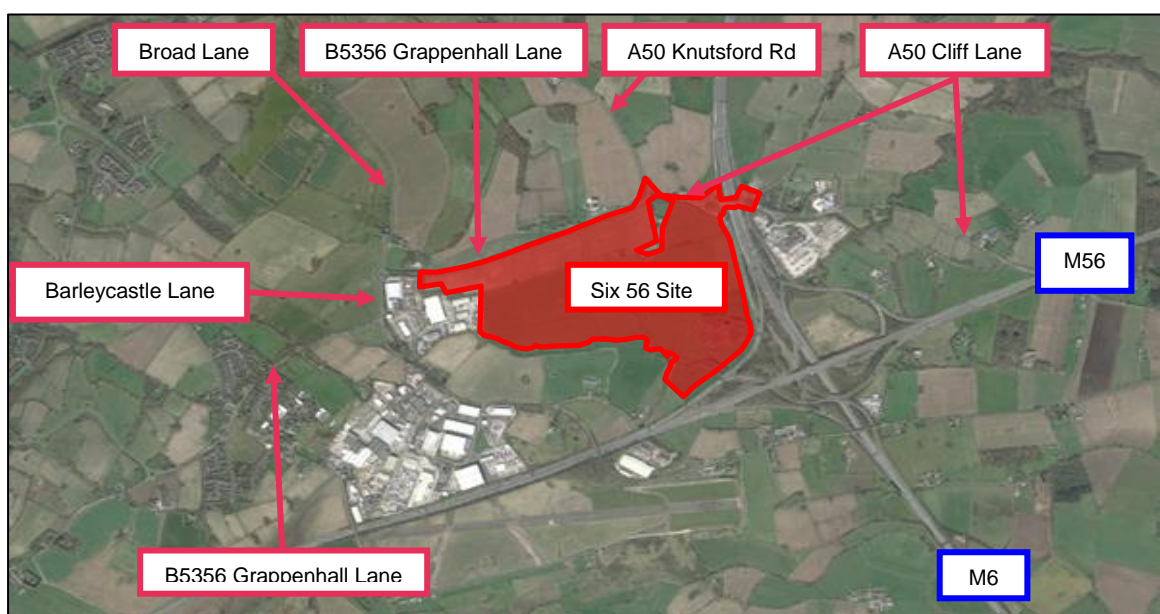


Figure 1.1 – Six 56 Site Location Plan
(Source: Google Maps, 2016)

1.3.2 In 2019, an outline planning application (2019/34799) was submitted as per the below description:

‘The outline application (all matters reserved except for means of access) comprises the construction of up to 287,909m² (3,099,025ft²) (gross internal) of employment floorspace (Use Class B8 and B1(a) offices), demolition of existing agricultural outbuildings and associated servicing and infrastructure including car parking and vehicle and pedestrian circulation, alteration of existing access road into site including works to the M6 J20 dumbbell roundabouts and realignment of the existing A50 junction, noise mitigation, earthworks to create development platforms and bunds, landscaping including buffers, creation of drainage features, electrical substation, pumping station, and ecological works.’

1.3.3 The application was supported by a Transport Assessment, Framework Travel Plan, and Traffic and Transport ES Chapter that considered all highways matters in a comprehensive manner. Following a period of post submission discussions, no objections were received from either WBC Highways or National Highways (formerly known as Highways England), subject to mitigation.

1.3.4 The application was considered by Warrington Borough Council (WBC) on 10th March 2022 and received resolution to grant approval subject to signing of a Section 106 Agreement and a review by the Secretary of State. At the time of writing, the decision still sits with the Secretary of State.

1.3.5 The remainder of the Site is known as Land at Barleycastle Lane (the ‘Liberty’ site), which was subject to a separate planning application for 59,010m² of logistics development (2017/31757 & 2019/34739). The Liberty site is shown indicatively below:



Figure 1.2 – Liberty Site Location Plan
(Source: Google Maps, 2016)

1.3.6 The Six 56 transport documentation considered the Liberty site application as a sensitivity test.

1.3.7 This Statement draws on the Six 56 transport documentation, consultation response, and committee report to demonstrate the suitability and deliverability of the Site.

1.4 Structure of the Report

1.4.1 The remainder of this Statement is structured as follows:

- **Section 2** considers relevant transport planning policy with regard to the Site;
- **Section 3** assesses the deliverability of the Site; and
- **Section 4** considers the specific question raised by the Local Plan Inspector.

