WARRINGTON
Borough Council

Professor Steven Broomhead MBE
Chief Executive

Town Hall
Sankey Street
Warrington
WA1 1UH

To: Members of the Development Management Committee

Councillors: Chair – S Parish,
Deputy Chair – H Milner
N Balding, B Barr, D Ellis, B Gallagher, M Jervis, C Lenihan, L Morgan, K Mundry, J Wheeler and S Zaman

Agenda issued - 2 March 2022

Development Management Committee

Thursday 10 March 2022, 6.00pm

Council Chamber, Town Hall, Warrington, WA1 1UH

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A G E N D A

Part 1

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

ITEM

1. Apologies for Absence

To record any apologies received.

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

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

Item		Page No.
3.	**Planning Application**	**4**

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 - Outline Planning (Major) - Outline application (all matters reserved except for access) comprising the construction of up to 287,909m² (gross internal) of employment floorspace (Use Class B8 and ancillary 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, accompanied by an Environmental Statement.

Part 2

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

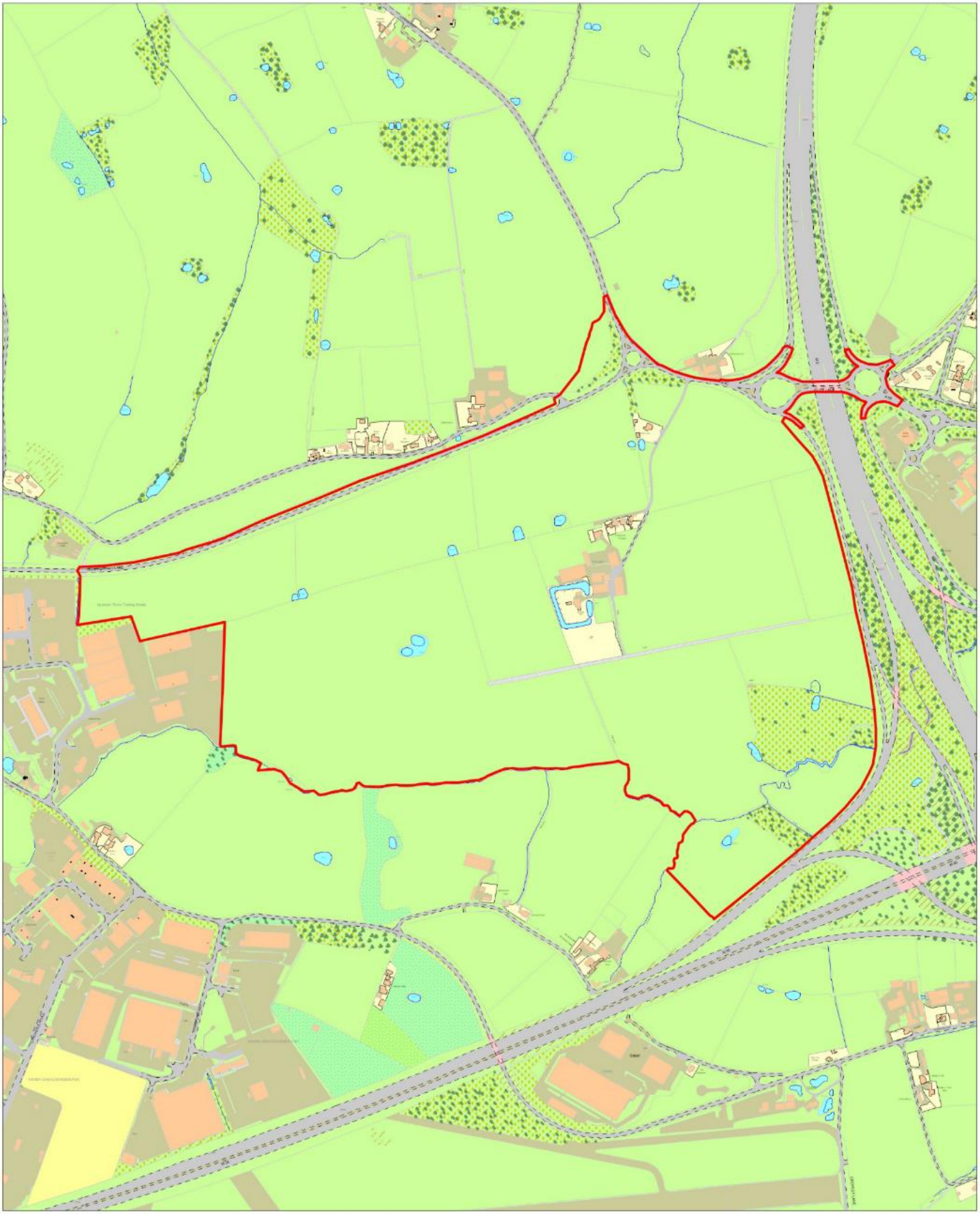
Nil

DEVELOPMENT MANAGEMENT COMMITTEE

Thursday 10th March 2022

Start 18:00

Item	App Number	App Location/Description	Recommendation
1	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** Outline Planning (Major) - Outline application (all matters reserved except for access) comprising the construction of up to 287,909m² (gross internal) of employment floorspace (Use Class B8 and ancillary 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, accompanied by an Environmental Statement.	Approve 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.



WARRINGTON
Borough Council

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WARRINGTON BOROUGH COUNCIL PLANNING DEPARTMENT

DMC 10th March 2022
2019/34799

DEVELOPMENT MANAGEMENT COMMITTEE 10TH MARCH 2022

ITEM 1

Application Number:	2019/34799
Description of Development:	Outline Planning (Major) - Outline application (all matters reserved except for access) comprising the construction of up to 287,909m² (gross internal) of employment floorspace (Use Class B8 and ancillary 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, accompanied by an Environmental Statement.
Location Address:	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
Applicant:	Langtree PP & Panattoni
Ward:	Grappenhall Lymm South
Site Allocation:	Green Belt
Number of representations received:	First publicity period: 560 letters of objection and one letter of support Second publicity period: 340 letters of objection and one letter of support Third publicity period: 48 letters of objection
Reason for Referral:	Major application with more than ten objections
Statutory expiry date:	Extended via a Planning Performance Agreement until the end of March 2022
Recommendation:	Approve 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.
Case Officer:	Alison Gough

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development is, by definition, inappropriate development in the Green Belt
- There would be harm to the Green Belt in relation to openness and encroachment. Harm to the Green Belt is given substantial weight.
- There would be other harm as a result of the proposed development including to the character of the area, ecology, landscape and views, cultural heritage, noise, waste, energy, agriculture, land and soils, some cumulative effects and residential amenity.
- There would be a number of benefits to the scheme including meeting an identified need, and significant socio-economic benefits including job creation, economic investment and training and skills. The site is also considered to be deliverable and there is an absence of alternatives outside of the Green Belt in Warrington.
- The harm to designated heritage assets is considered to be less than substantial and the weight of the public benefits outweighs that harm.
- There are other considerations, namely the benefits of the scheme and the other matters mentioned above, which clearly outweigh the harm to the Green Belt and the other harm caused by the proposal. They are therefore considered to constitute very special circumstances which justify inappropriate development in the Green Belt.
- The application is considered to be contrary to the development plan which, for this application, comprises the adopted Local Plan and the Appleton Thorn Neighbourhood Plan. There are however material consideration, namely the benefits of the scheme, the other matters mentioned above and the support given by the NPPF which outweigh this non-compliance.
- The proposed development is therefore considered to be acceptable subject to conditions and a S106 obligation.
- The proposed development is inappropriate in the Green Belt and includes the provision of a building or buildings where the floospace to be created is 1,000sqm or more and would have a significant impact on the openness of the Green Belt. If Members were to resolve to approve the application it would therefore need to be referred to the Secretary of State for Levelling Up, Housing and Communities in accordance with the provisions of The Town and Country Planning (Consultation) (England) Direction 2009, which continues to have effect in relation to applications made before 21st April 2021, who would determine whether the application would be called-in.

OFFICER'S REPORT TO PLANNING COMMITTEE

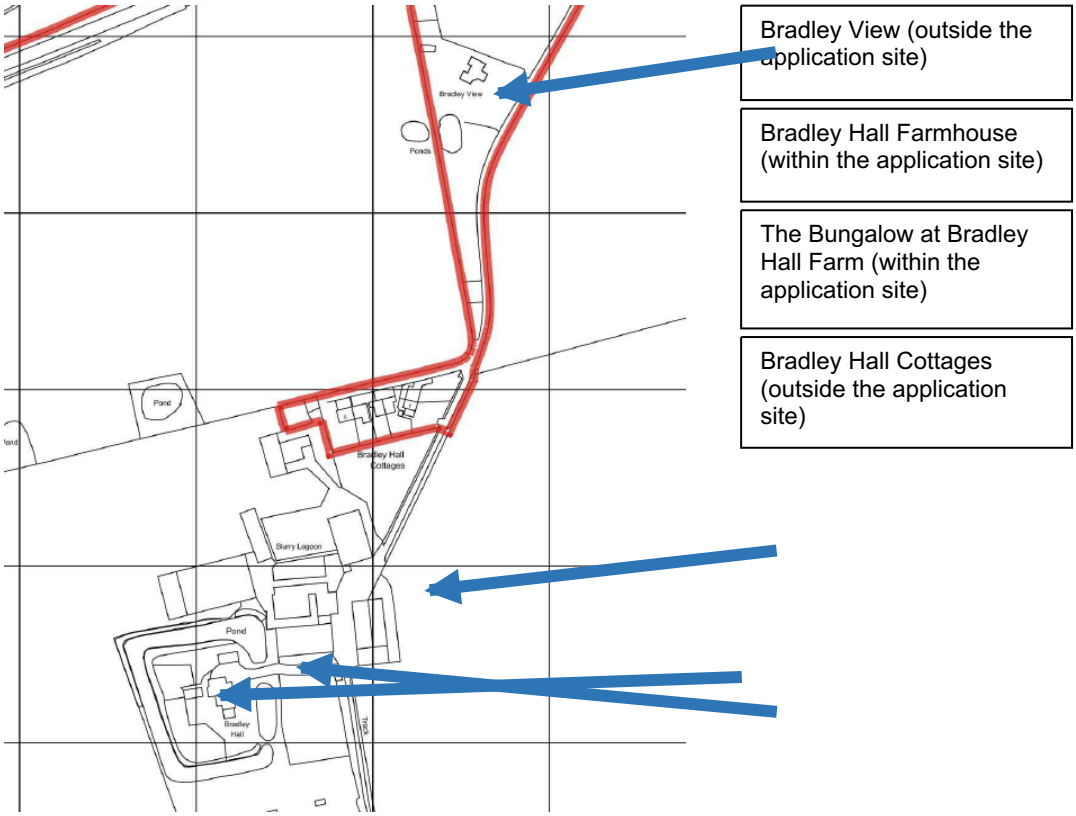
1. APPLICATION SITE AND SURROUNDINGS

1.1 The application site is 98.09 hectares and covers land within the administrative boundaries of Warrington and Cheshire East Councils (92.16ha in Warrington and 5.93ha in Cheshire East). Each authority is responsible for dealing with the planning application for the parts of the proposed development that are on land within its respective boundary. A plan of the application site including the boundaries of the authorities is provided at the end of this report.

1.2 The site is bounded by Cliff Lane and Grappenhall Lane to the north and the motorway slip road to the east. To the west is Appleton Thorn Trading Estate and Bradley Brook runs east-west to the southern boundary (of the part of the application site within Warrington). Beyond the northern boundary of the site and beyond Cliff Lane/Grappenhall Lane is Cartridge Lane along which are situated a number of residential properties towards the eastern end. On the opposite side of

the M6 is the Lymm motorway service area. To the west and south are a number of fields, including two fields which were the subject of a planning application for the construction of a national distribution centre building (see planning history section below for more details). There are a small number of properties fronting Barleycastle Lane, including Barleycastle Farmhouse (Grade II) and Tanyard Farm Building (Grade II*). On the opposite side of Barleycastle Lane is the Barleycastle Trading Estate and the Stretton Green Distribution Park. The application site also includes the dumbbell roundabouts at junction 20 of the M6 and the Cliff Lane/Grappenhall Lane roundabout.

1.3 The site is irregular in shape and is predominantly arable and pastoral farm land with a series of hedges and trees to field boundaries. It is generally level with some undulations. There are some wooded areas within the site including Bradley Gorse and Wrights Covert within the southeast portion of the site. Bradley Hall Farm is located off Cliff Lane and comprises two houses and curtilage and farm buildings. Bradley Hall is a moated site and a Scheduled Ancient Monument (SAM) and comprises the buried and earthwork remains of a mediaeval moated site of a mediaeval manor house. The moated site is partly occupied by the farmhouse associated with Bradley Hall Farm which is excluded from the scheduling. The barn and the farmhouse are locally listed buildings. The application site includes the Bungalow at Bradley Hall Farm (to the north of the farmhouse) but excludes Bradley Hall Cottages and Bradley View which are also to the north of Bradley Hall Farm and on the west side of existing access road from Cliff Lane. An extract of the site plan with these properties annotated is provided below.



1.4 There are a number of ponds and ditches within the site. There are also three public rights of way (PROWs) across the site, all of which are footpaths. Footpath 31 runs along the access road from Cliff Lane to the north of Bradley Hall Cottages. Footpath 28 then runs from this point westwards towards the Appleton Thorn Trading Estate, although it does not allow access on foot to the Trading Estate. Footpaths 31 and 23 continue southwards from the eastern end of Footpath 28 to Barleycastle Lane, just to the east of Birchalls Gorse.

1.5 The application site is identified as Green Belt within the adopted Local Plan Core Strategy. Within the emerging Local Plan, the site is proposed to be allocated for employment development (Policy DEV4).

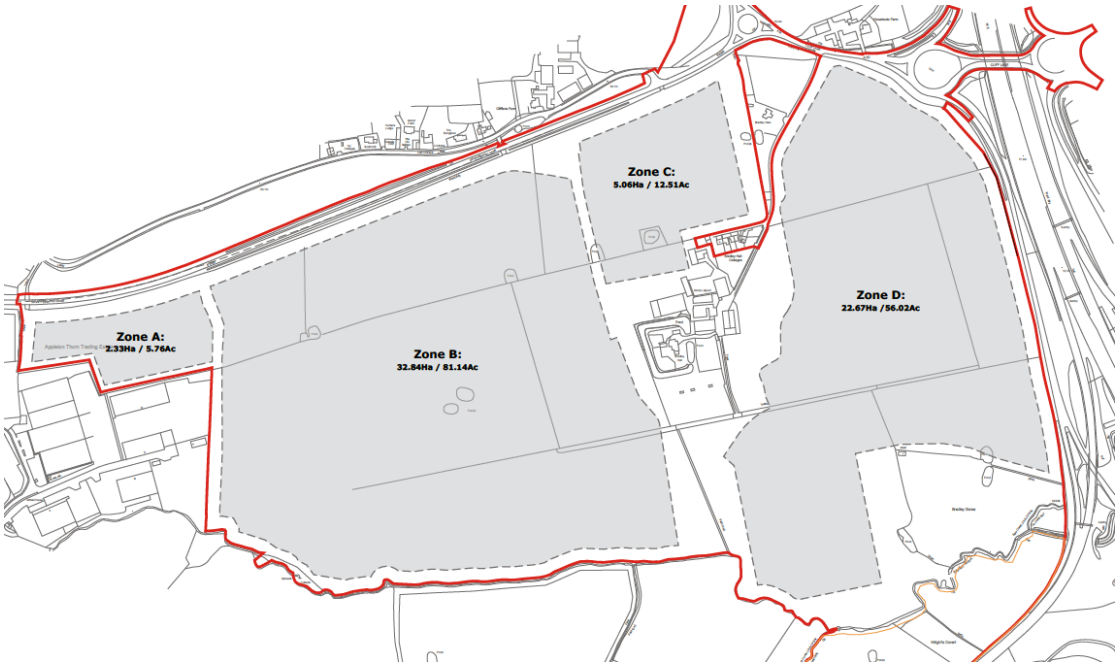
2. DESCRIPTION OF PROPOSAL

2.1 The application is in outline with matters of principle/parameters and access for consideration; all other matters (appearance, landscaping, layout and scale) are reserved for determination at a later date through a further submission. The majority of the application site is located within Warrington with a very small amount, in the southeast corner, within the administrative boundary of Cheshire East Council, which relates to an area for ecological mitigation.

