



## Developments Affecting Trunk Roads and Special Roads

### Highways England Planning Response (HEPR 16-01)

### Formal Recommendation to an Application for Planning Permission

From: Alan Shepherd  
Divisional Director  
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Highways England.  
North West Region

To: Warrington Borough Council – Alison Gough

CC: [transportplanning@dft.gsi.gov.uk](mailto:transportplanning@dft.gsi.gov.uk)  
[growthandplanning@highwaysengland.co.uk](mailto:growthandplanning@highwaysengland.co.uk)

Council's Reference: 2019/34799

Referring to the planning application referenced above, dated 21<sup>st</sup> May 2019, for an outline application (all matters reserved except for access) comprising the construction of up to 287,909m<sup>2</sup> (gross internal) of employment floorspace (Use Class B8 and B1(a) offices) including change of use of Bradley Hall Farmhouse to B1 (a) office use (335m<sup>2</sup>) 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, accompanied by an Environmental Statement on 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, notice is hereby given that Highways England's formal recommendation is that we:


- a) ~~offer no objection;~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);

- c) ~~recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- d) ~~recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is / is not relevant to this application.<sup>1</sup>

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via [transportplanning@dft.gsi.gov.uk](mailto:transportplanning@dft.gsi.gov.uk).

<b>Signature:</b> 	<b>Date:</b> 18 <sup>th</sup> March 2020
<b>Name:</b> Benjamin Laverick	<b>Position:</b> Assistant Asset Manager
<b>Highways England:</b> 8th Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD	

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<sup>1</sup> Where relevant, further information will be provided within Annex A.

**Annex A**    ~~Highways England recommended Planning Conditions /~~  
~~Highways England recommended further assessment required /~~  
~~Highways England recommended Refusal.~~

HIGHWAYS ENGLAND (“we”) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

A review of the information presented by Curtins, entitled P/2019/34799 – Highways England Post Submission Note 3 and the accompanying LinSig Model has been undertaken and this forms the basis of our response

**Highways England recommend that the following conditions should be attached to any grant of planning permission:**

- 1. No development pursuant to planning application number 2019/34799 shall commence unless and until the developer has submitted full design and construction details of the required improvements to the Junction of the M6 (J20) / A50 / B5158; Such details to be agreed by the local authority, in consultation with the secretary of State for Transport, and shown in outline on submitted drawing number 64076 CUR 00 XX DR TP 75011 P06, including**
  - i. how the scheme interfaces with the existing highway alignment, carriageway markings and lane destinations, (including the provision of yellow box markings, especially at the western roundabout on the circulatory carriageway where the west to north movement conflicts with the north-to-southwest movement)**
  - ii. full signing and lighting details,**
  - iii. signal phasing plan for all signalised elements of the highway improvements, incorporating MOVA delay management (or equivalent technology) and appropriate queue detection.**
  - iv. confirmation of full compliance with current Departmental Standards (DMRB) and Policies (or approved relaxations / departures from standards),**
  - v. an independent stage 2 Road Safety Audit (taking account of any Stage 1 Road Safety Audit recommendations) carried out in accordance with current Departmental Standards (DMRB) and Advice Notes.**

**2. No part of the development shall be first occupied unless and until the highway improvements, as shown in outline on drawing number 64076 CUR 00 XX DR TP 75011 P06 and as furthermore agreed in detail in accordance with condition 1 above, has been implemented to the satisfaction of the local planning authority in consultation with the Secretary of State.**

**3. No works shall begin until the applicant has provided to, and agreed with Highways England, a detailed design and construction plan for this development (including a working method statement relating to all associated construction operations with the motorway boundary). This shall include details as to how the motorway boundary fence will be protected during these works.**

**4. There shall be no pedestrian or vehicular access between the site and the M6 motorway (and associated slip roads). To this end, no development shall take place until:**

- i. A plan showing the alignment and elevational treatment of a close-boarded fence of not less than two metres in height to be erected along the Eastern boundary of the development site (or at least one metre from any part of the existing motorway fence where the boundary lies within one metre of this) has been submitted to and agreed in writing by the local planning authority in consultation with Highways England; and**
- ii. The fence approved by part (i) of this condition has been erected in accordance with the agreed details.**

**Thereafter, the fence shall remain in situ and only be repaired or replaced in accordance with the requirements of this condition.**

*Informative: The applicant should contact Highways England (HE) to arrange a pre-start site inspection to agree the state of HE's assets and alignment of the new fence as specified in the list of conditions.*

**5. No drainage from the proposed development shall connect into the motorway drainage system, nor shall any drainage from the site run-off onto the M6 motorway and adjoining slip roads.**

The conditions as set out are for the avoidance of doubt and to be in the interests of the safety of all users of this roundabout junction and in favour of its efficient operation and in order to ensure that junction 20 of the M6 will fulfil its purpose as part of a system of routes for through traffic, in accordance with Section 10(2) of the Highways Act 1980.

Any works involved in any improvements to the existing Strategic Road Network must be undertaken under the auspices of a S278 (Highways Act 1980) Agreement, to be entered into between the developer and the Highways England, as highway authority.

This response represents our formal recommendation with regard to planning application 2019/34799 and has been prepared by Benjamin Laverick, the Assistant Asset Manager for Cheshire and Warrington within Highways England.