2.0 Planning Policy

2.1 Introduction

2.1.1 This section of the Statement considers the relevant transport planning policy so that the proposed allocation can be adequately assessed against this in later sections of this Statement.

2.2 National Planning Guidance

2.2.1 Curtins is of the view that the relevant National Planning Policy Framework (NPPF) policies from a traffic and transport perspective are:

Paragraphs	Chapter Topic	Description
8 and 9	Achieving Sustainable Development	Three objectives – economic, social and environmental
10, 11 and footnote 6		Planning decisions should play an active role in guiding development towards sustainable solutions.
82	Building a strong competitive economy	Presumption in favour of sustainable development.
102 and 103	Promoting sustainable transport	Recognise and address specific locational requirements of different sectors. This includes storage and distribution operations at a variety of scales and in suitable accessible locations.
107		Transport issues should be considered from the earliest stages of development proposals, including the environmental impacts of traffic and transport infrastructure, and opportunities to promote walking, cycling, and public transport use. Focus of significant development on locations which are or can be made sustainable.
108		Proposals for new distribution centres to make provision for sufficient lorry parking to cater for their anticipated use.
111		Appropriate opportunities to promote sustainable transport modes; safe and suitable access to the site for all users; and any significant impacts from the development on the transport network, or on highway safety, can be cost effectively mitigated to an acceptable degree.
		Development that will generate significant amounts of movement should be required to provide a travel plan, and the application supported by a transport assessment.

- 2.2.2 Paragraphs 109 and 110 also require consideration.
- 2.2.3 Para 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.’*
- 2.2.4 Para 110 states that applications should *‘give priority first to pedestrians and cycle movements’, facilitate ‘access to high quality public transport where possible’, ‘create places that are safe, secure and attractive’, ‘allow for efficient delivery of goods’ and ‘be designed to enable charging of plug-in and other ultra-low emission vehicles.’*
- 2.2.5 Curtins’ interpretation of the NPPF as a whole is that there is a clear presumption in favour of sustainable development as set out in Para 11, with sustainability a further important requirement of Paras 102, 103, 108 and 110. The sustainability of the Site is therefore fundamental to the acceptability of proposals, and from a traffic and transport perspective this largely relates to accessibility.
- 2.2.6 The term ‘severe’, in the context of highway capacity, was first introduced with the NPPF in 2012. Its introduction provided a major change in transport planning policy, with the term ‘severe’ setting a very high bar for applications to be refused on highways grounds when compared to PPG13, the previous transport policy document.

2.3 Local Policy

Warrington Borough Council (WBC) Local Plan Core Strategy (July 2014)

- 2.3.1 Warrington’s Local Plan Core Strategy sets out a planning framework for guiding the location and level of development in the borough up to 2027 via a series of place-specific policies to promote a positive and proactive approach to managing development within the borough. The Core Strategy comprises several transport-related policies as follows:
- 2.3.2 Policy CS2 is titled “Quality and Distribution of Development”, which states 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.”*
- 2.3.3 Policy CS4 is titled “Transport”, which states that:
- “Using the principles set out in Policy CS2, development will be located to reduce the need to travel, especially by car, and to enable people as far as possible to meet their needs locally. Early consultation with the Highways Agency will be necessary for any proposal that may affect the Strategic Road*

Network. In particular, efforts should be aimed at reducing the proportion of car-borne commuting... and tackling the most congested parts of the Strategic Road Network notably the M6, M56, and M62.”

2.3.4 Under Policy MP1, titled “General Transport Principles”, WBC and its partners will support proposals where they:

“reduce the need for private car use through its location, travel planning and marketing (smarter choices) and any other measures to change travel behaviour;

consider demand management measures including the effective reallocation of road space in favour of public transport, pedestrians and cyclists;

adhere to locally determined car and cycle parking standards; and

mitigate the impact of development or improve the performance of Warrington’s Transport Network, including the Strategic Road Network, by delivering Site specific infrastructure which will support the proposed level of development.”