2.2 The application subject to this report comprises the following:

- Up to 287,909sqm gross internal employment floorspace (use class B8 – storage and distribution) with ancillary B1(a) offices;
- Demolition of existing agricultural outbuildings;
- Alteration to the existing access into the site with two new roundabouts into the site from Grappenhall Lane;
- Works to the M6 J20 dumbbell roundabout and realignment of the existing A50 roundabout;
- Associated car parking and service areas;
- Internal vehicle circulation roads;
- Pedestrian and cycle circulation routes;
- Earthworks to create development platforms and bunds;
- Drainage features including attenuation areas and Sustainable Drainage Systems (SuDS);
- Landscaping;
- Noise mitigation features;
- Ecological works including wetland ponds; and
- Electricity substation and pumping station.

2.3 The application is accompanied by a number of parameters plans which form the basis of the environmental assessment. The development cells plan divides the site into four zones, outside of which new buildings would not be located. The zones have a combined maximum developable area of 62.9ha hectares. The four zones are shown in an extract from the development cells parameters plan below.



2.4 The disposition plan shows that the floorspace proposed would be provided within a maximum of 13 new buildings within the four zones. Building heights would range from a maximum of 16m to 30m to the ridge with the tallest buildings shown as being located within the south west portion of the site and the lowest heights to the north and west, adjacent to Grappenhall Lane. The green infrastructure parameters plan shows strategic landscaping around the boundaries of the site and within the 'south-north open green corridor', including new tree planting, and the retention of trees along parts of the western, southern and northern the site boundaries, around Bradley Hall moated site and within Bradley Gorse and Wrights Covert. There would also be a 15m standoff from built development to Bradley Brook which runs east-west along the southern boundary of the site.

2.5 The access and circulation parameters plan shows that the proposed development would be accessed via two new roundabouts on Grappenhall Lane; one approximately 380m west of the existing A50 Cliff Lane/Grappenhall Lane roundabout and the second about 350m to the east of the existing Broad Lane/Grappenhall Lane/Barleycastle Lane roundabout. The existing A50 Cliff Lane/Grappenhall Lane roundabout would be realigned and the plan also indicates improvements to the M6 J20 dumbbell roundabouts. A 25m long safeguarded area is shown for potential highway improvements/road widening along Grappenhall Lane within the application site. A 3.5m wide footway and cycleway is proposed along the length of the site's northern boundary and frontage with Grappenhall Lane. Footpath 31 follows the line of the existing access to Bradley Hall Farm from Cliff Lane and continues past the farmhouse to the south of the site as footpath 23. It is proposed to retain footpath 31 in its general extent although it may require a minor variation to its alignment to provide a safe crossing point across an internal road. Footpath 28 runs east-west across the site from footpath 23 and 31, to the north of Bradley Hall cottages, and terminates at the field boundary to the western extent of the site. The applicants propose to divert footpath 28 to run along the northern boundary of the site, parallel to Grappenhall Lane, and then re-enter the site alongside an internal road to re-join footpath 23.

2.6 The drainage parameters plan shows proposed zones for detention basins and outfalls. The text supporting the plan explains that each plot would have its own surface water drainage strategy as well as attenuation and that sustainable drainage systems will be used along with greenfield runoff rates for surface water drainage. The proposed foul drainage strategy is to collect and convey waste via gravity to a central pumping station and would then be pumped to the sewer network. The site is within flood zone 1 (land that has a low probability of flooding). The acoustic parameters plan identifies areas where loading bays will not be orientated towards noise sensitive receptors unless it can be demonstrated that mitigation measures can be put in place to avoid significant adverse effects on such receptors. These areas are along parts of the northern boundary and around parts of the zones adjacent to the residential properties at Bradley Hall Cottages and Bradley View. There would also be bunds in these areas and 3m high acoustic fencing along parts of the edges of the zones closest to residential properties. The heritage parameter plan identifies a 30m buffer between any built development and the Bradley Hall moated site SAM. The demolition parameters plan identifies that a number of outbuildings associated with Bradley Hall Farm would be demolished, but Bradley Hall Farmhouse and curtilage buildings would be retained.

2.7 The illustrative masterplan shows how the site could be developed, taking account of the site parameters, and identifies 7 building plots within the site. Plots 1, 5, 6 and 7 would be located along the northern boundary of the site with plot 1 within zone C (to the north of Bradley Hall Cottages), plots 5 and 6 in zone B and plot 7 in zone A. Plots 2 and 3 would be in zone D, to the east of the site and Plot 4 would be in zone B to the south of plots 5 and 6. Each plot is shown to have its own parking and loading/servicing areas. Bradley Gorse and Wright's covert would be retained and an ecological mitigation area is shown in the southeast corner of the site. The masterplan also shows a pumping station and substation within the site, to the north of plot 3. An extract of the illustrative masterplan is shown below.

2.8 The application constitutes Environmental Impact Assessment (EIA) development as defined by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the Regulation) and has therefore been accompanied by an Environmental Statement (ES). This follows the Council's adoption of a scoping opinion in April 2018.

3. AMENDED PLANS

3.1 In October 2020 amended plans, an ES addendum including amended/updated technical papers and amended/updated supporting documents were submitted following feedback provided on the original submission. The ES addendum includes revised/additional information and reflects changes to the scheme that were made following submission of the application. The changes include:

- The removal of the change of use of Bradley Hall Farm (from residential to B1(a) office) from the application. The applicant has confirmed that the residential use of that property would cease which is discussed in subsequent sections of this report. For clarification, any future change of use of the property would need to be the subject of a separate planning application;
- Alterations to the parameters plans including:
  - a reduction in size of zone D on the disposition parameters plan and a subsequent reduction in the developable area from 64.74ha to 62.9ha, which has resulted in more green infrastructure as shown on the corresponding parameters plan
  - relocation of the proposed roundabout on Grappenhall Lane providing access into the application site further to the east and slight alterations to the route of one of the footpaths as shown on the access parameters plan;
  - bunds and acoustic fencing shown on the acoustic parameters plan
  - a slight increase in the maximum floorspace within zone B and a slight decrease in the maximum floorspace in zone C as shown on the disposition parameters plan, although the total maximum floorspace across the site remains unchanged
  - minor changes to the location of some proposed detention basins and outfalls (around Bradley Gorse and to the east and south of Bradley Hall Farmhouse) as shown on the drainage parameters plan
- Alterations to the illustrative masterplan including:
  - Relocation of an internal access road previously directly to the south of Bradley Hall Cottages to the south of Bradley Hall Farmhouse
  - Relocation of some of the parking spaces for plot 2 (moving some from the west and north to the south of the unit)
  - Relocation of the unit at plot 3 further east and relocation of some of the parking spaces (from the east and south to the north and west)
  - Relocation of the substation next to the pumping station (to the south east of the Bradley Hall Farm, north of plot 3)
  - Alterations to the locations of some of the ponds

3.2 In November 2021, a second ES addendum and amended information, including an updated landscape and visual technical paper, revised supporting statement, and an amended heights parameters plans were submitted. The main change was a reduction in the maximum heights from 40m to 30m and from 24.5m to 22m, as shown on an updated heights parameters plan which sets out a number of zones

across the application site where different maximum building heights are established.

3.3 Consideration has been given to the necessity to re-consult on the amended information. In both instances it was considered that the proposed revised/additional information constitute substantial differences or fundamental changes to the originally submitted proposal and they have therefore been subject to public re-consultation. The LPA has acted fairly and reasonably taking into account the duty to fully consider representations from interested parties and has re-consulted in order to make sure that nobody has been deprived of the opportunity to make any representations that they may have wanted to make on the application as amended due to the nature of the changes. All representations received are summarised below and are appraised against planning policy (where they are material in determining the application) within the assessment.

4. PROCEDURAL MATTERS

4.1 As mentioned in section 1 above, the application site covers land within the administrative boundaries of Warrington and Cheshire East councils, with the majority falling within Warrington. This Council therefore needs to determine the elements of the application that fall within the borough and Cheshire East will do the same. The impacts of the whole scheme can be considered where they have a trans-boundary effect.

4.2 Members of Development Management Committee (DMC) received a briefing on the scheme in December 2021, in accordance with the DMC Protocol. The main matters discussed were:

- Whether the scheme would be accessed directly from the motorway
- Which residential properties would be retained
- Whether any other uses could be considered
- Whether very special circumstances need to be considered
- Whether the application can be considered in advance of the emerging Local Plan
- The relationship to other decisions/schemes in the area
- The role of the Neighbourhood Plan
- What consultation has been undertaken
- How much employment would be generated
- The proposed bus service

4.3 It is noted that a number of concerns have been raised regarding this briefing (as summarised in the following section of this report). Any concerns about this briefing are not material to the decision relating to the application.

5. LOCAL REPRESENTATIONS

Andy Carter, MP for Warrington South, makes the following comments:

- Approval of the application would be premature in advance of the Local Plan
- There would be a significant effect in relation to traffic flows and piecemeal development would result in a substantial underestimation of the needs of the

area
- The applicant has failed to demonstrate that there are very special circumstances for the development in the Green Belt
- It cannot be right that Green Belt land would be released when suitable brownfield locations (Fiddlers Ferry) are available which would also offer rail links and access to the Manchester Ship Canal

Ward Councillors

Cllr Bate (Grappenhall) – objects to the application as it fails to meet very special circumstances and approval before adoption of the new Local Plan would predetermine that process and undermine the opportunity for members of the public to make their views known. The land has significant landscape value and contributes to the environment and health. The scale of the proposed development would damage the character of the area. There would also be an impact on the highway network.

Cllr Marks (Lymm North and Thelwall) – strongly opposes the application.

Cllr Critchley (Appleton) – objects to the scheme with the main concerns summarised below:

- no very special circumstances have been demonstrated
- low density job creation and jobs would be provided to people outside of Warrington
- harm to visual amenity due to the scale of the proposed buildings which could not be mitigated by landscaping and mounds
- contrary to the climate change agenda and declared climate emergency
- the proposed development is not multimodal and is completely car dependent
- impact on the highway network
- impact on pollution and associated health and wellbeing of residents
- objections to a DMC briefing in December 2021 due to concerns about transparency, openness and fairness

Cllr Chapman (Appleton) – objects to the scheme with the main concerns summarised below:

- the amendments do not address the fundamental issues with the scheme
- the site should not be built on as it is a greenfield site containing listed buildings, locally listed buildings and scheduled monuments
- the residential area status of Appleton, Appleton Thorn, Grappenhall and Stretton would be undermined
- other locations should be sought

Parish Councils

South Warrington Parish Councils (SWP) (comprising Grappenhall and Thelwall, Lymm, Appleton, Stretton, Walton, Hatton and Moore) – object to the application on the following grounds:

Green Belt

- The proposal would represent an inefficient use of a greenfield site within the Green Belt when it is considered that other sites are available
- The need for extensive Green Belt release is questioned particularly following the announcement of the closure of Fiddlers Ferry
- The proposal would conflict with the purposes of including land within the Green Belt
- The piecemeal release of parcels of Green Belt land undermines the Council's approach and justification for Green Belt release
- The proposal would place some of the tallest buildings in Warrington on one of its highest locations and the proposal would represent encroachment on a massive scale
- There are no very special circumstances which would outweigh the presumption against inappropriate development and the proposal is contrary to national and local Green Belt policy

Traffic and transport

- Employees would be likely to travel to the site by car and travel to the site by public transport would be discouraged due to the lack of services
- There are capacity issues at the Cartridge Lane/A50 roundabout
- The proposed junction improvements would increase space for queuing traffic
- The need for additional highway infrastructure would add to the further urbanisation of the rural edge of Warrington
- The proposed highway improvements would not address the fundamental capacity issue on the motorway
- The assessment of traffic impact should take construction traffic into account

Drainage

- The impact on Bradley Brook has not been fully assessed
- The proposed drainage systems would not be sustainable

Heritage

- The proposed development pays insufficient regard to the scheduled monument which would be largely enclosed
- The impact would be substantial, would not be mitigated by landscape or other treatment and would not be justified by any benefits of the proposal

Amenity

- There would be an adverse impact on amenity as a result of the scale and form of the proposals
- Users of the public rights of way would be affected
- There would be light pollution

Air quality

- There are concerns about the impact of air pollution on the health and wellbeing of residents

Economic issues

- The site is isolated and there are no shops in Appleton Thorn and therefore the presence of a workforce could not bring any significant benefit to the immediate local economy
- The site is not located close to the areas of greatest deprivation
- Information provided with the Stobart's application suggests that the majority of employees live outside Warrington, limiting scope for retention of spend within the Borough
- No evidence has been presented as to the way in which a large logistics development would contribute to economic benefit and therefore regeneration

Construction

- The construction process will be of such significance and longevity it should be considered in detail but the application relies on the conditional requirement to submit a Construction Management Plan

General

- The development is not sustainable

Procedural matters

- The evidence base associated with the emerging Local Plan has not been through any challenge or scrutiny and granting planning permission would be premature in advance of the examination of the emerging Local Plan
- The application should not be considered in isolation from the Stobart/Liberty Properties application
- The adopted Local Plan is not out of date

Appleton Parish Council – objects to the proposed development on the following grounds:

- scale
- traffic generation (with the inland border facility)
- impact on the quality of life of residents
- air quality due to additional vehicles with exposure to fine particulate matter linked to premature deaths and diseases
- HGVs flouting weight restrictions
- Visual impact due to the heights of the buildings
- The 30m buffer around the scheduled monument would be insufficient
- The jobs would not be sustainable in the long term; they would be low paid and low skilled with increasing automation reducing the number of jobs
- It is premature as forecasts about growth requirements are open to legal challenge

- There is no access to the rail network
- If the developer cannot find another site to accommodate the development that is a matter for them
- Loss of Green Belt; it does not meet any of the criteria for Green Belt release and there are no very special circumstances
- It is not sustainable

Appleton Parish Council made further representations to the application following the amendments to the scheme with the further issues raised (not mentioned in the above points) summarised as follows:

- A DMC briefing took place in December 2021 and there is concern about fairness and lack of transparency and openness
- Contrary to the declared climate emergency
- Jobs would be for people outside Warrington
- Infrastructure improvement is essential before the site can be considered for development and the development would not be multimodal
- The Eddie Stobart application was refused and this scheme should not be built for the same reasons
- The Neighbourhood Plan needs to be considered

Grappenhall and Thelwall Parish Council – objects to the application, which is considered to be a minimal revision to the original scheme. Advises that the south Warrington group of parish councils will respond further (see above). In response to the second ES addendum, the Parish Council has responded to say that nothing in the amendments alter its earlier comments and the objection is reiterated.

Stretton Parish Council – objects on the same grounds as specified in the SWP response (see above).

Lymm Parish Council – responded to the second ES addendum to say that the SWP has reviewed the amendments and they do not alter its earlier comments and its objection is reiterated.

High Legh Parish Council, a neighbouring Parish Council (in Cheshire East) has a number of concerns about the proposed development including the impact of HGVs and rat running on the surrounding road network, the impact on the rural character of the area due to the loss of Green Belt and the impact on the wellbeing of residents due to traffic, noise and litter. It is requested that the application be refused but if not, that mitigation measures be secured.