2.3.5 Policy MP3, titled “Active Travel”, highlights the Council’s expectations for *“high priority given to the needs and safety of pedestrians and cyclists in new development. New development should not compromise and should contribute to enhancing and developing integrated networks of continuous, attractive and safe routes for walking and cycling including improvements to roads, Rights of Way and the Greenway Network (as shown on the Policies Map). This should include appropriate segregation of users and appropriate priority should be given to users at junctions.”*

2.3.6 With regards to potential improvements to the surrounding public transport network, Policy MP4, titled “Public Transport”, states: *“In accordance with the Overall Spatial Strategy, development should be located in areas with easy access to public transport. Development should aim to make public transport a viable and attractive alternative by;*

integrating with existing public transport infrastructure and services as far as possible; and

providing additional public transport infrastructure and services that are reasonably related in scale to the proposed development where existing facilities are not available or are in need of improvement, provided this does not impact on the deliverability of the scheme.”

2.3.7 In Policy MP6, titled “Transport Infrastructure”, WBC also expresses its support for *“priorities and improvements set out in the Local Transport Plan and other delivery documents by ensuring development will not prejudice the implementation of proposed transport schemes and projects that require land beyond the limits of the public highway”.*

2.3.8 Lastly, as stated in Policy MP7, titled “Transport Assessments and Travel Plans”, WBC requires all developments to:

“demonstrate that it will not significantly harm highway safety and that trips generated by the development can adequately be served by Warrington’s Transport Network; and

Identify where there are any significant effects on Warrington’s Transport Network and/or the environment and ensure appropriate mitigation measures including any necessary transport infrastructure are in place before the development is used or occupied.

Applications for major developments.... must be accompanied by a Transport Assessment, Transport Statement, and Travel Plan in accordance with National Planning Policy and national guidance on transport assessments.”

Warrington Updated Proposed Submission Version Local Plan 2021-2038 - Policy MD6

2.3.9 Policy MD6 of the emerging Local Plan sets out various requirements with regard to traffic and transport. Point 4 states that:

“4. The new employment development will not be commenced until the funding and the programme for the delivery of the improvements at Junction 20 of the M6 have been agreed with key stakeholders, including Highways England and the Local Highway Authority.”

2.3.10 Points 12 to 14 go on to state that:

“12. A comprehensive package of transport improvements will be required to support the employment area. Required improvements will include:

a. Ensuring appropriate access arrangements for the site as a whole and for individual phases of development.

b. Improved cycling and walking routes providing direct and attractive linkages to the existing and planned residential areas and amenities and making use of, where appropriate, the adjacent green infrastructure network.

c. Providing public transport enhancements to connect the new employment area with new residential areas, Stockton Heath; and Warrington Town Centre.

d. Improvements to increase capacity at Junction 20 of the M6.

e. Other network improvements and travel plan measures as identified by an appropriate Transport Assessment at the planning application stage.

13. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops within/close to the site are accessible by pedestrians and cyclists via effective footpaths and cycle routes.

14. An area-wide travel plan should be created setting out strategic goals to support the development, encompassing the entire development area. This will help inform the individual travel plans for occupants and enable larger-scale initiatives to be implemented for the benefit of the entire development.”

3.0 Deliverability of the Site

3.1 Introduction

- 3.1.1 As set out in the introduction, planning applications for both the Six 56 site and part of the Liberty site have been prepared and submitted. Neither received any objection from either WBC Highways or National Highways, subject to mitigation secured by planning condition or obligation.
- 3.1.2 The Six 56 application was the most recent, and this considered the highway impact of both applications as a sensitivity assessment.
- 3.1.3 A summary of the transport analysis which supported the Six 56 application is provided below to demonstrate deliverability and compliance with the policies set out in **Section 2**.

3.2 Site Location and Highway Network

- 3.2.1 The Site is located to the southeast of the town of Warrington (approximately 6 km (3.5 miles) from the town centre) and between the cities of Liverpool and Manchester (approximately 22km (13 miles) and 31km (19 miles) respectively). It is also located approximately 16km (10 miles) from Manchester Airport.
- 3.2.2 The M56 motorway and M6 motorway interchange (Junction 20 and 20A of the M6 and Junction 9 of the M56) is located adjacent to the south east of the site, with the M56 motorway running east-west to the south of the Site, providing links to Cheshire and Greater Manchester; and the M6 motorway running north-south to the east of the Site, providing links to Lancashire, Staffordshire and Greater Manchester, as well as the M62 motorway at Junction 22A of the M6 motorway to the north, which provides links east-west to Liverpool, Greater Manchester, and Yorkshire.
- 3.2.3 Having a major motorway interchange providing access to the north, east, south, and west immediately adjacent to the Site, makes the Site ideally suited to serve the logistics industry and the movement of goods across the North West, Midlands, and further afield.

3.3 Accessibility by Sustainable Modes

- 3.3.1 A key element of the National and Local policy is to ensure that new developments are located in areas where sustainable modes of travel are available. In this instance, the primary complementary land uses are residential areas where the local labour force is likely to reside.

Accessibility by Foot

- 3.3.2 Indicative pedestrian catchment plans were produced and included in the Six 56 TA. The pedestrian catchment plan confirms that the Six 56 site and the wider Site is located within walking distance of one established residential area, namely Appleton Thorn to the west.
- 3.3.3 However, this is based on an assessment of the existing settlements. If the emerging Local Plan policy for the Warrington Garden Suburb is ultimately adopted, and the area is subsequently developed in accordance with the plan, there could be a significant number of additional dwellings situated within walking distance of the Site.
- 3.3.4 To ensure connectivity to residential areas, the Six 56 development proposals include a significant enhancement of pedestrian infrastructure. This includes:
- A new 3.5m shared pedestrian / cycle route (circa 1.2km) along Grappenhall Lane to the north of the site;
 - A commuted sum towards continuing this shared cycleway / footway to the Grappenhall Lane / Broad Lane roundabout (an additional 175m of footpath); and
 - Delivery of new pedestrian and cycle infrastructure and upgrades to the existing PROW network that exists within the site.
- 3.3.5 Whilst the Liberty application is no longer live, it is understood that pedestrian enhancements to the highway network to the west of the Site were proposed that were acceptable to WBC Highways. These could be brought forward again as part of a new application.
- 3.3.6 On the above basis, walking is a realistic mode of travel for employees that live within the vicinity of the Site. Opportunities for improvements have been identified via the Six 56 development and wider Site proposals that will further enhance this existing network.

Accessibility by Bicycle

- 3.3.7 An 8km cycle catchment plan was prepared for the Six 56 TA. The 8km (5-mile) cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009), which states 'most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)'.
- 3.3.8 The catchment extends as far as Daresbury to the west, central Warrington to the north-west, Warburton to the north-east, and Arley to the south.

- 3.3.9 The Six 56 development presents an opportunity to improve local cycling infrastructure and thereby increase the attractiveness of cycling to work at the Site. As mentioned previously, a new off-road cycle route along the northern boundary of the Site will greatly enhance connectivity.
- 3.3.10 Further away from the Site, the existing cycling infrastructure is already good, with the majority of existing road links to the north and west graded as 2 or 3 by WBC, with 1 being excellent and 5 being poor. Situated around 2.5km (as the crow flies) distance to the north of the centre of the Site, National Cycle Route (NCR) 62 provides an excellent off-road facility between south Manchester to the east and south Warrington to the west.
- 3.3.11 Elsewhere, local cycle route no. 5 is situated around a 1.8km distance (as the crow flies) to the west of the Site, providing a connection between Appleton Thorn, Stockton Heath, NCR 62, and local cycle route no. 2 around the east of Warrington and beyond.
- 3.3.12 Furthermore, and as discussed earlier, the potential allocation of the Warrington Garden Suburb around the north and west of the Site brings with it a potentially transformative effect on cycle-related infrastructure in the local area.
- 3.3.13 On the above basis, cycling is a realistic mode of travel for those employees that live within 8km of the Site, and perhaps some who live even further away.

Accessibility by Bus

- 3.3.14 Accessibility by bus was considered in the Six 56 TA, and this demonstrated that the nearest bus stops to the Site are situated in Appleton Thorn Village, some 2km walk distance from the centre of the Site.
- 3.3.15 Whilst bus provision is limited, significant improvements to public transport could be brought about by the Warrington Garden Suburb allocation, and there is already a commitment to improve bus services to the west of the Site.
- 3.3.16 It is understood that WBC have secured circa £500,000 via a S106 financial obligation from Homes England in connection with 3 of their recently approved residential schemes near Appleton, and that the obligation relates to the improvement of the no.8 bus service provision along Stretton Road (which becomes Grappenhall Lane further towards the Site).
- 3.3.17 Furthermore, a contribution of £600,000 towards a public transport service has been agreed as part of the Six 56 development. Precise details of this service will be agreed once occupiers are known, but it is likely to be a bespoke service.