General Public

The application was publicised by neighbour notification letters and site and press notices both upon submission and following the receipt of the Environmental Statement addendum. In response to the first publicity period, approximately 555 objections, including one from a residents' association, and one letter of support were received. Following the second publicity period, approximately 331 objections were received, along with one letter of support. Following the third publicity period, 48 objections were received. The comments are summarised as follows:

Green Belt

- Inappropriate development
- No very special circumstances
- Would conflict with the purposes of including land within the Green Belt and with Policy CS5
- The economic argument does not clearly outweigh the harm to the Green Belt
- A large area of Green Belt would be lost for a relatively small number of low paid jobs
- The loss of Green Belt would be substantial and permanent
- The harm to openness would be severe
- There are concerns about the robustness of the Council's Green Belt Assessment and therefore its use in considering the value of the Green Belt in this location
- The break between the motorway and Appleton Thorn would be lost
- The Stobarts scheme was refused as it did not demonstrate very special circumstances

Character, Design and appearance

- The character of the area, nearby villages and the rural area would be destroyed
- The height of the buildings would affect the surrounding area, change the skyline and be an eyesore. The reduction in height of some of the buildings does not change this
- It would be overdevelopment and the scale is unprecedented in this area
- The plans show a lack of detail

Ground conditions and contamination

- The proposal would cause contamination

Traffic and transportation

- Increase in traffic including HGVs on neighbouring roads and the motorways which are already at capacity
- The location encourages road transport rather than alternative greener transport
- The minor changes to the road network would not deal with the traffic increase; a new motorway junction would be required
- The location is not accessible by public transport
- The adjacent roads are country lanes with no footpaths
- The traffic impact has not been properly estimated/assessed and does not take account of disruptions on the motorway network and the resultant use of the local road network
- The traffic analysis is unclear between cars and HGVs
- The extra roundabouts on Grappenhall Lane would cause traffic delay
- There is no traffic mitigation strategy
- There is no indication of how highways improvements would be paid for
- There would be more accidents and there would be a lack of traffic calming measures

- Cycle routes are unlikely to encourage cycling and walking due to the need to negotiate busy roads and especially during winter or in the dark
- The application is counter to the Local Transport Plan as it would require the use of motor vehicles as a primary mode of transport, there's no access to a railway line and there is very limited public transport in the area
- Drivers ignore weight restrictions and speed limits on roads
- The existing road surfaces would deteriorate
- The proposal would stop people walking through the site
- The dumbbell roundabouts are unsafe; lorries would be likely to overturn due to the adverse camber and it would be dangerous for pedestrians to cross on the north/eastern side
- Badly maintained swing bridges add to the traffic problem
- The traffic would impact on fire engines from Lymm fire station attending emergencies
- There needs to be a detailed assessment of the whole neighbouring area including Cheshire West and East
- There needs to be measures to manage HGVs that miss the correct routes in to or out of the site
- There would be an increase in traffic on Broad Lane
- It would be dangerous to travel on foot or cycle
- The traffic situation has been made worse by the inland border facility
- The roads are designed for residential use and not capable of carrying the level of commercial/HGV traffic that would travel to the site
- When there is a problem on the motorway the area becomes gridlocked
- There would be an impact on Lymm village
- The majority of employees would not live in the area and would therefore need to drive there
- There is no public transport provision and the site is not close to a railway
- The traffic calculations are out of date and do not take into account recent housing developments and the inland border facility
- Lorries would take short cuts through Antrobus
- Disruption during highway/construction works

<u>Drainage and flood risk</u>

- Depleted water quality due to run off
- There would be an increase in water pollution
- There would be an increased risk of flooding
- How would surface water be dealt with
- New sewage networks would be required

<u>Landscape and visual impact</u>

- Loss of trees and hedges
- Loss of green space
- Impact on views, particularly as the site is elevated
- The development would be seen from many approaches and dominate the skyline and blight the landscape
- Would destroy the character of the area and the character and identity of nearby villages

- Trees will take many years to grow and would not mitigate the effect of the buildings
- There would be light pollution
- There is inadequate resource to enforce new landscaping

Ecology and nature conservation

- Impact on wildlife, ecosystems and habitats including protected species
- Lighting impacting on wildlife
- Loss of ponds
- Manchester Mosses Special Conservation Area would be affected
- Will the proposals result in a net gain for biodiversity?
- There are many protected species which must be preserved
- There are nesting birds and a bird survey is required
- The mitigation does not make up for the destruction and habitats take decades to establish
- It would be contrary to the declared ecological emergency

Socio-economic

- The number of jobs have been over-estimated due to increased automation, the jobs created would lack diversity, would be low skilled and would have low salaries
- The jobs would be zero hours contracts
- The jobs would not be new and would be transferred from elsewhere
- As there is no end user it is not clear what type of jobs would be created
- Any economic benefits do not outweigh harm caused by the development and do not constitute very special circumstances
- Jobs are likely to be taken by people from outside Warrington due to likely wages and average house prices in the area
- What guarantees are there that the number of jobs would be created and what are the penalties if this does not happen
- The information supporting the application is not evidence and does not represent a fair and impartial view
- The development would soon become obsolete as the logistics industry changes/declines and moves to smaller sites
- It would drag down the demographics of the town

Noise and vibration

- The proposed landscaping and mitigation would be insufficient to screen noise
- There would be vibration problems for properties
- There would be noise from vehicle reversing alarms and on-site machinery
- There would be noise from the pumping station and substation
- Noise from night time work on the dumbbell roundabouts would be too disruptive
- Daytime background noise is already above recommended levels and increases in traffic would raise noise levels further
- The noise model is unrealistic; the additional 3dB which should be added to the model for intermittent spikes in noise has been missed

- The model should be scrutinised by an independent body
- The site would operate 24/7 all year round

Air quality, odour and dust

- Warrington is one of the worst polluted towns in the country and there are exceedances of contaminant levels
- The proposal would cause high levels of air pollution, poison, diseases and death
- The pollution cannot be assessed until the tenants are known
- The site is close to an Air Quality Management Area
- Fine particulates travel many miles contrary to what the applicant states and such matter is harmful to human health especially pregnant, young and older people, those with existing conditions such as asthma and cancer
- Extra roundabouts on Grappenhall Lane would increase air pollution as traffic would have to slow down and speed up for them
- Still air pockets would be created by the proposed earth bunds causing dangerously high concentrations of small particulates
- Electric vehicle charging points should be provided for all the car parking spaces
- There has been no serious assessment of air quality impact in south Warrington
- There is no mention of the impact on PM2.5 and the increase caused by additional traffic
- Wetting of soil to reduce dust would not be done which would result in even worse pollution during construction
- The Council must act to improve air quality by refusing this application
- The application does not accord with the 2019 Health and Wellbeing Strategy as it would increase transport and reduce air quality
- The model used is unrealistic and should be scrutinised by an independent body
- Air quality impacts on unborn children
- HGV traffic would make air pollution worse
- Quality air is more necessary following COVID

Cultural heritage

- Impact on listed buildings
- Impact on scheduled ancient monument; the 30m buffer zone would be insufficient
- The scheduled monument would be detached from its surroundings which would adversely affect its amenity value
- A number of properties of historical importance will be destroyed and their settings obliterated
- Historical Roman remains have not been taken into account

Energy and climate change

- The proposal would affect climate change and would do nothing to cut greenhouse gases
- There is a climate crisis
- Where will the necessary energy come from?
- The development would contribute to the climate emergency
- The logistics industry should reduce emissions before further growth

- The proposal is inconsistent with the Council's climate emergency declaration

Agricultural land and soils

- There would be a loss of some of the finest agricultural land in the north west
- Agricultural land should be maintained for the production of food due to the fragility of food supply chains post Brexit

Cumulative effects

- Have the cumulative effects been taken into account?
- There would be cumulative effects with Haydock Point and Parkside

The consideration of alternative sites and the need for the proposal

- It should be built on the opposite side of the M6 near Lymm fire station
- There are alternative sites elsewhere in the north west including Fiddlers Ferry and Parkside, brownfield sites and vacant units
- There are empty site/warehouses in the area
- There is no need or demand for this amount of development
- The amount of development goes beyond what is necessary and reasonable
- If other similar developments in the area go ahead, would any demand for this development be reduced

Residential amenity

- The proposal would create an eyesore and anxiety for the residents living in Bradley Hall cottages
- Light pollution
- The proposed development would be incompatible with Bradley Hall cottages and there would be a breach of the Human Rights Article 1 Protocol 1
- Bradley Hall Cottages would be isolated
- Overshadowing
- Concern regarding disruption during construction
- There would be an impact on the physical and mental wellbeing and enjoyment of residents
- There is limited assessment of the scheme on local residents
- There would be an increase in litter

Procedural matters

- There is a conflict of interest between a number of councillors and the developers
- There have been undocumented conversations between developers and members and officers of the council which unfairly prejudice the process. Some councillors have invested interests or are associated with the developers which is unlawful or biased and not impartial
- The applicant presented the scheme to the Committee in December 2021 in a private meeting
- The application should be called in by the Secretary of State

- The application is premature as a decision should be taken on the emerging Local Plan first. Approving the application before this would be a breach of procedure and bias. This application should also be considered at the same time as the residential development in this area
- The emerging local plan which identifies the site for employment development is being reviewed
- Landscape and ecology mitigation is pointless unless it would be enforced
- Approving the application would undermine the Neighbourhood Plan, which is not out of date, and it conflicts with policies in the Plan
- The application is contrary to the adopted Local Plan
- The application is a strategic development and should not be considered in isolation of other developments or outside the Local Plan
- A 20 year old plan with outdated research and statistics should not be used as evidence for the proposed development
- It would set a precedent
- There has been limited public consultation (by the applicant) and all households in Grappenhall, Thelwall, Lymm and Appleton Thorn should have been notified about the application as most residents are unaware of the proposals
- There is a breach of Protocol 1 Article 1 of the European Convention on Human Rights as some properties would be surrounded by the development which would result in overshadowing and isolation as well as light, noise and air pollution.
- Approving the application before the new Local Plan would be a breach of procedure and show bias
- Is the proposed development deliverable as the developer does not own the land and a S106 agreement could not be enforced if the land is sold to someone else
- The amendments do not address any of the concerns
- The application has been refused before
- The Fire Chief at Lymm fire station should be consulted because the scheme would hamper accident responses
- The development should be in the Local Plan
- The application has been promoted during a pandemic and it is inappropriate to make a decision in light of uncertainty

<u>Other issues</u>

- Impact on value of properties
- Emergency services would be affected by the increase in traffic
- There would be an increase in litter
- Farms should be encouraged to continue in business for the benefit of local communities. Milk will become a premium product and the loss of this farm is short sighted
- The environment should be protected for future generations
- Segregation between residential and commercial uses
- Local services such as schools, hospitals, doctors, libraries, vets and dentists could not cope
- The environmental impact has not been fully investigated
- Extra housing is used to justify additional commercial development
- The development is contrary to the objectives of the NPPF
- There has been insufficient consultation (by the applicant)

- The applicant is advertising the site on its website

6. CONSULTEES

WBC Transport Development Control – 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.

WBC Environmental Protection – in relation to contamination and air quality, no objections subject to conditions relating to site investigations and verification and implementation of relevant provisions of the Construction Environmental Management Plan respectively. In relation to noise, there are no objections subject to conditions requiring acoustic assessments with reserved matters applications and the installation of acoustic fencing. A condition requiring details of external lighting is also recommended.

Warrington & Co – no objections subject to a local employment scheme.

WBC Conservation Officer – no significant impact on either designated or non-designated heritage assets. A condition relating to the recording of one of the agricultural buildings on site is recommended.

WBC Tree and Woodland Officer – no objections. The loss of trees is regrettable but can be compensated within the proposed planting in the south east of the site. A condition requiring a scheme for the protection of retained trees/shrubs/hedges is recommended.

WBC Flood Risk – no objection subject to a condition relating to the final design for the surface water drainage layout and attenuation.

Cheshire Archaeology Planning Advisory Service – no objections subject to a condition relating to the implementation of a programme of archaeological work in accordance with a written scheme of investigation.
Greater Manchester Ecology Unit – no objections subject to conditions requiring full details of a mitigation scheme for bats with any reserved matters application, full details of the ecological mitigation area, a construction environmental management

plan for biodiversity, a landscape and ecological management plan, evidence that no badger setts would be impacted by the proposals as part of reserved matters applications, sensitive lighting and off-site compensation measures in relation to the loss of farmland bird habitat which would be secured through a S106 obligation.

National Highways – 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.

Peak and Northern Footpaths Society – the existing footpaths (23, 28 and 31) offer a safe and pleasant off-road walking route which has been used more frequently during the last year. If the existing routes cannot be maintained, a satisfactory diversion or replaced would be needed which would require significant screening from the proposed units. They should be segregated from vehicular routes. Improvements to the routes, such as surface improvements and replacing stiles with gates (or removal altogether if the fields will no longer be used by livestock) should be considered.

Historic England – no objections as the harm to the setting of Bradley Hall moated site is considered to be less than substantial and the proposed development would not have a significant impact on the settings of listed buildings. Subject to the views of the Cheshire Archaeology Planning Advisory Service, the proposed programme of archaeological evaluation and recording should be sufficient to mitigate the direct impact on undesignated sites of potential archaeological interest. It is recommended that the mitigation measures set out in the supporting documents be secured through conditions.

Natural England – no objections as it is considered that the proposed development would not have significant adverse impacts on statutorily protected nature conservation sites or landscapes but advises that the developer uses an appropriately experienced soil specialist to advise on, and supervise, soil handling, including identifying when soils are dry enough to be handled and how to make the best use of the different soils on site.

Environment Agency – no objections.

United Utilities – no objections subject to conditions relating to a surface water drainage scheme including management and maintenance and for foul and surface water to be drained on separate systems.

Health and Safety Executive – does not advise against granting planning permission.

Cheshire Constabulary Designing Out Crime Officer – advice provided on ways to assist in enhancing the security of the site.

National Air Traffic Services (NATS) – no safeguarding objection.

Liverpool Airport – no objections.

Cheshire East Council – no objections, but requests that the applicant be required to address the issue of reassigned traffic and to submit proposals to restrict the use of Swineyard Lane by HGVs.

7. RELEVANT SITE HISTORY

7.1 There are no planning applications of relevance relating to the application site. There are a number of applications relating to an adjacent site which are considered to be of relevance as follows (the location of this site can be seen on the extract from the 2017 Green Belt Assessment map in the Appendix to this report, as site ref: R18/061):

Planning Ref:	2017/31757
Description of Development	Full Planning application (Major) - Demolition of all existing on-site buildings and structures and construction of a National Distribution Centre building (Use Class B8) with ancillary office accommodation (Class B1(a)), vehicle maintenance unit, vehicle washing area, internal roads, gatehouse, parking areas, perimeter fencing, waste management area, sustainable urban drainage system, landscaping, highways improvements and other associated works. (Environmental Impact Assessment application), on land north of Barleycastle Lane, Appleton Thorn.
Decision	Refused November 2018 and dismissed on appeal in November 2020
Planning Ref:	2019/34739
Description of Development	Full Planning (Major) Environmental Assessment Application - Proposed Demolition of all existing on-site buildings and structures and construction of a National Distribution Centre building (Use Class B8) with ancillary office accommodation (Class B1(a)), vehicle maintenance unit, vehicle washing area, internal roads, gatehouse, parking areas, perimeter fencing, waste management area, sustainable urban drainage system, landscaping, highways improvements and other associated works.
Decision	Referred to the Secretary of State and refused in November 2020.

8. PLANNING POLICY

8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan, unless material considerations support a different decision being taken. Whilst third party representations are regarded as material planning considerations (assuming they raise town planning matters) the primary consideration, irrespective of the source or number of third party representations received, remains the extent to which planning proposals comply with the Development Plan. The National Planning Policy Framework (NPPR) supports this legislative position and its contents are a material consideration in determining the application.

National Planning Policy Framework

8.2 The Revised NPPF (2019) confirms that decisions should apply a presumption in favour of sustainable development. Paragraph 7 of the document states that the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. This is balanced by Paragraph 9 which states that plans and decisions need to take local circumstances into account, so that they reflect the character, needs and opportunities of each area.

8.3 Where there are other specific, relevant, material issues raised in the NPPF these will be discussed within the Assessment below.

8.4 As stated above, the NPPF reiterates that planning law requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan, in the case of Warrington, refers to the Local Plan Core Strategy and, in this instance, the Appleton Parish Thorn Ward Neighbourhood Plan.

Relevant Policies in the Local Plan Core Strategy

CS1 – Delivering Sustainable Development
CS2 – Quantity and Distribution of Development
CS4 – Transport
CS5 – Green Belt
PV3 – Strengthening the Borough's Workforce
SN7 – Enhancing Health and Wellbeing
QE1 – Decentralised Energy Networks and Low Carbon Development
QE3 – Green Infrastructure
QE4 – Flood Risk
QE5 – Biodiversity and Geodiversity
QE6 – Environmental and Amenity Protection
QE7 – Ensuring High Quality Place
QE8 – Historic Environment
MP1 – General Transport Principles
MP3 – Active Travel
MP4 – Public Transport
MP5 – Freight Transport
MP7 – Transport Assessment and Travel Plans
MP8 – Waste
CC2 – Protecting the Countryside

Relevant Policies in the Appleton Parish Thorn Ward Neighbourhood Development Plan (adopted 2017)

AT-D1 – Design of Development in Appleton Parish Thorn Ward
AT-D2 – Protecting and Enhancing Local Landscape Character and Views
AT-D3 – Flood Risk, Water Management and Surface Water Run-off
AT-TH1 – Traffic Management and Transport Improvements
AT-TH2 – Sustainable Transport Measures

AT-E1 – New Local Employment Opportunities

Other Planning Policy and Guidance Documents

Planning Practice Guidance (PPG)
National Planning Policy for Waste (2014)
Design and Construction Supplementary Planning Document (2010; updated 2016)
Environmental Protection Supplementary Planning Document (2013)
Planning Obligations Supplementary Planning Document (2017)
Updated Proposed Submission Version Local Plan (2021)

Other documents and Local Plan evidence base

Green Belt Assessment (GBA) 2016 and subsequent updates
Green Belt Site Selection – Implications of Green Belt Release (2021)
GBA Garden Suburb Options (2021)
Warrington Means Business (2020)
Economic Development Needs Assessment (2016 and 2021)
Landscape Character Assessment (2007)
Local Transport Plan (LTP) 4 (2019)

9. EQUALITY ACT (2010)

9.1 In determining this application, the Local Planning Authority has considered the requirements under S149 of the Equality Act 2010. It is considered that the application has no differential impacts.

10. ASSESSMENT

10.1 The key issues in this particular application relate to:

- The principle of the proposed development, including impact on the Green Belt
- Design, character and parameters
- Assessment of ES Chapters:
  - Impact on ground conditions and contamination
  - Impact on traffic and transportation
  - Impact on drainage and flood risk
  - Landscape and visual impact
  - Impact on ecology and nature conservation
  - Impact on socio-economic matters
  - Noise and vibration
  - Impact on air quality, odour and dust
  - Impact on cultural heritage
  - Impact on utilities
  - Impact on waste
  - Impact on energy and climate change
  - Impact on agricultural land and soils
  - Cumulative effects
- Impacts on residential amenity
- Benefits of the proposal
- The heritage balance

- The planning balance
- Procedural matters (relates to issues raised by interested parties not addressed elsewhere in the report)

Structure of the Report

10.2 Following consideration of the principle of the proposed development and the design and parameters of the proposal, the assessment follows the structure of the applicant's Environmental Statement (ES) and considers the content of the chapters contained within it. Each section of this part of the assessment begins with a summary of the relevant policies and an outline of the applicant's assessment of the impacts both pre and post proposed mitigation. This is followed by the Council's assessment and conclusions on each matter.

Principle of Development

Development in the Green Belt

10.3 Policy CS1 states that development proposals that are sustainable will be welcomed and approved without delay and that to be sustainable, development must accord with national and local planning policy frameworks, taking into account other material considerations and must have regard to a number of factors including the priority afforded to the protection of the Green Belt.

10.4 Policy CS2 outlines a number of principles which will determine the detailed distribution of development through the plan period including that within the Green Belt development will only be allowed where it is considered to be appropriate in accordance with national policy.

10.5 Policy CS5 states that development proposals within the Green Belt will be approved where they accord with the relevant national policy.

10.6 The NPPF lists forms of development that are not inappropriate in the Green Belt. It states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. It further states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. Policy CS5 does not make reference to one of the purposes of the Green Belt listed in the NPPF (to preserve the setting and special character of historic towns), but this matter is nonetheless assessed in a subsequent paragraph of this report and insofar as is material to this planning application, Policy CS5 is considered to be consistent with the NPPF.

10.7 The proposed development does not fall into any of the types of development that are listed as not inappropriate in the Green Belt and must therefore be considered to be inappropriate. It is therefore, by definition, harmful to the Green Belt. The potential harm to the Green Belt as a result of the proposed development is also considered in respect of openness and the five purposes of including land within the Green Belt which are:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Impact on openness

10.8 The NPPF states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. The Planning Practice Guidance outlines a number of factors which might be relevant when considering the potential impact of development on the openness of the Green Belt. These include spatial and visual aspects, the duration of the development and its remediability and the degree of activity likely to be generated.

10.9 Of relevance to this assessment is the Council's Green Belt Assessment (GBA). The GBA is intended to assist the Council in understanding how the Green Belt within the borough performs against the role and function of Green Belt as set out in national policy to enable the Council to consider whether there are exceptional circumstances to justify altering Green Belt boundaries through Local plan processes. It (and its subsequent updates) are part of the up to date evidence base which informs the emerging Local Plan. The GBA was originally produced in 2016 and that document identified a number of general areas and smaller parcels within the Green Belt, three of which were within the application site. The site is located with General Area 10 (GA10) in the 2016 assessment and parcels AT6, AT7 and AT8 are within the application site. All three parcels were assessed as supporting a strong degree of openness in the 2016 GBA. There have however been a number of updates/new documents produced including the Additional Site Assessment of Call for Sites Responses and SHLAA Green Belt Sites produced in 2017 (hereafter referred to as the 2017 GBA), the Garden Suburb Options GBA, produced in April 2021 and the Green Belt Site Selection Implications of Green Belt Release produced in August 2021 (referred to as the August 2021 report). In the 2017 GBA, the application site has the reference R18/106 and was considered to support a strong degree of openness. In the April 2021 report, the site is one of six site comprising the 'employment option' for the garden suburb, as it was referred to at that time. In the August 2021 report, the application site forms part of the larger South East Warrington Employment Allocation site. Given that the April 2021 report was produced to consider options for a smaller garden suburb and the August 2021 report was produced to consider the implications for the Green Belt resulting from proposed allocations in the emerging Local Plan, they are important to note but are not considered as relevant to the determination of the application as the 2017 GBA, where the purpose was to understand how the Green Belt performs against the role and function of the Green Belt as set out in national policy. The 2017 GBA was expressly considered as a material consideration by the Inspector in the Stobarts case and the Council relied on its conclusions at the inquiry relating to the Parkside Link Road, which took place in January 2021.It is noted that objectors have raised concerns regarding the robustness of the GBA. The GBA and subsequent updates have been undertaken by Arup on behalf of the Council. Arup has experience of conducting GBAs across the

country and the Council is satisfied with the methodology used and the outputs of the assessment.

10.10 The application site in Warrington is largely characterised by fields within which Bradley Hall Farm and associated farm buildings are set, as well as parts of the carriageways of Grappenhall Lane and Cliff Lane including the Cliff Lane roundabout and the dumbbell roundabouts at the M6. The application site currently contributes to the spatial dimension of openness due to the very limited built development on the site relative to its size. The surrounding areas to the north, east and south (including land beyond both the M6 and M56) support a strong degree of openness with a low level of built form and relatively low levels of vegetation. The Barleycastle Industrial Estate and the Appleton Thorn Trading Estate to the west of the application site and Appleton Thorn Village beyond are not within the Green Belt. The surrounding areas (excluding the land to the west) also contribute to the visual dimension due to views that are afforded over and through existing vegetation across open fields. There is currently limited activity within the application site with activity mainly in the form of traffic travelling along the stretches of Grappenhall Lane and Cliff Lane within the application site and along the access road to Bradley Hall Farm as well as activity associated with the farm itself.

10.11 The parameters plans would allow for a number of tall, large footplate buildings with associated access roads, hardstanding, parking and other infrastructure. The introduction of built form to this extent would have a very significant adverse impact in respect of the spatial dimension of openness.

10.12 In terms of the visual dimension of openness, it is clear that the proposed development would significantly alter this currently largely undeveloped and relatively open and undulating site into one which would accommodate a number of tall, large buildings. This would result in a significant change to views into the application site from the surrounding area including from Grappenhall Lane and Barleycastle Lane. There would be a visual impact in the daytime as well as at night due to lighting which would inevitably be associated with the proposed development (lighting along internal roads and from vehicles). Whilst the impact on the visual dimension of openness in some areas would be likely to reduce over time as new landscaping matures, given the size and scale of the proposed development, a significant adverse impact on the visual dimension of openness would remain.

10.13 In relation to duration and remediability, the proposed buildings and associated infrastructure are intended to be permanent and although it would be possible to remove them and remediate the land at some point in the future, any planning permission would allow for the permanent change. In relation to the last component of openness (degree of activity), the proposed development would generate an appreciable level of traffic due to its nature as employment development which would attract employees as well as delivery/distribution/servicing traffic. The amount and impact of traffic generation is discussed in a subsequent section of this report but it is clear that there would be significantly more activity on and around the site as a result of the proposed development than is currently the case and this would have an appreciable impact on openness.

10.14 In view of the above, the proposed development is considered to result in significant harm to the openness of the Green Belt.

Purposes of the Green Belt

10.15 The five purposes of including land within the Green Belt are set out at paragraph 138 of the NPPF and the degree of conflict of the proposed development with the five purposes will be assessed in turn below, with particular regard to the Council's Green Belt Assessments.

a) To check the unrestricted sprawl of large built up areas

10.16 The 2017 GBA identifies the site as making no contribution to this purpose due to not being adjacent to the Warrington urban area, which is the '*large built up area*' for this purpose. It is also not considered that the proposed development would be untidy or irregular, and is not therefore considered to constitute sprawl. It is therefore considered that the proposed development would not impact on this purpose.

b) To prevent neighbouring towns from merging into one another

10.17 The 2017 GBA identifies the site as forming a less essential gap between the Warrington urban area and Lymm whereby development would slightly reduce the actual but not the perceived gap between the towns. The August 2021 report states that development of the employment allocation would have no impact on preventing neighbouring towns from merging. In view of these findings it is considered that the proposed development would not impact on this purpose.

c) To assist in safeguarding the countryside from encroachment

10.18 The site is identified as making a strong contribution to this purpose in the 2017 GBA due to the non-durable nature of the western and southern boundaries. The site is noted as having a low level of built form (quoted as being less than 10%), being fairly flat with low levels of vegetation which allows open long line views and supporting a strong degree of openness in the 2017 GBA. The August 2021 report notes that development would entail an incursion into undeveloped countryside but that the remaining surrounding Green Belt could continue to perform its Green Belt function. In view of the above and given the size and nature of the proposed development, it is considered that the proposal would result in clear encroachment which would cause significant harm to and conflict with this purpose.

d) To preserve the setting and special character of historic towns

10.19 The site is identified as making no contribution to this purpose in the 2017 GBA as it is not adjacent to a historic town and does not cross an important view point of the Parish Church. This is echoed in the August 2021 report. It is therefore considered that there would be no conflict with this purpose as a result of the proposed development.

e) To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

10.20 The 2017 GBA identifies the site as making a moderate contribution to this purpose based on the brownfield urban capacity across the whole borough as defined in the SHMA. It is however considered that the proposed development would not harm any urban regeneration initiatives and would not prejudice the use of derelict or other urban land and that there would be no conflict with this purpose.

Green Belt in Cheshire East

10.21 It is important to note that the part of the application within Cheshire East's boundary is also within the Green Belt and it is therefore necessary to consider the impact of the proposed development on the part of the Green Belt in Cheshire East in order to reach an overall conclusion in relation to the Green Belt. The site is within General Area 9 within the Cheshire East Green Belt Assessment (2015), which is identified as making a limited contribution to the Green Belt as although it is cited as functioning to safeguard the countryside from encroachment, the GBA states that it makes a lesser contribution to checking the unrestricted sprawl of large built up areas given that there is no connection to the urban area. It has also been identified as not contributing to preventing nearby towns from merging and is not located near a historic town or an urban settlement and does not therefore make a contribution to Green Belt purposes d) or e). There would be no built development within the part of the site in Cheshire East as it would be an ecological mitigation area for the proposed development. Wrights Covert and its associated trees would be retained as part of the scheme. There would therefore be no impact on openness in respect of the Green Belt in Cheshire East and no conflict with the purposes of including land within the Green Belt. As noted in the consultations section of this report, Cheshire East has been consulted on the application as a neighbouring authority and no objections have been received.

Conclusion on the impact on openness and on the purposes of including land within the Green Belt

10.22 The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances and that when considering any planning application, LPAs should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. As concluded above, the proposal is inappropriate development in the Green Belt, would result in significant harm to the openness of the Green Belt and would result in significant encroachment into the countryside. In accordance with the NPPF, the harm to the Green Belt is given substantial weight. In order to consider whether VSC exist, any other harm resulting from the proposal will be identified and considered in subsequent sections of this report and conclusions drawn as to whether that harm and the harm to the Green Belt would be clearly outweighed by other considerations in the planning balance section of this report.

Principle of employment development

10.23 Core Strategy Policy CS2 states that up to 277ha of land for business, general industrial and storage/distribution uses is available over the period 2006 to 2027.

10.24 Core Strategy Policy PV3 outlines ways in which the Council and its partners will support developments which assist in strengthening the borough's workforce and enhancing training opportunities, including maximising social benefits from proposals by securing local employment opportunities associated with the construction and subsequent operation of new development.

10.25 Policy AT-E1 of the Appleton Thorn Neighbourhood Plan states that proposals for the development of employment opportunities will be permitted subject to a number of criteria including giving priority to the conversion of existing buildings and that they would not lead to the loss of open space or green infrastructure.

10.26 The NPPF states that achieving sustainable development means that the planning system has three overarching objectives one of which is the economic objective which relates to building a strong, responsive and competitive economy by 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. The NPPF further states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity taking into account both local and business needs and wider opportunities for development. Planning decisions should also recognise and address the specific locations requirements of different sectors which includes making provision for storage and distribution operations at a variety of scales in suitable accessible locations.

10.27 The PPG states that the logistics industry plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities, and has distinct locational requirements. It further states that strategic facilities serving national or regional markets are likely to require good access to strategic transport networks.

10.28 It is acknowledged that the draft Local Plan policies can only be afforded limited weight given the stage of the emerging Local Plan, which is due to be considered by Council on 4th April 2022 and would be submitted to the Secretary of State for examination shortly after if approved by Council. The conclusion to afford limited weight is in accordance with paragraph 48 of the NPPF which states that LPAs may give weight to relevant policies in emerging plans according to the stage of preparation of the plan (the more advanced its preparation, the greater the weight that may be given), the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given) and the degree of consistency of the relevant policies to the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given). It is however considered that its evidence base, including the Employment Development Needs Assessment (EDNA) can be given considerably more weight as it is up to date, with the latest version having been produced in 2021. In reaching this view, regard has been had to the view of the Inspector who considered the scheme at Parkside Phase 1 in St Helens, which is analogous to this proposed development being for large scale employment floorspace (B8 with ancillary B1(a)), and who expressly considered the St Helens Employment Land Needs Study to be a material consideration and opined that it should carry significant weight, at a time when the revised Local Plan was still in draft form.

10.29 The Council's 2021 EDNA has identified a need for a further 277.39ha of employment land, in addition to the current realistic supply (38.87ha) up to 2038. Of the current realistic supply, 12.7ha is considered to be "strategic" (identified in the EDNA as for logistics units of 9,000-35,000sqm) and is on one site (Omega) which was expected to be completed by March 2022 when the EDNA was prepared, with the remainder considered to be "local supply" (identified in the EDNA as being for industrial and warehouse premises up to 9,000sqm). The existing overall supply equates to less than three years' supply at current rates, but given the expected impending completion of Omega, the supply of strategic land would be taken up even more rapidly, as noted above. It is therefore considered that employment land needs to be released now and ahead of the adoption of the emerging Local Plan in order to meet the need identified in the EDNA, and particularly in relation to land capable of meeting the strategic need.

10.30 The EDNA appraised the sites put forward as part of the 'call for sites' exercise against their high level constraints – accessibility, stated physical issues, 'fit' with identified market demand/ability to fill a defined supply gap and potential ability to deliver premises within the Local Plan period. Based on how well each site performed against these criteria, they were graded A-E. The application site is referred to as Land at Bradley Hall Farm, Cliff Lane – Six56 within the EDNA appraisal. The scheduled monument, the residential property to the north, listed buildings in the vicinity and wooded areas within the site were noted as constraints. In relation to market fit/supply gap filled, the EDNA notes that stakeholders were clear that with Omega now largely full, south east Warrington is where they expect the new strategic B2/B8 site for Warrington borough to be delivered. Its direct motorway access is a key feature making it more attractive to the market than more isolated sites. The market for B8 premises is noted as remaining very strong and has only benefited from the growth of e-commerce in 2020/21. The proposal [this proposed development] has already generated some occupier interest and partners see no reason why it cannot be delivered by 2027. In relation to deliverability, the EDNA notes that plans for development are well established, that the land is under the control of a developer with experience of delivering strategic B2/B8 developments. It is noted that the scheme has financial backing for both land acquisition and delivery. The site is graded A+ which means that it has no large scale constraints, is well placed, and of a size, to meet strategic demand and attract inward investment and is in developer control (or has other strong indications of deliverability early in the plan period). The recommendation in the EDNA for A+ sites is that, subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet strategic needs for B/B2/B8 uses, and attract inward investment. The six56 site is the only site appraised in the EDNA to be graded A+ alone; Liberty Properties sites (off Barleycastle Lane, to the south of the application site) are graded A+/B+ (which means they are considered well placed and of a size to meet either/both strategic or local demand) or B+, meaning that they are considered to be well placed and of a size to meet local demand; Fiddlers Ferry is graded A-/B-, which indicates it is also well placed and of a size to meet either/both strategic and local demand, with a potential future grade of A+/B+ assuming constraints largely associated with clearance and mitigation of contamination can be addressed. It is noted that stakeholders identified Fiddlers Ferry's distance from the M62 (cited as being 5 miles via main A-roads) as a reason why the site would be less attractive to other strategic development options put forward.