- 3.3.18 A bespoke shuttle bus of this nature is considered to be the most effective and tailored proposal for the site, and could be instrumental in connecting employees with the site at times when access is actually required, rather than a traditional bus service that may not even be operational during traditional logistics shift start and end times.
- 3.3.19 WBC Highways are supportive of the principle of the service, and it was agreed during post submission discussions that the service should be developed further in terms of timings, financial backing, routing, and frequency once more information is known on end user travel patterns and individual occupier requirements.
- 3.3.20 A similar contribution could be secured by any future application at the Liberty site.

Accessibility Summary

- 3.3.21 It is acknowledged that, with current infrastructure, the Site has limited potential to attract trips by non-car modes of transport. However, there are several proposals to enhance the situation, both as part of the future development itself, and by benefitting from other infrastructure that is likely to come forward from nearby committed developments and / or the potential future development linked to the Local Plan.
- 3.3.22 A comprehensive Travel Plan is also proposed along with a Steering Group comprising of public and private sector representation to address transportation issues and maximise sustainable transport initiatives through the development build-out period and beyond. Agreement has been reached for the Council's Smarter Travel Choices Manager to operate the plan which allows a co-ordinated approach to securing appropriate, successful, and sustainable transport solutions throughout the area. Individual units would also be required to produce bespoke plans that would tie into this wider approach; this can be ensured by condition.
- 3.3.23 With regard to accessibility and sustainability, it is concluded that the Site represents sustainable development in accordance with policies MP1, MP3 and MP4 of the Local Plan, Paragraph 11 of the NPPF and the 'presumption in favour of sustainable development', Paragraphs 102, 108, 110 of the NPPF, and Policy MD6 in the Submission Draft of the Local Plan.

3.4 Means of Access

- 3.4.1 It is proposed that the Six 56 site will be accessed via two new roundabouts onto Grappenhall Lane, with one towards the western extent of the site, and one in a more central location. Curtins have prepared designs for the site access points which are shown on Plans 64076-CUR-00-XX-DR-TP-75001P03 and 64076-CUR-00-XX-DR-TP-75002-P02 in the "Plans" section of the Six 56 TA.
- 3.4.2 The final WBC Highways response dated 19th May 2022 states that:

“The roundabout access points will cater for the movements associated with the development and provide an additional benefit in regulating the speed and flow of traffic along B5356. Stage 1 Road Safety Audits have been undertaken and this process will continue throughout the detailed design stage. The access principles are considered appropriate.”

3.4.3 WBC Highways also offered no objection to the Liberty application site access arrangements.

3.4.4 On the above basis, both elements of the Site are considered to have realistic and deliverable access strategies that are considered to be compliant with Para 108 of the NPPF and Policy MD6.

3.5 Highway Safety

3.5.1 The Six 56 TA considered highway safety in the vicinity of the Site for the period 2013 to 2018. This review concluded that:

“there does not appear to be a common pattern of contributory factors of accidents recorded in this area.....None of the contributory factors recorded relate to the features of the highway, instead it is mainly environmental factors and driver errors/impairment which are recorded as causes. It can be concluded that features of the highway at these junctions do not represent a specific safety issue.”

3.5.2 The TA goes on to acknowledge that:

‘WBC Highways and HE reached the same conclusion when considering the adjacent Liberty development, as they offered no objection to the application.’

3.5.3 WBC and National Highways both offered no objection to the application subject to conditions, and neither raised highways safety as a concern that would prevent deliverability of the Site.

3.6 Traffic Forecasting

3.6.1 Section 6 of the Six 56 TA provides detail on how the traffic forecasts have been developed in a conventional manner. It states that:

“As a result of scoping discussions with WBC Highways Officers and HE, a forecasting methodology has been agreed which utilises independent traffic surveys and stand-alone junction modelling software to consider key junctions in the immediate vicinity of the Site.”

This section of the report provides an estimate of the vehicular trips that might be generated by the development of the Site during the weekday AM and PM peak hours and over a normal weekday.

The chapter also sets out the methodology used to estimate the distribution of development-related traffic throughout the local road network and the assignment of trips in the appropriate assessment years.”

3.6.2 It goes on to provide detail regarding traffic generation associated with both the Six 56 site and the Liberty application site, which was included as a sensitivity test. It also provides details of the traffic surveys used to determine baseline flows, committed development, background traffic growth, distribution, and assignment.