10.31 Although it can only be afforded limited weight given the stage of the emerging Local Plan and the unresolved objections, draft Local Plan Policy DEV4 has been prepared to address the need identified in the EDNA, which, it is considered, can be given significant weight as a material consideration in the determination of this application as an up to date evidence base document. Draft Policy DEV4 states that over the plan period (2021-2038), provision will be made to meet the need for 316.26ha of employment land to support both local and wider strategic employment needs. 136.92ha at the South East Warrington Employment Area (within which the application site is located) is proposed to be allocated as a new employment area to, along with 101ha at Fiddlers Ferry, provide sufficient land to meet Warrington's employment land requirements. The supporting text to the draft policy states the South East Warrington Employment Area will meet a large proportion of the borough's identified B8 requirement and that there is strong market interest for distribution and industrial development in the south of Warrington. It also states that the Council considered a number of other options for employment land allocations but they have a range of constraints which means that no other sites are proposed to be allocated, but the Council is committed to undertaking a review into the borough's employment land needs before the end of the plan period to ensure the long term supply of employment land.

10.32 Adopted Policy CS2 considered that up to 277ha of employment land would be sufficient over the plan period (2006-2027). However, the most recent evidence contained within the 2021 EDNA, as outlined above, demonstrates that this will be insufficient moving forward and that there is only 38.87ha of employment land remaining in the borough, the strategic element of which (12.7ha at Omega) is expected to be taken up imminently. In view of this, and given that the adopted plan is only looking to 2027, it is considered that the content of Policy CS2 in this regard is not now reflective of the current employment land needs and that additional land is required to be brought forward to meet those needs.

10.33 Draft Local Plan Policy MD6 relates to the South East Warrington Employment Area and reiterates the allocation of the site for 137ha of employment land (B8 and B2 with related ancillary uses). The supporting text to the policy explains that the site would make a significant and sustainable contribution towards meeting Warrington's current and long term employment development needs which provides the exceptional circumstances required to justify removal of the area from the Green Belt.

10.34 In relation to Policy AT-E1 of the Appleton Thorn Neighbourhood Plan, it is considered that the proposal would not conflict with the criterion relating to giving priority to the conversion of an existing building as this option does not exist for the type and scale of development proposed. The application would not result in the loss of green infrastructure or open space given the definitions in the Plan's glossary (which refers to green infrastructure being a planned and delivered network of green spaces and other environmental features designed and managed as a multifunctional resource, including parks, open spaces, playing fields, woodlands, allotments and private gardens. Open space is defined as that which offers important opportunities for sport and recreation and can act as a visual amenity). The definition of open space in the Neighbourhood Plan is consistent with the definitions in the Local Plan and the NPPF and given that the application site is not considered to meet the

definition of green infrastructure or open space, the application would not therefore conflict with this criterion. Compliance with other criteria of AT-E1 will be considered in relevant sections of the report and a conclusion on the acceptability of the principle of the proposed use will be drawn following consideration of all the relevant issues at the end of this report.

Character, design and appearance

10.35 Policy QE7 states that the Council will look positively upon proposals that are designed to, inter alia, reinforce local distinctiveness and enhance the character, appearance and function of the street scene, local area, harmonise with the scale, proportions and materials of adjacent and/or existing buildings and use the density and mix of development to optimise the potential of the site without damaging the character of the area.

10.36 Policy AT-D1 of the Appleton Thorn Neighbourhood Plan states that all new development within the area will be permitted where it makes a positive contribution to the distinctive character of the area and be of good quality design. It outlines a number of factors which development will be expected to take account of including the contribution it makes to maintaining and enhancing local identity and sense of place, is suitable in terms of overall design including size, scale and density, the use of appropriate materials, relates well to the street and has active frontages, ensures movement is acceptable, encourages originality, innovation and initiative and the use of appropriate lighting for the location.

10.37 Policy AT-E1 of the Appleton Thorn Neighbourhood Plan states that proposals for the development of employment opportunities will be permitted subject to a number of criteria including that they are of a scale appropriate to the area

10.38 The NPPF states that planning decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development, are visually attractive, are sympathetic to local character and establish a strong sense of place.

10.39 The impact of the proposal on the openness of the Green Belt has already been considered above. The applicant's landscape and visual impact assessment and the impact of the proposal on residential amenity are considered in subsequent sections of this report. This section therefore focuses on matters relating to character, design and appearance. As explained in a previous section of this report, although matters of scale, layout and design are reserved for determination at a later date, and therefore many of the matters associated with design will be dealt with at reserved matters stage, the applicant has provided an illustrative masterplan indicating how the site could be developed along with a number of parameters plans, which would be approved documents should this application gain consent. The contents of the parameters plans and the amendments that have been made are described in detail in section 2 of this report. The heights parameters plan details the maximum heights of buildings within zones and sub-zones. It is accepted that the buildings would be tall as they would range from a maximum of 16m to the ridge to 30m to the ridge, although it should be noted that the sub-zone containing the highest building(s) is located to the southwest of the site and away from neighbouring residential properties and the highway network which would reduce their visibility from the

surrounding area. The western part of the site is also located adjacent to the existing Barleycastle Industrial Estate and buildings in this part of the site would therefore be viewed in the context of existing buildings on the industrial estate. The buildings fronting Grappenhall Lane would range from a maximum of 16m (zone A, to the west) to a maximum of 18.5m (zones B1 and C). On the parameters plan, the development cells would be set back a minimum of approximately 7m from the road. However, the illustrative masterplan shows bunds and landscaping between plots and the road, with the building plots set a minimum of approximately 20m back from the edge of the main part of the carriageway (plot 7 would be closer than this to the proposed roundabout) which would lessen the visual impact of the buildings. The precise layout of buildings on the site would be dealt with at reserved matters stage. The northern and eastern part of zone D would be adjacent to one of the dumbbell roundabouts and the motorway, which is lower than the site.

10.40 As the application is in outline, details such as the design and appearance of the buildings, including their materials, have not been provided; these matters would be considered at reserved matters stage. The design and access statement does however provide some examples of how the layout and treatment of building elevations could break down their overall mass, such as through the use of colour and changes in texture, barrel roof forms and horizontal spanning panels (which would reduce the perceived height) broken up with contrasting vertical spanning materials to punctuate the facades. The applicant has indicated that in order to reduce the impact of the buildings on the surrounding area a selection of recessive and neutral colours would be used, although it is noted that there would be the potential for stronger colour features such as flashings, bands, fascias and glazing to offer contrast, relief and individuality for occupiers. Car parking access roads would be surfaced with block paving with parking bays surfaced with bitumen. It is considered that the buildings could be designed in an appropriate manner and a condition would be attached to require the submission of design statements with reserved matters applications in order to secure design of an appropriate quality.

10.41 The applicant's plans and information are considered to include an appropriate level of information given the nature of the outline application and to set an appropriate framework for future reserved matters applications and a condition will be attached to require the proposed scheme to be carried out in accordance with the parameters plans. A further condition would be attached to require the submission of design statements with future reserved matters applications which would help to ensure consistency in approach across different phases of the development, along with a condition requiring the submission of a phasing plan, due to the phased nature of the proposed development. Conditions relating to materials could be attached to future reserved matters decisions. Given the outline nature of the application, details of lighting have not been provided but a condition can be attached to require such details with future reserved matters applications. There are overlaps in this regard with the need to protect residential amenity and ecological and landscape and visual interests, which will be discussed in more detail in later sections of the report.

10.42 The illustrative masterplan demonstrates how the proposed quantum of development could be accommodated on the site and it is considered that the proposal would be capable of delivering a high quality design through reserved matters applications which would have a positive social impact on users of the development and could help to support the growth of positive local aspirations and

confidence. However, the proposed development would, due to its size and nature and the relative openness of much of the site at present, inevitably result in a significant change to the character and appearance of the area by introducing a number of large floorplate, tall warehouse buildings into an area which at present primarily comprises of fields. It is not therefore considered possible to conclude that there would be no harm to the character of the area or that it would maintain and enhance local identity or relate satisfactorily to its rural setting as required by the above policies, although the impact of the development could be reduced through measures such as bunds, landscaping and vegetation planting, the siting of buildings, materials and design, all of which would be considered in detail at reserved matters stage. It is also considered possible that servicing, parking, plant and equipment could be sensitively located and/or screened and that this would be dealt with in detail at reserved matters stage. It is however concluded that, on the basis of the information currently available, the proposal would fail to harmonise with the scale and proportions of existing buildings in the area and that there would be harm to the character of the area, due to the introduction of a number of tall, large footplate buildings, contrary to the relevant criteria of the above policies, and that this harm is likely to be moderate. This will be weighed in the planning balance. It is however also considered that, as mentioned above, the scheme would be capable of achieving a high quality design and that other details could be adequately controlled by conditions.

10.43 In relation to a concern that the break between the motorway and Appleton Thorn would be lost, there is no requirement in policy to retain this specific gap and matters relating to the merging of towns and sprawl have been dealt with in the Green Belt section of this report.

Environmental Impact Assessment

10.44 The proposed development falls within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the Regulations) as an 'urban development project'. The proposed development and its cumulative effects are considered to have the potential for significant effects on the environment and as such is considered to be EIA development. The planning application is therefore accompanied by an Environmental Statement (ES). The ES outlines the likely effects of the proposed development on different aspects of the environment, both in terms of the construction phase and the operational phase of the completed development, the methods used to assess the effects and the mitigation measures proposed to address these environmental effects. Having regard to the complex nature of the proposed development in environmental terms and the scale of development, the ES includes the following assessments:

- Ground Conditions and Contamination
- Traffic and Transportation
- Drainage and Flood Risk
- Landscape and Visual Impact, including trees
- Ecology and Nature Conservation
- Socio Economic
- Noise and Vibration
- Air Quality, Odour and Dust
- Cultural Heritage

- Utilities
- Waste
- Energy
- Agricultural Land and Soils
- Cumulative impact

10.45 Within the ES the magnitude of each effect is categorised as being neutral, negligible, minor, moderate, high or substantial and the significance of the effects is considered in relation to the extent and magnitude, effect duration, effect nature, whether the effect occurs in isolation, is cumulative or interactive, performance against environmental quality standards or other relevant pollution control thresholds, the sensitivity of the receptor and compatibility with environmental policies. Proposed mitigation measures have been considered and residual impacts (the impacts that would remain following mitigation) are outlined. There is also consideration of alternative development options and the interaction of effects and cumulative impact.

10.46 The first addendum ES, submitted in early 2021, and the second addendum, submitted in November 2021, should be read alongside the original ES (2019). Not all of the ES technical papers were updated as part of the ES addendum. Where there has been no update, the applicant's technical advisors have confirmed that the changes resulting from the changes to the schemes' description and parameters plans do not affect the original technical papers and no updates are therefore required. Where there has been an update, the relevant elements of the original ES and the addendum are considered below.

Ground Conditions and Contamination

10.47 Policy QE6 requires development proposals on land that is (or is suspected to be) affected by contamination to include an assessment of the extent of the issues and any possible risks.

10.48 The NPPF states that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions arising from contamination.

10.49 This part of the ES, which was not updated as part of the ES addendum, outlines how the proposed development would impact on soil, rock, groundwater and surface water resources beneath and near the site and how the proposed development would affect the site's contaminative status. The receptors identified as susceptible to potential impact from the development are controlled waters (surface waters on and adjacent to the site), ecological receptors adjacent to the site and human health risks both on and adjacent to the site. Bradley Brook, adjacent site users, future site users and construction staff and on site and adjacent site ecology have been identified as receptors.

10.50 The site's geology comprises a downward sequence of topsoil overlying Glacial Till rested on weathered Bollin Mudstone Member. The key surface water features include the Bradley Brook which forms the site's southern boundary. Neither the Glacial Till nor the Bollin Mudstone Member are considered to be sensitive receptors due to their low permeability characteristics.

i. Alternatives considered

10.51 The ES states that the development proposals have evolved embracing the concept of maximising material re-use on site. At project inception significant export of materials was not considered as it was likely to render the scheme economically unviable given the magnitude of the earthworks and current costs associated with disposal of excess material at landfill. The proposals include a cut and fill model which allows for 100% of suitable materials to be re-used on site and the bulking of materials which can occur following excavation. If unsuitable soils are encountered during preparatory works, the options of either off-site disposal or on-site treatment for re-use have both been considered, with on-site treatment for re-use the preferred option where economically and technically viable.

ii. Potential environmental effects – construction phase

10.52 The following impacts have been assessed to have the following significance of effect:

- Migration of silts/soils into adjacent surface waters (Bradley Brook) – minor adverse
- Inhalation of dust by site workers - minor adverse
- Inhalation of dust by adjacent residents and other site users - minor adverse
- Increased traffic movements due to disposal of unsuitable soils off site - minor adverse
- Inhalation of dust by construction workers, adjacent site users and adjacent residents due to disposal of unsuitable soils off site - minor adverse

iii. Potential environmental effects – operational phase

10.53 No contamination has been identified on the site to date and no permanent hazardous ground gas risks and no carcinogenic ground gas risks have been identified. The environmental impacts assessed have therefore been limited to the phytotoxic effects on plant life from soils in areas of new soft landscaping formed from any imported soils or fill materials used during construction and zootoxic effects through fauna ingesting imported soils or fill materials. It is anticipated that existing on-site (uncontaminated) topsoil would be re-used where possible which would help reduce these risks. The ES notes that it is difficult to fully quantify these risks due to the transient nature of many animals. The significance of the impact of both is predicted to be neutral.

iv. Proposed mitigation

10.54 The proposed mitigation during the construction phase includes the production of a Construction Environment Management Plan (CEMP) and a Materials Management Plan (MMP) for the site/development. Dust control such as damping down and sheeting of lorries exporting or importing soil would help to mitigate risks associated with dust migration/inhalation. Earthworks would be controlled so that risks to adjacent site receptors including human health, controlled waters and ecological receptors are mitigated. During the operational phase, landscaping would be completed with suitable topsoil to provide a growing medium. This would mitigate against the effects of phytotoxicity and zootoxicity and would prevent dust

generation.

v. Potential residual effects

10.55 The ES states that the residual significance of effect of each of the above potential construction and operational impacts assessed in this chapter of the ES would be neutral.

Assessment and conclusion on ground conditions and contamination

10.56 The Council's Environmental Protection team has no objections to the scheme subject to conditions requiring the submission and implementation of a characterisation and remediation strategy. The Environment Agency has no objections to the application. Subject to the aforementioned conditions, the scheme is considered to be acceptable and in compliance with the relevant provisions of the above policies.

Traffic and Transport

10.57 Local Plan Policy CS2 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.

10.58 Local Plan Policy CS4 states that development will be located to reduce the need to travel, especially by car. It also states that early consultation with the Highways Agency [now National Highways] will be necessary for any proposal that may affect the strategic road network and that in particular efforts should be aimed at reducing the proportion of car-borne commuting trips made during peak periods and tackling the most congested parts of the strategic road network notably the M6, M56 and M62.

10.59 Policy MP1 states that the Council will support proposals where they, amongst other things, reduce the need for private car use through, for example, travel planning, consider demand management measures including the effective reallocation of road space in favour of public transport, pedestrians and cyclists, adhere to car and cycle parking standards and mitigate the impact of development on Warrington's transport network, including the strategic road network, by delivering site specific infrastructure which will support the proposed level of development.

10.60 Policy MP3 outlines the high priority given to the needs and safety of cyclists and pedestrians in new development which should include appropriate segregation of users and appropriate priority given to users at junctions and improvements to rights of way.

10.61 Policy MP4 states that the Council will aim to secure improvements to public transport infrastructure and services and that developments should be located in areas with easy access to public transport and should aim to make public transport a viable and attractive alternative.

10.62 Policy MP7 states that the Council will require all developments to demonstrate that they will not significantly harm highway safety, identify where there are any

significant effects on Warrington's transport network and ensure appropriate mitigation measures are in place before the development is used.

10.63 Policy AT-D1 of the Appleton Thorn Neighbourhood Plan states that development will be permitted taking into account a number of factors including ensuring that movement to, within, around and through the site is acceptable.

10.64 Policy AT-TH1 states that contributions will be sought towards highway improvement schemes to promote the safety of pedestrians and cycle users and increasing public and community transport.

10.65 Policy AT-TH2 requires proposals to, where appropriate, make provision for sustainable transport measures through providing and/or enhancing existing pavements, cycle paths and crossings and providing new footpaths and cycle routes.

10.66 Policy AT-E1 of the Appleton Thorn Neighbourhood Plan states that proposals for the development of employment opportunities will be permitted subject to a number of criteria including having a good connection to the highway network and being acceptable in terms of highway safety and parking provision.

10.67 The NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that appropriate opportunities to promote sustainable transport modes can be or have been taken up and that any significant impacts on the transport network or highway safety can be cost-effectively mitigated to an acceptable degree. It further 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 and that within this context priority should be given to pedestrian and cycle movements. The relevant Local Plan policies are considered to be consistent with the NPPF.

10.68 Policy MD6 of the emerging Local Plan makes reference to the preparation of a Development Framework to address site-wide requirements covering matters such as green infrastructure, natural environment, transport and accessibility, utilities and the historic environment.