3.6.3 The WBC final Highways consultation response states under the traffic forecasting section that:

“The trip generation forecasts are based on traffic surveys undertaken at Omega North and are considered appropriate. The inclusion of the committed development sites and the background growth rates are also considered appropriate.

Traffic distribution of staff-related trips is based on journey-to-work data from the 2011 census and is considered appropriate.

The HGV traffic distribution assumptions are considered appropriate. It is noted that all HGV movements are assigned towards the M6 J20 which may mean that some localised movements to/from Warrington via the A50 are excluded; this is not considered material given the limited number of HGV movements that currently follow this routing and also allows for a more robust assessment of the locally critical junctions.

The even distribution of HGV movements between the two access points may not be realistic and will very much depend on the final internal layout, however, given that the modelling results of each access point highlights a free flow level of service and significant spare capacity it considered that the access principles are appropriate.”

3.7 Warrington Multi Modal Transport Model

3.7.1 Section 7 of the Six 56 TA provide details of a test using the Warrington Multi Modal Model. It states that:

“In addition to the more conventional forecasting methodology set out in the previous section, WBC Highways Officers also requested consideration of the emerging Local Plan utilising the WMMTM.”

The model was updated in 2017 and again in May 2018 in order to test the Submission Version of the Local Plan and the Consultation 18 documentation states that the WMMTM is a software tool, based on SATURN software, which will “enable the Council to consider local and borough wide transport

impacts arising from new development. It will also allow the Council to confirm the infrastructure required to mitigate these impacts and contribute to the wider New City concept”.

Curtins commissioned use of the model in the summer of 2018 and asked Highways Officers at Warrington to provide outputs for the following scenarios:

- *2021 (Including Local Plan) without development;*
- *2021 (Including Local Plan) with development;*
- *2031 (Including Local Plan) without development; and*
- *2031 (Including Local Plan) with development.*

3.7.2 The assessments included the entirety of the MD6 allocation and helped to refine the scope of assessment. It was concluded that use of the conventional flows for further junction modelling would be robust and appropriate at circa 6 locations.

3.7.3 The final WBC consultation response stated:

“.....The use of the WMMTM route choice assumptions have been considered to identify potential impacts on junctions that have not been specifically identified for detailed capacity analysis. The findings of the TA in this respect are accepted.”

3.8 Capacity Assessments

3.8.1 The parameters set out in Section 6 of the Six 56 TA were used to undertake junction modelling at six key locations.

3.8.2 The full results are set out in detail in Section 8 of the Six 56 TA, but the analysis is considered too detailed to reproduce here.

3.8.3 The modelling results helped to inform the development of a mitigation strategy which primarily focused on the A50 / Cliff Lane roundabout and M6 Junction 20.

3.8.4 The proposals are shown on Drawing 64076-CUR-00-XX-DR-TP-75011/06 in the Six 56 TA and are summarised below:

- Relocation of the A50 Cliff Lane roundabout to enhance the storage capacity of the link between the roundabout and the motorway.
- Full signalisation of the new realigned A50 Cliff Lane roundabout with widening of all approach arms.
- Widening of the A50 link between the A50 Cliff Lane roundabout.
- Partial signalisation of the two M6 J20 dumbbell roundabouts.

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- Widening of the M6 Northbound off-slip.
- Widening and improvement of the circulatory carriageway on the two M6 J20 dumbbell roundabouts.

3.8.5 An extract from Section 8.3 of the TA concludes that:

“The results of the assessments demonstrate that the Site access points operate well within capacity in a future year of 2021 and 2029.

With regard to the M6 Junction 20, the results of the assessments demonstrate that there is appropriate mitigation for the A50 / Cliff Lane roundabout and M6 Junction 20 that achieves betterment when compared to the do-nothing scenario.”

3.8.6 The final WBC consultation response considers the modelling in detail and states the following:

A50 Cliff Lane / B5356 Grappenhall Lane / M6 J20 / A50 Cliff Lane / Lymm Services junctions

The modelling results highlight the issues that currently occur throughout the junction network with some arms operating above practical capacity with queuing and congestion occurring and highlighting the need for mitigation to address issues in both the proposed opening and future year scenarios.