10.69 This technical paper of the ES considers the traffic and transportation impacts associated with the proposed development. It also outlines the methodology and data used in the preparation of the Transport Assessment (TA) and Travel Plan (TP). The assessments have been carried out for an opening year of 2021 and ten years after the submission of the application (2029).

i. Alternatives considered

10.70 The ES states that the alternatives have predominantly focused upon the on-site evolution of the scheme with off-site traffic and transport considerations remaining largely similar throughout with the exception of the site access arrangements and off -site mitigation at the Cliff Lane roundabout. At an earlier stage in the design process a single roundabout providing access into the site was proposed but this was

subsequently changed to two junctions to enhance permeability for buses. The ES addendum notes that since the original TA was submitted, the easternmost site access roundabout has been moved approximately 45.5m to the east to alleviate noise impacts on residential properties, but that all other geometry remains as originally proposed. The proposed works at the Cliff Lane roundabout have altered from widening to realignment and full signalisation.

ii. Potential environmental effects – construction phase

10.71 The ES states that these impacts are likely to fall into three main categories: construction traffic including deliveries to site; workers commuting to site; and site operation activities. The likely increase in car parking associated with employees and subcontractors is not anticipated to affect adjacent roads as such parking would be contained within the site. Large numbers of HGV movements are not anticipated as the majority of construction equipment would be stored on site and large amounts of material movements are not expected. The significance of the construction effects have been assessed as follows:

- Increase in HGV traffic flows on the M6 and M56 due to construction traffic may impact on driver delay – moderate adverse
- Increase in HGV traffic flows on the local highway network may impact on driver delay, road safety, pedestrian amenity and public transport; HGVs associated with the construction process may result in increased dust and dirt; construction worker impact on the local network in terms of driver delay, pedestrian amenity, road safety and public transport, on key roads and on the M6 and M56 in terms of driver delay – minor adverse.

iii. Potential environmental effects – operational phase

10.72 In considering these effects, the applicants have considered the increase in traffic on each link within the study area using a 'with Liberty' and 'without Liberty' scenario. The only link that would experience an increase of 30% or more is Grappenhall Lane. However, despite guidance (within the Institute of Environmental Assessment: Guidelines for the Environmental Assessment of Road Traffic (1993)) which indicates that it is not necessary to assess the environmental effects on any roads which experience an increase in traffic of less than 30% the potential environmental impacts for all links have been assessed. The significance of effects are predicted to be either negligible or minor adverse with the exception of parts of Grappenhall Lane and the M6 north and south-bound on and off slip roads which are predicted to be moderate adverse and high adverse. The ES therefore includes a further assessment of Grappenhall Lane, Cliff Lane and the M6 northbound and southbound on and off slips considering driver delay, severance, pedestrian amenity and delay, highway safety and accessibility.

10.73 Severance is the perceived division that can occur when a community is separated. This can be due to a heavily trafficked road or a physical barrier created by a road itself. The impact is considered to be minor adverse in relation to Grappenhall Lane and negligible in relation to Cliff Lane and the M6 slip roads. The ES notes that there are very few properties on Grappenhall Lane and therefore the number of people who may be impacted would be relatively low. The impact on driver delay at the two proposed access points on Grappenhall Lane is predicted to be minor adverse and

moderate adverse at the Cliff Lane/Grappenhall Lane roundabout and the adjacent M6 dumbbell roundabouts. The impacts on pedestrian delay and amenity and accidents and safety are predicted to be minor adverse and negligible on accessibility.

iv. Proposed mitigation

10.74 In relation to the construction phase, a number of measures are presented for consideration including working to specified hours to minimise disruptions, managing potential conflicts between construction activities and the local highway networks, the formulation of a construction access strategy, parking provision within the site, monitoring of the condition of the local highway network to identify any damage as a result of construction activities and ensuring that remedial work is carried out, and notifying the public and local businesses. It is proposed to include a package of measures within a CEMP.

10.75 The applicant proposes a package of highways mitigation to alleviate the operational phase impacts of the proposed development as follows, which has been updated as part of the ES addendum and following discussions with the highway authority and National Highways:

- Relocation of the A50 Cliff Lane roundabout to the west of its existing location 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 and reduction of the exit arm onto the A50 to one lane;
- Widening of the A50 link between the A50 Cliff Lane roundabout to provide two lanes for much of the link's length;
- Partial signalisation of the two M6 J22 dumbbell roundabouts;
- Widening of the M6 northbound off-slip;
- Widening of the circulatory carriageway on the two M6 J20 roundabouts and rationalisation of the lane markings/directional arrows, implementation of a yellow box and the installation of queue detectors;
- Incorporating MOVA delay management (or equivalent technology) and appropriate queue detection; and
- Widening on the eastern approach to the dumbbell roundabouts.

10.76 There are also measures to enhance sustainable travel to be secured by conditions or a S106 including:

- A framework travel plan;
- A financial contribution towards continuing a shared cycleway/footway beyond the application boundary extending to the footway to the Grappenhall Lane/Broad Lane roundabout to provide better pedestrian permeability and connections. This would necessitate an additional 175m of footpath on existing highway land to the south of Grappenhall Lane to continue the pedestrian/cycle infrastructure to the Broad Lane roundabout;
- A financial contribution towards improvement to further enhance connectivity with Broad Lane in the north and/or the southern section of Grappenhall Lane;

- The safeguarding of a section of land to be landscaped extending from Grappenhall Lane to facilitate any future road widening and improvements required on Grappenhall Lane. This would protect a 25m corridor; and
- A financial contribution towards improved bus services.

v. Potential residual effects

10.77 The ES predicts that, following the implementation of mitigation, the significance of the residual effects of each of the impacts detailed above would be minor adverse or negligible with the exception of the impacts on Grappenhall Lane, Cliff Lane and the M6 slip road in relation to accessibility by sustainable modes (due to the proposed sustainable transport infrastructure) which are predicted to be minor beneficial, minor beneficial and slight beneficial respectively.

Assessment and conclusion on traffic and transport

10.78 The Council's Transport Development Control Team has assessed the revised scheme and updated information provided by the applicant and their comments are summarised below.

Accessibility

10.79 The applicant's Transport Assessment (TA) correctly identifies that there are issues in respect of accessibility by sustainable means given the location of the site remote from existing settlement; this is typical of sites appropriate for B8 logistical use where a key requirement is good connectivity to the Strategic Road Network.

10.80 The proposal involves the implementation of footway/cycleway infrastructure along the B5356 Grappenhall Lane from the A50 Cliff Lane roundabout to a point some 180m east of the Broad Lane roundabout. In addition, agreement has been reached for a financial contribution of £400k to be made to extend this footway/cycleway within the adopted highway boundary west to the Broad Lane roundabout and then south to the junction of Grappenhall Lane/Barleycastle Lane; this can be secured through a S106 obligation. The proposal also involves an improvement to the existing Public Right of Way (PROW) No.23 running through the site and connecting to Barleycastle Lane the details of which can be secured by condition but will involve surfacing with bound material to adoptable standards to minimise future maintenance liabilities and to improve the surface for the public. Any need for street lighting would depend on the final development scheme arrangements and would be picked up as part of the necessary detailed design.

10.81 It is acknowledged that to fully integrate into existing active travel infrastructure further connections would be required but these will emerge as a result of the Council's LTP4 aspirations and future development proposals. It is considered that the improvements proposed as part of the development offer benefit in providing active travel connectivity to the site. It is also acknowledged that the emerging Local Plan proposes to allocate this site for employment use and that the area will require a development framework to address area wide policy requirements which includes ensuring appropriate access arrangements for the area as a whole and for individual phases of development. This scheme would not preclude the opportunity to link with Barleycastle Lane via such future development proposed by the emerging Local Plan

allowing alternative access to the Strategic Road Network for traffic destined for Appleton Thorn Trading Estate, which would benefit wider accessibility, efficiency of movement and transport network resilience.

10.82 The TA highlights a lack of existing public transport provision in the area but agreement has been reached for the funding of a bespoke bus service to be provided. It is intended that the model of such a service will be similar to the successful B52 service connecting the Omega development with its workforce; with the final routing and operational details to be informed by employee data from Travel Plan surveys. The required contribution of £600k can be secured through a S106 obligation. It is likely that this service would offer particular benefit as it would be appropriate to also serve the existing Appleton Thorn Trading Estate which currently suffers from a lack of public transport provision.

Traffic Forecasting

10.83 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.

WMMTM Assessments

10.84 The Warrington Multi-modal Transport Model (WMMTM) has also been used to consider potential development impact throughout the wider area and there are some variations in potential route choice, primarily due to the nature of the WMMTM as a large strategic model. 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.

Capacity Assessments

10.85 Detailed capacity assessments have been undertaken at the following six key junctions likely to be impacted by the proposal: A50 Cliff Lane/Lymm Services roundabout, M6 J20 dumbbell roundabout, A50 Cliff Lane/B5356 Grappenhall Lane roundabout, B5356 Grappenhall Lane/Broad Lane roundabout, Broad Lane/Church Road and A50 Knutsford Road/A56 Stockport Road. Given the clear interaction between the A50 Cliff Lane/Lymm Services and A50 Cliff Lane/B5356 Grappenhall Lane roundabouts with the M6 J20 dumbbell roundabout, whereby the operation of one junction impacts on the others, the junctions have been assessed in one

combined Linsig model. The modelling has been undertaken with the premise of full development in the opening year of 2021. The results of the capacity assessments are discussed as follows:

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

10.86 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. This improvement scheme can be secured via condition.

10.87 It should be noted that the Council is working with National Highways (NH) to explore alternative mitigation to improve operational efficiency throughout this network of junctions (A50 Cliff Lane/B5356 Grappenhall Lane roundabout and M6 J20 dumbbell roundabout) to address both existing issues and to support the Council's aspirations for development under the emerging Local Plan. Whilst the proposed mitigation acceptably addresses the impacts of the proposed development , there is recognition that further work will be required to accommodate additional development that could be the subject of future planning applications following the adoption of the emerging local plan.

B5356 Grappenhall Lane/Broad Lane roundabout

10.88 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 (assumed to be the opening year when the application was submitted) 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

10.89 The modelling results confirm no capacity issues at this junction.

A50 Knutsford Road/A56 Stockport Road

10.90 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 junction is a traffic signal junction which is controlled by an intelligent independent control system (MOVA) which maximises vehicle throughput and it is not considered that any specific mitigation is required as a result of the development.

New access roundabouts on Grappenhall Lane

10.91 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. Provision of the new roundabouts will be secured by condition and implemented via the S278 process.

Mitigation/Improvement Works

10.92 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.

10.93 The physical implementation of footway/cycleway infrastructure along the B5356 Grappenhall Lane from the A50 Cliff Lane roundabout to a point some 180m east of the Broad Lane roundabout combined with a contribution to allow this footway/cycleway to be extended through the Broad Lane roundabout to the junction of Grappenhall Lane/Barleycastle Lane offers benefit in terms of access by active travel modes. The improvement to PROW No.23 offers similar benefit. The detailed design stage will address linkage into existing infrastructure.

10.94 The B5356 Grappenhall Lane along the site frontage is not currently subject to a system of street lighting other than at the junctions of the A50 and Broad Lane. The introduction of new roundabout junctions and pedestrian/cycleway infrastructure will require a system of street lighting which would be addressed at detailed design stage.

10.95 The improvement scheme detailed on Drawing No. 64076-CUR-00-XX-DR-TP-75011/06, subject to the inclusion of appropriate walking and cycle facilities at detailed design stage, is considered appropriate to mitigate the impacts of the proposed development on the junctions at the A50 Cliff Lane roundabout and M6

J20.

10.96 The required public transport provision to the site will benefit the wider area and will be secured via a S106 obligation. It is anticipated that such a service will be similar to the successful B52 service connecting the Omega development with its workforce; with the final routing and operational details to be informed by employee data from Travel Plan surveys. Bus stop facilities will be required within the site but these can be secured by condition.

10.97 As with the development of the Omega area, and identified within the submitted Framework Travel Plan, a Steering Group comprising of public and private sector representation should be established to address transportation issues and maximise sustainable transport initiatives through the development build-out period and beyond. Notwithstanding the submitted Framework Travel Plan an overarching Travel Plan for the development will be required. Agreement has been reached for the contribution of £50k to enable the Council's Smarter Travel Choices Manager to operate the plan which allows a co-ordinated approach to securing appropriate successful 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 secured by condition.

10.98 In light of the emerging Local Plan and the aspiration to accommodate future transport infrastructure to cater for long-term highway demands and support high quality public transport, walking and cycling provision a protected corridor along Grappenhall Lane, including land within the development site, is required. This needs to be identified in the parameters plan.

10.99 Existing field access points to the site will need to be closed. This will be addressed through the implementation of the footway/cycleway infrastructure along the B5356 Grappenhall Lane.

Future reserved matters applications

10.100 Conditions will be required to ensure that future applications will address issues within the site such as level of parking, servicing arrangements, need for internal layout to be connected/linked to both access points, pedestrian/cycle infrastructure and public transport infrastructure.

10.101 In addition to the above, a condition would be attached to require the submission of a Construction Highways Environmental Management Plan for each plot/phase of development which would assist in the mitigation of the construction impacts identified.

10.102 National Highways has reviewed the applicant's submission, including amendments and additional information, and has confirmed that it has no objections subject to a number of conditions. These include the submission of full details of improvements to junction 20 of the M6 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. Comments made by objectors relating to concerns about the impact of the proposed development on

the motorway network are noted. However, the absence of objections from National Highways and the recommendation of conditions lead the Council to conclude that any impact upon the motorway network would not be severe and that the scheme is acceptable in this regard, subject to conditions. In relation to the comments received from Cheshire East Council, it is understood that Swineyard Lane is subject to a weight restriction between the A50 and Crowley Lane preventing use by vehicles over 7.5 tonnes (except for access). In view of this and the recommended condition requiring a freight traffic signage scheme it is not considered that any further measures are necessary and no further conditions are therefore recommended.

10.103 In relation to other concerns from objectors not already covered in the above assessment, neither the highway authority nor National Highways has suggested that a new motorway junction would be needed to facilitate the development. Other matters such as driver behaviour, the condition of road surfaces or the maintenance of the swing bridges are not reasons to refuse the application. A significant impact on the roads around Lymm fire station, Lymm village or Antrobus has not been identified or caused by overturning lorries or as a result of the inland border facility.

10.104 In relation to Local Plan Policy CS2, the proposed development would have access to the Primary Road Network and the Strategic Road Network just beyond via new access points onto Grappenhall Lane. The proposed scheme would include a package of improvement measures to the highway network, including the Primary Road Network at Cliff Lane. Given the proposed improvement measures, and in view of the absence of objections from either National Highways or the highway authority, the area is not considered to be sensitive to heavy vehicle movement. It is recognised that there would be no access to the site by rail or water but it is important to note that this is not a requirement of the policy and is not considered to be a reason to refuse the application.

10.105 In conclusion, the applicant has proposed a number of mitigation measures which have been agreed with the Council's highways team and National Highways and these, along with other measures considered necessary by the Council's highways team as outlined above, can be secured by either conditions or a S106 obligation. Subject to these provisions, there would not be a severe impact on the highway network and the application accords with the above policies and the NPPF.

Drainage and Flood Risk

10.106 Local Plan Policy QE4 states that the Council will only support development proposals where the risk of flooding has been fully assessed and justified by an agreed Flood Risk Assessment. The policy requires measures such as Sustainable Drainage Systems (SuDS), flood resilience measures, appropriate mitigation and the consideration of the impacts of climate change.

10.107 Policy QE6 states that development will only be supported where it would not lead to an adverse impact on the environment or the surrounding area taking into account the quality of water bodies and groundwater resources.

10.108 Policy AT-D1 of the Appleton Thorn Neighbourhood Plan requires development to take account of the use of sustainable drainage systems.

10.109 Policy AT-D3 requires new development to be designed to maximise the retention of surface water within the development site and to minimise run-off. Where necessary, water attenuation features should be provided and areas of hardstanding should be minimised and porous materials used where possible.

10.110 The NPPF states that decisions should contribute to and enhance the natural and local environment by preventing new development from contributing to unacceptable levels of water pollution and that development should, wherever possible, help to improve local environmental conditions such as water quality. The above Local Plan policies are considered to be consistent with the NPPF.

10.111 The applicant's amended technical paper on drainage and flood risk considers how the development may impact local water resources, the surface water regime and flood risk. The receptors identified as susceptible to potential impact from the proposed development are the receiving waters and sewers for the drainage and water quality and adjacent neighbourhoods for flood risk. These are the bedrock aquifer, superficial deposits aquifer, United Utilities (UU) sewers, Bradley Brook, Bradley Brook tributary, existing ponds, groundwater regime, Bradley Gorse, motorways, adjacent roads, Bradley Hall Cottages, Bradley View, the Bradley Hall Moat scheduled monument, construction operatives and site users.

10.112 The topography of the site is relatively flat with some minor undulation, gently s loping from west to east and southeast. There is a natural fall of approximately 17m across the site. Bradley Brook runs along the southern boundary and forms the lowest elevation of the site. It falls approximately 12m from west to east across the site and has a depth of approximately 2-2.5m. It originates at Barleycastle Lane to the west and flows to the east until it enters a culvert beneath the motorway, after which it continues to Lymm Reservoir. It then continues as Stillen Brook and Sow Brook before discharging into the Manchester Ship Canal. There are also a number of ponds within the site which appear to be either manmade or historically occurring depressions to aid in land drainage. There are a number of watercourses in and around Bradley Gorse which the ES addendum states appear to be part of the natural drainage system which eventually connects to Bradley Brook. The site is within Flood Zone 1 (lowest risk of flooding from rivers and seas). The flood risk to the site from overland (surface water) flooding is also deemed to be low although there are isolated spots within the site that have a higher risk of flooding from surface water.

10.113 The ES addendum advises that there are no UU assets within the site, although there are combined and surface water sewers in the industrial area to the west and south-west and in the commercial/residential area on the opposite side of the M6 to the east.

i. Alternatives considered

10.114 The ES addendum advises that more traditional drainage methods were considered but use of Sustainable Drainage Systems (SuDS) including detention basins and swales are proposed in order to improve water quality and treatment. More traditional methods of road drainage, such as gully to pipe or kerb drain to pipe to underground structure, were also considered but would not be required in some areas due to the presence of stormwater detention basins, ponds and swales within the scheme. The ES addendum confirms that the existing uncontrolled foul discharge

into the ditch in the north east of the site and the cesspit at the farmhouse would be designed out. The remaining foul water drainage around the existing properties would be left unaffected by the proposed development.

ii. Potential environmental effects – construction phase

10.115 The effects of groundwater ponding in excavations causing flood risk, the increase in impermeable areas leading to increased flood risk, the cutting off of existing flow routes, the potential for rupturing of existing cesspits, pollution to minor watercourses and through conveyed stormwater with silt/sediment and excessive ponding leading to raised groundwaters have been considered. The significance of the effects of all of the above have been predicted to be minor adverse.

iii. Potential environmental effects – operational phase

10.116 The significance of potential environmental impacts from the operational phase have been predicted as follows:

- Overland flows originating offsite and flooding the site; increased development leading to increased flood risk offsite; climate change impact on storm intensity; increased storm and foul water flow to receiving waters; increased pollution to receiving waters due to increased industrial surfaces; potential pollutants to below underlying aquifer – minor adverse
- Removal of existing uncontrolled drainage; removal of existing cesspits; removal of existing agricultural waste runoff – minor beneficial
- Developing over a groundwater recharging zone – negligible.

iv. Proposed mitigation

10.117 The ES addendum states that the proposed construction phase mitigation measures would be implemented via the CEMP. They include:

- Avoiding large and deep excavations where possible and where it is not possible, covering them especially in periods of heavy rain or managing them in line with Pollution Prevention Guideline 5. There would be no connection from excavations to the watercourse unless treatment processes are put in place;
- Providing haul roads or matting to prevent consolidation of the site which would reduce permeability and increase runoff but would limit the amount of disturbed sediment/soil reaching surface waters;
- Treating polluted water before disposal should it be found on site;
- Developing a portion of surface water attenuation prior to increasing the impermeable area;
- Developing a surface water management system to include temporary drainage where required;
- Emptying cesspits prior to removal;
- Retaining drainage connections to existing ditches and Bradley Brook where necessary until construction is complete;
- Managing and monitoring any pollution spills;
- Limiting any disturbance of ground and planning any major earthworks to ensure they are not a direct source for stormwater to convey silts/solids overland;
- Minimising risk of sediment through only removing vegetation when necessary;

- Sealing/immediately finishing any drainage swales, ponds, basins or ditches to prevent the conveyance of silts and solids to receiving waters;
- Removing potential debris from vehicles that could pollute offsite waters;
- Following the Environment Agency's (EA's) Pollution Prevention Guidelines; and
- Treating any waters onsite that are known to be polluted before disposal into the surface water receptor.

10.118 In relation to mitigation during the operational phase, the ES addendum states that flooding from all offsite sources was reviewed as part of an updated flood risk assessment which found flooding from all offsite sources to be low risk and not requiring mitigation. Potential flooding from the development site was also found to be low risk when assessed with the proposed mitigation which includes the restriction of storm water flows and attenuation to extreme storm periods. The ES addendum states that the increased impermeable/developable area would be drained via a new foul and storm water system and conveyed to new outfalls. Foul water would be conveyed to a new pumping station which would discharge into a UU foul sewer in Appleton Thorn, which the applicant states has been agreed with UU (see paragraph 10.120 for UU comments on the application) and can accommodate the proposed flows. The storm water network would accept flows from the proposed development site with additional flood protection including climate change allowances. The proposed system would have multiple discharge locations to Bradley Brook at greenfield runoff rates. The proposed detention basins and surface water features would also form part of the storm water attenuation. All new impermeable surfaces would drain to the storm water drainage network and conveyed to the outfalls to Bradley Brook. The SuDS would improve water quality prior to discharge by removing pollutants and solids. Swales would drain the access road where levels allow. The ES addendum also states that each plot would be required to have its own SuDS. Existing uncontrolled drainage would be removed where possible or incorporated into the proposed drainage system. The ES states the Bradley Brook has a target river quality rating of 'good' by 2027 and the proposals should therefore aid the process of improving/not degrading the water quality.

v. Potential residual effects

10.119 The ES predicts that, following mitigation, the residual significance of all of the environmental effects during construction would be negligible. All impacts for the operational phase have been considered with mitigation and have been assessed as having either no or negligible effect or being minor beneficial.

Assessment and conclusion on drainage and flood risk

10.120 United Utilities has confirmed that it has no objections to the scheme subject to conditions relating to a surface water drainage scheme including management and maintenance and for foul and surface water to be drained on separate systems. The Council's Flood Risk team has also recommended a surface water drainage condition and the Environment Agency has no objections. These matters can be controlled by conditions. The concerns of objectors relating to the quality of the applicant's assessment and the potential impact on flood risk and water quality, including on Bradley Brook, are noted but are considered to have been satisfactorily dealt with

evidenced by the absence of objections from consultees. The application is therefore considered to be acceptable in this regard and in accordance with the relevant policies.

Landscape and Visual Impact, including trees

10.121 Policy CC2 states that development proposals in the countryside which accord with Green Belt policies will be supported subject to a number of factors including that they respect local landscape character.

10.122 Policy QE3 sets out the focus for the assessment of applications in relation to green infrastructure, including protecting and improving access to and connectivity between existing and planned provision to develop a continuous greenway network.

10.123 Policy QE7 states that the Council will look positively upon proposals that are designed to maintain and respect the landscape character and, where appropriate, distinctiveness of the surrounding countryside.

10.124 Policy AT-D1 of the Appleton Thorn Neighbourhood Plan states that development will be expected to take account of a number of factors including respecting local settings and landscaping and ensuring that the use of space and landscaping design is appropriate.

10.125 Policy AT-D2 of the Neighbourhood Plan states that development will be required to incorporate a number of design principles including seeking to preserve and enhance the character of the village and surrounding scattered rural settlements and farmsteads, conserve and enhance important local landscape features and retain mature and established trees wherever possible and preserve the settings of open landscapes by avoiding wherever possible the siting of development in highly visible and intrusive positions or where it is unrelated to existing built development or landscape features.

10.126 The NPPF states that decisions should ensure that developments are sympathetic to local character including landscape setting and that once Green Belts have been defined, LPAs should plan positively to enhance their beneficial use such as looking at opportunities to retain and enhance landscapes. Decisions should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside. The Local Plan policies are considered to be consistent with the NPPF.

10.127 The Council's Landscape Character Assessment (LCA) was prepared in 2007 and formed part of the evidence base for the adopted Local Plan. Despite its age, the LCA is considered relevant as baseline information for the assessment of the proposed development and there have been no significant changes to the application site since the production of the LCA. The majority of the application site is located within the 'Undulating Enclosed Farmland (1B – Appleton Thorn) with a very small portion of the site (around the northern parts of the Cliff Lane and dumbbell roundabouts) within the 'Red Sandstone Escarpment' 3A (Appleton Park and Grappenhall) and 3B (Massey Brook) character areas. Character area 1B comprises gently undulating farmland which slopes down to reasonably low level areas of mosslands and is characteristically composed of very large fields with few hedgerows. Other key

characteristics are cited as the strong visual and audible effect of the M56 and the skyline imposition of commercial development on the ridgeline at Appleton Thorn. Bradley Hall is identified as an attractive group of buildings sited on the summit of the escarpment with an ancient moat within the grounds. In terms of landscape sensitivity, it is noted that agricultural use is mainly arable with multi-gapped or poorly managed hedgerows with few remaining hedgerow trees and that while the farmland is well-tended, the overall quality of the landscape has declined. The M56 is noted as having little or no associated screen planting and forms a dominant visual feature. Many key elements of sensitivity have already been lost or degraded. The LCA notes that substantial changes have occurred throughout the landscape of the area particularly with the creation of larger agricultural fields and the loss of hedgerow trees. Appleton Thorn is noted as having been severely and adversely affect by the visual impacts of both the industrial estate and the prison which has had a major impact on the village structure and its immediate environs. The restoration, management and conservation of hedgerows together with the reintroduction of hedgerow trees is highlighted as a recommended management and landscape objective. The decline in hedgerows and hedgerow trees is also highlighted as one of the key landscape changes in character area 3A with hedgerow retention and restoration one of the landscape management objectives. Area 3B is described as having open views internally and to the north and being bisected and visually dominated by the M6, which is described as being the most imposing change to the area's landscape. The main landscape objective in this area is cited as being the softening of the M6 motorway by native woodland planting.

10.128 As mentioned earlier in this report, the landscape and visual technical paper was updated as part of the applicant's second addendum to the ES, submitted in November 2021 in response to comments made by the Council and its advisors on the original submission and following the first ES addendum. In response to those comments, the applicant has reduced some of the maximum building heights, as shown on an updated heights parameters plan and as explained in detail in previous sections of this report. The applicant considers that this will help to address some of the effects on landscape character and visual amenity. The second ES addendum to the landscape and visual impact assessment (LVIA) therefore considers the revision to the scheme and re-assesses the landscape and visual impacts. As part of the LVIA, a number of viewpoints have been selected as being representative viewpoints of the site from within the study area.

10.129 The second addendum identifies the landscape and visual baseline and states that the site and its immediate surroundings are relatively rural in character and is predominantly farmland with a medium sized field structure, dense hedgerow structure and occasional woodland blocks or copses which give the landscape a coherent structure and appearance. The applicant further states that built form in the area is characterised predominantly by large scale industrial development, particularly to the west and south of the site boundary with warehouse buildings (circa 11m to the ridge on the Stretton Green Distribution Park to the west and circa 15m to the ridge on the existing Stobart's site) highly/moderately visible. There are longer views to the north of the site, interrupted close to the site boundary by residential properties on Cliff Lane and Cartridge Lane and boundary vegetation, and the land slopes gently towards Grappenhall. Views to the south are described as being similarly rural in nature but are largely screened from extending beyond the M56. Views east are generally constrained by vegetation associated with the M6 and

woodland blocks within the site.

i. Embedded mitigation

10.130 The following mitigation measures have been embedded into the scheme:

- Retention of boundary vegetation where possible, in particular around the SAM and the southern boundary
- Lowering existing ground levels to reduce the visible height of proposed buildings
- Lowering building heights surrounding the SAM, including a reduction in maximum building heights in some areas of the site as part of the second ES addendum
- Careful selection of building cladding and roofing materials including muted colours and non-reflective surfaces
- Extensive perimeter bunding and screen planting to soften the visibility of new buildings
- Incorporation of reinforced slopes within bunds
- Incorporation of new landscaping including habitat creation features
- Encouraging habitat movement through the site
- Avoiding light pollution

ii. Alternatives considered

10.131 The second ES addendum states that a series of alternatives have been considered as part of the evolution of the proposals and that the landscape proposals seek to mitigate the loss of existing habitats by, where possible, removing the need for level change allowing for the retention of mature existing vegetation within Bradley Gorse and surrounding the SAM.

iii. Potential environmental effects – construction phase (landscape)

10.132 The ES second addendum notes that the site is not within a designated landscape and its landscape value is considered to be medium. Due to its current agricultural use, the landscape sensitivity is also considered to be medium. The landscape condition is also considered to be medium and it is noted that there are no environmental designations (such as Tree Preservation Orders). In terms of cultural and historical resources, the SAM within the site is acknowledged which is considered to have a high value. In terms of landscape character, the content of the LCA is recognised and the applicant states that the proposed development would result in a major change to the character and appearance of the site through extensive earthworks and vegetation clearance which is not considered to be significant at the national level in terms of landscape character but would be more significant at the local level. The site's location within the Green Belt is noted and the ES addendum states that at a local level, the proposal would cause a moderate change in the Green Belt's characteristics with the loss of openness.

10.133 The ES addendum states that the magnitude of change will increase as works commence with site clearance, particularly around the perimeter of the site with works associated with the new Cliff Lane roundabout. It further states that the proposed large, tall buildings (maximum height reduced to 30m, with other proposed buildings being a maximum of 22m) would result in the greatest and

permanent change in landscape character as this would introduce new features into the landscape which would be visible to a wider area. The ES addendum states that perimeter screen planting should be implemented at the earliest opportunity but it is acknowledged that even if this is undertaken early in the construction process it is unlikely to provide any significant benefit or mitigation during construction. The magnitude of change during construction is therefore considered to be high with a moderate to major adverse significance of effect which reflects the scale and permanency of change to local landscape character. With respect to the SAM, there is predicted to be a moderate/major adverse significance of effect.

iv. Potential environmental effects – construction phase (visual)

10.134 The applicant's assessment of visual effects considers a number of representative viewpoints, which have been considered following an assessment of the value of the views and their sensitivity. No viewpoint is considered to be a valuable view in relation to planning designations or visitor attractions. Viewpoints include those on surrounding roads (including Barleycastle Lane, Cartridge Lane, Cliff Lane and Cherry Lane) and public rights of way. A total of 27 viewpoints have been considered and their visual receptor sensitivity has been recorded as either medium or high.

10.135 The ES addendum advises that the visual effects during construction will vary depending on the operation taking place and the scale and extent of development that has been undertaken, is in progress and is visible to a particular receptor. Whether the receptor is static or moving, the scale of change and the distance between the receptor and the site are all factors that have been taken into account in the assessment of the potential visual impacts. Initial site clearance works are likely to have a significant and adverse effect where they are highly visible such as around visible boundaries and particularly where this involves the removal of mature vegetation. It is acknowledged that there may be opportunities to undertake mitigation early in the construction process to reduce adverse effects to some extent. The significance and nature of effects are considered to be the same as identified at operation year 1 as landscape mitigation would need to establish and mature.