An improvement scheme is therefore proposed (shown on Drawing No. 64076-CUR-00-XX-DR-TP-75011/06) which includes relocating the A50 Cliff Lane/B5356 Grappenhall Lane roundabout further to the west with full signalisation of the junction, partial signalisation of the M6 J20 dumbbell roundabout with carriageway widening and widening of the A50 Cliff Lane eastern approach.

Modelling of the proposed improvement scheme indicates that the scheme will offer benefit such that the junction network will operate more efficiently than the without development scenario. There can be no expectation that a development should mitigate existing issues but it is reasonable and expected that any proposal should not exacerbate an existing issue and that where capacity issues are already experienced the development should mitigate its own impact. It is considered that the improvement scheme achieves this nil-detriment impact scenario.

It should be noted that the Council are working with Highways England (HE) to explore alternative mitigation to improve operational efficiency throughout this network of junctions to address both existing issues and to support the Council’s aspirations for development under the emerging Local Plan. Whilst the proposed mitigation addresses the impacts of the proposed development it is not considered to be the appropriate solution for the future operation of the highway network. Therefore, rather than pursue an improvement that will likely involve substantial abortive works, it is considered appropriate for the mitigation of the junction required by this development to be addressed by means of a financial

contribution towards the implementation of the aspirational WBC/HE scheme. (This is consistent with the approach taken for the Stobart applications (2017/31757 & 2019/34739) that required mitigation intervention). This contribution can be secured via S106 Agreement with the level of contribution to be agreed.

B5356 Grappenhall Lane / Broad Lane roundabout

The modelling results confirm that the roundabout currently operates within capacity with minimal queuing; the primary movements through the roundabout are through the southern and eastern arms following the continuation of the B5356. The Grappenhall Lane (south) arm operates close to practical capacity but queuing is not considered to be an issue. The modelling confirms that this arm will be over practical capacity in the future year of 2029 without the proposed development.

As a result of the development the Grappenhall Lane (south) arm operates over practical capacity in the 2021 opening year and over theoretical capacity in the 2029 future year. However, in both scenarios queuing is not considered to be an issue.

Wider alterations to highway infrastructure are likely as a result of development proposals within the emerging Local Plan and it is likely that movement patterns throughout the area will change. It is not considered that mitigation to improve capacity at the junction is necessary as a result of the proposed development.

Broad Lane / Church Road

The modelling results confirm no capacity issues at this junction.

A50 Knutsford Road / A56 Stockport Road

The modelling results confirm that some arms of the junction operate over practical capacity in the 2021 base year and over theoretical capacity in the 2029 base year. The proposed development does impact on the junction particularly in the future 2029 scenario, however, the number of movements added by the development is not considered significant. The TA highlights that an improved traffic signal controller such as MOVA would be beneficial and this is accepted; this can be secured via condition or via S106 contribution.

New access roundabouts

The new roundabout access points have been assessed. The results indicate that the new roundabouts will satisfactorily cater for all anticipated movements well within capacity. The distribution of movements through the junctions will be affected by the final internal layout however, given that the modelling results

of each access point highlights a free flow level of service and significant spare capacity it is considered that the access roundabouts are appropriate.

3.9 Mitigation Delivery

3.9.1 The committee report summarises the final WBC highways position for Six 56 and states in Section 6 that:

“no objections subject to a S106 obligation requiring the following:

- Contribution of £400k to deliver a Council-led scheme to provide foot/cycleway infrastructure linking the site with Broad Lane and Barleycastle Lane*
- Contribution of £600k to deliver a public transport service meeting the needs of the site and connecting with the wider area*
- Contribution of £50k to deliver the operation of a Council-led strategic travel plan covering the entire site to promote and support sustainable travel initiatives for future occupiers*

along with a number of conditions requiring off-site highway improvement works, further detailed highways specifications, road phasing, maintenance, highway improvement works, prevention of surface water discharge onto the highway, road gradients, parking and servicing, public transport infrastructure, a construction management plan, travel plan coordinators and individual unit travel plans, a transportation steering group, servicing and waste management and electric vehicle charging.”

3.9.2 The final National Highways consultation response also offered no objection subject to mitigation to be secured via condition. This position was also summarised in Section 6 of the committee report:

“no objections subject to conditions requiring the submission of full details of improvements to junction 20 of the M6/A50/B51158, including the provision of yellow box marking, full signing and lighting details, signal phasing, compliance with DMRB and a road safety audit and for those works to be implemented prior to first occupation, a detailed design and construction plan, details of fencing along the eastern boundary of the site to prevent pedestrian and vehicular access to the M6 and for no drainage to connect to the motorway drainage system.”

3.9.3 All of the mitigation required to make the Six 56 development acceptable is captured in suitably worded planning conditions or obligations. Whilst the detailed design required by the conditions has not yet taken place, Curtins is content from a review of the drawings, site visits, discussions with Highways Officers, and a review of highway boundary data that the principles set out in the above schemes can be delivered.

3.9.4 On the basis that the Six 56 assessment captured the likely traffic associated with development of the Liberty application, it is concluded that the identified Six 56 mitigation will offer benefit to the highway network surrounding the wider Site and will ensure it operates in a safe and suitable manner without a severe impact in accordance with para 109 of the NPPF.

3.10 Conclusion

3.10.1 In conclusion, the TA prepared for Six 56 demonstrates that the Site is sustainable or can be made sustainable, and there would not be a severe residual cumulative impact arising from traffic associated with the Site.

3.10.2 The Site is considered to be fully compliant with the current Local Plan policies and the site-specific policies set out in Policy MD6 of the Local Plan Submission.

4.0 Matter 6F

4.1 Introduction

4.1.1 This section of the statement specifically addresses the following query raised by the Inspector:

“Does Policy MD6 identify all appropriate and necessary highways and other infrastructure requirements? How will these be provided and funded? Is this sufficiently clear?”

4.2 Response

4.2.1 Each part of Policy MD6 is considered below in the context of the above query and the part that relates to highways:

“4. The new employment development will not be commenced until the funding and the programme for the delivery of the improvements at Junction 20 of the M6 have been agreed with key stakeholders, including Highways England and the Local Highway Authority.”

4.2.2 This statement demonstrates that the Six 56 development has fully assessed the impact of the Site at the M6 Junction 20, and a package of mitigation has already been agreed with Highways Officers at WBC and National Highways. This mitigation is secured via planning condition which requires its delivery prior to occupation of the Site.

4.2.3 The assessment of the mitigation included a sensitivity test demonstrating that the mitigation was acceptable to accommodate the Liberty application.

4.2.4 It is considered that the delivery mechanism for the infrastructure is clear.

“12. A comprehensive package of transport improvements will be required to support the employment area. Required improvements will include:

a. Ensuring appropriate access arrangements for the site as a whole and for individual phases of development.

4.2.5 This statement demonstrates that the Six 56 access strategy is well developed and has already been agreed with Highways Officers at WBC and National Highways. This mitigation is secured via planning condition which requires its delivery prior to occupation of the Site.

4.2.6 WBC Highways also offered no objection to the Liberty application site access arrangements at the time of the most recent planning application.

b. Improved cycling and walking routes providing direct and attractive linkages to the existing and planned residential areas and amenities and making use of, where appropriate, the adjacent green infrastructure network.

4.2.7 This statement demonstrates how the Six 56 development is providing additional infrastructure both on and off the site to ensure connections to the wider area. These works are secured via a combination of conditions and obligations.

c. Providing public transport enhancements to connect the new employment area with new residential areas, Stockton Heath; and Warrington Town Centre.

4.2.8 This statement demonstrates how the Six 56 development is providing public transport services in the form of a bespoke bus service. This is to be secured via a financial contribution.

d. Improvements to increase capacity at Junction 20 of the M6.

4.2.9 Please refer to Para 4.2.2 which addresses the above point.

e. Other network improvements and travel plan measures as identified by an appropriate Transport Assessment at the planning application stage.

4.2.10 This statement demonstrates how the Six 56 development is providing a range of mitigation following submission of a Transport Assessment to support the planning application. It is considered that any upcoming application for the Liberty site will do the same.

13. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops within/close to the site are accessible by pedestrians and cyclists via effective footpaths and cycle routes.

14. An area-wide travel plan should be created setting out strategic goals to support the development, encompassing the entire development area. This will help inform the individual travel plans for occupants and enable larger-scale initiatives to be implemented for the benefit of the entire development.”

4.2.11 Items 13 and 14 have been considered in detail as part of the Six 56 planning application and details are provided in this statement.

4.2.12 In summary, Curtins is of the firm view that the Site is compliant with Policy MD6 and the mechanism to secure the appropriate infrastructure via condition and obligation is already well established as a result of the Six 56 application.

Our Locations

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