10.136 Where a change has been identified as a result of the proposed development, the nature of the effect on receptors at the viewpoints has been identified as adverse. Of the 27 viewpoints assessed, 13 are assessed as experiencing a significant effect (substantial/high significance of effect). These are viewpoints 1-9, 19, 25, 26 and 27 (Barleycastle Lane looking north, five points on PROW 23 looking in different directions, Cartridge Lane looking south, PROW 5 looking south, PROW 17 looking south/southwest, PROW 2 looking southwest, Cliff Lane looking south and west and Cartridge Lane looking east). Construction works that will affect views include major earthworks, cranes and scaffolding and buildings becoming more visible as they are constructed.

v. Potential environmental effects – operational phase (landscape)

10.137 The ES addendum states that in terms of assessing landscape effects, the cut and fill operations for the entire site would be undertaken prior to the construction of any of the plots, even though the development would be carried out in phases, and therefore the changes experienced by the landscape can be assessed for the entire

site rather than in phases. The introduction of large industrial buildings into the landscape which exceed the sizes of buildings that exist in the area would have a significant effect on landscape character. There would therefore be a high magnitude of change relating to landscape sensitivity. The scale of the development would be highly visible to a wider area which would result in a moderate to major adverse significance of effect which reflects the scale and permanency of the change and the prominence of the proposed buildings in some views. In relation to the SAM, the provision of a 30m no development buffer would help to preserve some of the context but it is acknowledged that the wider setting would be compromised, resulting in a moderate/major significance of effect which is adverse, indirect, permanent and significant.

vi. Proposed environmental effects – operational phase (visual)

10.138 The ES addendum confirms that due to the fact that the phasing of the development is unknown at this stage, the assessment considers the site as a whole rather than in phases. Of the 27 viewpoints assessed, 13 are predicted to experience a significant effect which would be adverse. These are the same viewpoints as during the construction phase detailed above. The significant adverse effect would be due to the visibility of buildings above vegetation, with some units expected to dominate the skyline, the visibility of the new Cliff Lane roundabout, and the fact that adjacent residential properties likely to experience direct views onto the site. The ES addendum notes that efforts have been undertaken to reduce the impact of the proposed development from viewpoint 5 (PROW 23 looking west (to the west of Bradley Hall Cottages)), including the rerouting of the proposed access route and associated infrastructure to the opposite side of plot 1, changes to the proposed bund to relocate it further from the viewpoint to reduce impact on the residential properties. In respect of viewpoint 7 (Cartridge Lane looking south) it is noted that the proposed development would be expected to cause a substantial change to the existing night time conditions due to the relatively limited lighting in the immediate vicinity at present.

vi. Proposed mitigation

10.139 During the construction phase, the ES addendum outlines the following mitigation measures:

- Interim measures prior to the formation of bunding, to be set out in the CEMP
- Trees along bunds to screen views of the relocated Cliff Lane roundabout, planted as soon as possible after formation of the bund to ensure the trees have the maximum amount of time to establish
- Planting within internal link roads and landscaped areas towards the end of the construction phase, as the construction of units would become visible above boundary screening. This would include planting on and in front of the proposed bund to the north and west of Bradley Hall Cottages and Bradley View. The bund would incorporate a gradient of 1:3 on the side facing the residential properties to allow for planting, with the side of the bund facing the proposed units having a steeper reinforced gradient in order to allow the bund to be further away from the residential properties and to limit its impact. Planting would also be incorporated on top of the bund to the east of Bradley View in order to provide further filtering of the built form elements in the background of the view

- The erection of boundary screens approximately 30m from the SAM at the closest point. Behind the screens, earthworks would be visible forming the foundations for the proposed units (plots 1-4 on the illustrative masterplan). As the construction phase continues, views would include the erection of the proposed units above the boundary screening but the heights of the proposed buildings is limited to a 85.5 AOD (maximum internal height of approximately 21m) in order to reduce the impact on the setting of the SAM. There would be further planting around the perimeters of plots and the introduction of new meadow planting within the area surrounding the SAM which would create a new area that could be used as a walker route around the perimeter of the SAM which incorporates public footpath no. 23.
- The retention and enhancement of Bradley Gorse and surrounding grassland and tree planting around Bradley Brook to the south, which would help to initially screen/filter views of the development for receptors to the south of the site whilst also providing an ecological mitigation zone.
- The implementation of a lighting strategy towards the end of the construction phase. The applicant states that there is no proposed lighting that contributes lighting spill to the surrounding roads and residential buildings. However the proposed tree planting and bunds around the site boundaries would filter any light that may spill, further mitigating any effects caused.

10.140 During the operational phase, the following mitigation measures are identified in the ES addendum:

- The proposed design of the site would seek to position the proposed units a minimum of 20m from exterior boundaries, allowing bunds to be introduced. The illustrative masterplan shows that the loading areas would be situated away from the most sensitive receptors.
- Lighting mitigation measures
- The proposed landscaping design seeks to introduce a number of new landscape features whilst retaining existing woodland, tree, scrub and grassland habitats which would be managed and maintained through an Ecological and Landscape Management Plan (ELMP) for the site.
- The use of non-reflective, recessive, muted colours for the proposed buildings to blend into the sky.
- The creation of new habitats within the ecological mitigation area and through the enhancement of retained hedgerows towards the SAM, new tree and hedgerow planting and new ponds. It is noted that over time, the new planting will mature to provide a stronger screen of the proposed development from surrounding visual receptors.
- The use of tree species to reflect the existing on-site species (predominantly English oak, sycamore, black alder and silver birch). The enhancement of existing woodland and the proposed new woodland would mitigate the loss of existing woodland planting.
- New hedgerow planting would be incorporated into the development, in particular along the proposed bund to the east of the SAM. This would be incorporated at the earliest opportunity to ensure that the species have as much time as possible to mature.
- Public footpath 23 would be retained with an adjustment to the route to bring visitors closer to the SAM as well as incorporating a new addition to the footpath to circle the SAM giving users greater access to the surrounding area.

vii. Potential residual effects

10.141 In considering the potential residual effects during the construction phase, the ES addendum notes that this phase is expected to take 6.5 years and would overlap with the operational phase, as the site would be developed in phases. Bunds with tree planting would be put in place to allow for the longest amount of time for establishment to take place. The bund to the north of Bradley Hall Cottages would be 5m in height and the ridge of the bund would be a minimum distance of approximately 20m from the closest wall of the properties. The bund to the east of Bradley Hall Cottages would be 4m in height but, due to the elevated nature of the cottages, this would be akin to 3m. There would be a minimum of 50m between the properties and the ridge of the bund. The ridge of the bund to the east of Bradley View would be 4m in height and would be approximately 41m from the property. The bund to the west would result in a level change of 8m to the ridge of the bund and would be 54m from the closest wall of Bradley View. The applicant has advised that, despite the proposed mitigation measures, there would be no change in the likely construction impacts.

10.142 In relation to operational residual effects, the ES addendum notes that the principal reason for a reduction in the significance of effects would be the successful establishment and growth of proposed planting. However whilst habitat creation and landscape works within the site would mature and be of benefit to the site, the majority of visual receptors and the landscaping setting are only likely to experience noticeable benefit where proposed woodland planting would be of sufficient density and height to screen the large building units. The wider landscape is not therefore considered to experience a marked change or reduction in effect. Proposed tree planting along the bund would help to filter views of the lower half of the proposed units within zones A, B1 and C and whilst the reduction in the maximum heights of buildings within zone B2 as a result of the latest amendments to the scheme would assist in reducing the effect, the applicant assesses that the landscape effects (at both year 1 and year 15) remain as moderate/major adverse and significant. Of the 27 viewpoints assessed, 14 are predicted to experience significant effects at both year 1 and year 15 (viewpoints 1-9, 19 and 25-27).

Assessment and conclusion on landscape and visual

10.143 The Council commissioned Ramboll to consider the applicant's LVIA. The comments received have resulted in changes to the scheme and the submission of additional/amended information, namely the reduction in maximum heights in some areas of the site and the submission of ES addenda. Ramboll has confirmed that there is a degree of consensus about the extent of the significant landscape and visual effects (ie. that they would be significant), and that the proposed perimeter landscaping and attenuation bunding are not expected to be particularly effective in overcoming the significant landscape and visual effects. In addition, it is considered that these measures, in and of themselves, are likely to have an impact and cause a significant effect on the character and visual amenity of the local countryside and residential receptors by foreshortening what are currently open views and

establishing anomalous landforms. Ramboll has advised that, should planning permission be granted, certain information should be supplied either prior to commencement or as part of future reserved matters applications. This includes:

- A plan showing the anticipated layout of the site during construction works, including any temporary compounds, storage areas and haul routes
- A landscape retention and removal plan, including measures for the protection of existing landscape features
- Detailed drawings:
  - Existing and proposed levels
  - Selected sections to illustrate the changes in site levels
  - Hard and soft landscaping including planting schedules
- A specification for landscaping and maintenance
- A detailed assessment of the likely landscape and visual effects from lighting

10.144 These matters can be controlled by condition.

10.145 In relation to the impact of the proposed development on trees, the proposed development would result in the loss of a number of trees and groups of trees across the site. However, none of the trees within the site are protected by a Tree Preservation Order and are not within a conservation area. The applicant's arboricultural survey and assessment states that the most valuable tree stock is proposed for retention, incorporation and long-term protection within the development layout, which includes sizeable tree groups of high and moderate landscape value in locations such as Bradley Farm, Bradley Brook, Bradley Gorse and Wrights Covert as well as other tree groups located along the site boundaries. A pproximately 70 individual trees would be removed, as well as the majority of an area of woodland (referred to as W1), which is to the north west of the site (to the north of an existing industrial property accessed from Barleycastle Lane and in the area which would be occupied by zone A/plot 7), and the majority of hedgerows. Small areas of shelter belt and planting associated with Cliff Lane and Grappenhall Lane would also be removed. The majority of the individual tree stock to be removed around field ponds has been identified as being of moderate landscape value, as have the trees along the vehicle access track to Bradley Farm, although some were noted as being in a poor to moderate condition. Three groups of trees would be removed to facilitate highway works along Cliff Lane and Grappenhall Lane (a group along the northern boundary of the site opposite Cliff Lane Farm, a group at the centre of the roundabout and a group on the north side of Grappenhall Lane to the west of the Cliff Lane roundabout) which have been identified as small shelter belts or highway planting supporting young to early semi-mature broadleaf trees which would be replaceable in the short to medium term.

10.146 The majority of the woodland group W1 is proposed for removal and comprises a small broadleaf copse. It has been identified as being of moderate landscape value. The hedgerows to be removed have been identified as being of low landscape value due to their overall species-poor composition, intensively managed nature and subsequent overall low height. The impact assessment concludes that although the proposed tree removal mostly affects established trees in good condition, this accounts for a relatively small proportion of the number that would be retained, incorporated and protected as part of the proposed development and that provided an effective landscape strategy is submitted, it is considered that the proposed

quanta of tree removal can be sufficiently compensated in the long term and would not have a significant adverse arboricultural impact. Whilst the loss of trees and hedges is regrettable, given their value and the fairly limited tree removal relative to the amount of trees on site, the loss is considered to be acceptable and capable of mitigation through replacement planting, which can be controlled by condition. A condition requiring protection during construction of retained trees/shrubs is also recommended in accordance with the advice from the Council's Tree and Woodland Officer.

10.147 Given the scale and nature of the proposed development and the existing character of the area, it cannot be said to accord with the relevant criterion of Local Plan Policy CC2 relating to respecting local landscape character, given the significant adverse landscape effects that have been identified. It is considered that the proposal would not conflict with Policy QE3 and continued public access through the site would be facilitated via existing and diverted PROWs. In relation to the Neighbourhood Plan, criterion g of Policy AT-D1 (ensuring the use of space and landscape design is appropriate) could only be fully considered at reserved matters stage when full details of proposed landscaping would be provided. The proposal cannot however be considered to comply with criterion i of that policy (respecting local settings and landscaping) given its scale and nature. It is considered that the proposal does not comply with Neighbourhood Plan Policy AT-D2 as it would not preserve the settings of open landscapes and it would involve the siting of development where it would be unrelated to the majority of the existing built development in the area or landscape features. In reaching this conclusion it is noted that there are some warehouse/industrial buildings to the west of the application site, but these are of a much smaller scale than the proposed development and the proposal would also introduce new features into the landscape such as bunds which are, as mentioned above, likely to cause a significant effect on the character of the area and be anomalous landforms. For the same reasons, the scheme is not considered to comply with the relevant criteria of Local Plan Policy QE7 in respect of maintaining and respecting the landscape character of the surrounding countryside. The significant landscape and visual impacts and conflicts with policies in this regard will be weighed in the planning balance at the end of this report in order to determine whether there are material considerations which would outweigh these impacts and conflicts.

10.148 It is noted that objections have raised concerns about the resources available to enforce new landscaping. The provision of new landscaping would be controlled by condition and the onus is on the developer to comply with the conditions. Concerns regarding possible future enforcement issues are not sufficient to warrant the refusal of the application.

Ecology and Nature Conservation

10.149 Policy CS1 requires development to have regard to a number of factors including the need to sustain and enhance the borough's biodiversity.

10.150 Policy QE3 of the Local Plan sets out the focus for the assessment of applications in relation to green infrastructure, including protecting and improving access to and connectivity between existing and planned provision to develop an integrated ecological system.

10.151 Policy QE5 states that sites of recognised nature value will be protected and where possible enhanced. Such sites include European Sites of International Importance, Sites of Special Scientific Interest (SSSI), Local Nature Reserves, Local Wildlife Sites and Wildlife Corridors and the policy sets out how development proposals affecting such sites will be assessed. It also states that proposals which may adversely affect protected, priority or other species of local importance or which are the subject of local biodiversity action plans will only be permitted if it can be shown that the reasons for the development clearly outweigh the need to retain the habitats or species affected and that mitigation can be provided.

10.152 Policy AT-D2 of the Appleton Thorn Neighbourhood Plan states that development should preserve and enhance local habitats and wildlife corridors including traditional and locally appropriate species.

10.153 Policy AT-TH1 states that proposals should, where appropriate, provide linkages to wildlife corridors and landscaping to support local biodiversity objectives.

10.154 The NPPF states that decisions should contribute to and enhance the natural environment by protecting and enhancing sites of biodiversity and minimising impacts on and providing net gains for biodiversity. It also states that when determining planning applications, a number of principles should be applied including mitigation if significant harm to biodiversity cannot be avoided. It is considered that the Local Plan policies are consistent with the NPPF.

10.155 The technical paper on ecology and nature conservation was amended as part of the ES addendum in response to comments made on the original submission. It assess the impacts of the proposed development on ecological resources including protected sites, habitats and priority species. An extended phase 1 habitat survey was undertaken in November 2016 with additional survey undertaken in December 2018. An update walkover survey was undertaken in February 2020 to confirm the distribution and condition of habitats on site, and potential for protected species, remains unchanged since the initial phase 1 surveys, to inform the ES addendum. The extended phase 1 habitat survey identified the need for further survey data for protected and/or priority species including badgers, bats, breeding birds, great crested newts, otters and water voles and wintering birds.

10.156 There are no statutory designated sites within the site boundary but there are four such sites within the study area (10km radius); Midland Meres and Mosses Phase 1 and Rostherne Mere, both of which are Ramsar sites and Rixton Clay Pits and Manchester Mosses, both of which are Special Areas of Conservation (SACs). In addition, there are no non-statutory designated sites within the site boundary but there are four within the study area (2km), all of which are Local Wildlife Sites (LWSs); The Bongs and the Gorse, The Dingle and Ford's Rough, Grappenhall Heys and Stretton Moss. Ramsar sites are of international importance for nature conservation and are protected in the UK by the Habitat Regulations. LWSs are of county importance.

10.157 The application site supports a number of habitats and their ecological importance as assessed in the applicant's habitat surveys is as follows:

- arable land – negligible

- buildings and hardstanding – negligible
- grassland (improved pasture) - negligible
- hedgerows – local
- ponds – local
- scattered trees and scrub – site importance (limited ecological importance the loss of which is considered to have no discernible impact on the overall range and conservation status)
- tall ruderal – site importance
- watercourses – Bradley Brook – local, ditches – site importance
- woodland – local

i. Alternatives considered

10.158 The technical paper states that whilst a series of alternatives have been considered as part of the evolution of the proposals, these have not been specifically influenced by the need to address any additional ecology and nature conservation impacts.

ii. Potential environmental effects – construction phase

10.159 The applicant predicts the following significance of effect during the construction phase of development:

- Statutory and non-statutory sites – negligible due to the distance from the application site.
- Woodland – minor adverse. The proposed development would not result in any direct habitat losses but there would be minor loss of habitat connections to other woodland/hedge features locally through the loss of an intact hedge along the northwest of an area of woodland. Dust could also affect the mature trees within this habitat.
- Hedgerows – minor adverse due to the loss of 4,400m of species poor hedge which would result in the loss of shelter and food resources for a range of common farmland species and the loss of habitat connections between other hedges and woodland features.
- Ponds and ditches – minor adverse. Six ponds would be lost as a result of the proposed development. No ditches would be lost. Six ponds would remain on the site and would experience a minor increase in their isolation due to the loss of other ponds and severance of connecting habitats. The loss of ponds would reduce habitat resources for aquatic fauna as well as birds and bats.
- Scattered trees and scrub – minor adverse. 63 individual trees would be lost along with two groups of trees associated with the existing Grappenhall Lane/Cliff Lane junction. Mature trees associated with Bradley Hall Farm and the scheduled monument would be retained. Only small areas of scrub would be lost. The loss of mature trees would result in the loss of associated features such as cavities that are of high value to some species.
- Tall ruderal – negligible as small areas would be lost.
- Watercourses – minor adverse as there could be a risk of pollution if runoff is polluted by fuel or oils or dust affecting the habitat.
- Arable land and improved grassland – negligible
- Buildings and hardstanding – neutral. This is because they have no inherent ecological importance, although they provide a resource for a number of

protected and priority species.

- Spread of rhododendron – minor adverse as it is present outside the site and is an invasive non-native species.
- Badger – neutral as none of the badger setts recorded during the survey are close to any proposed construction area. This would need to be reviewed once more detailed plans for the application site are available.
- Bats – minor adverse. The proposal would result in the loss of day roosts. Of the trees to be lost, one was identified as having high roost potential but by the time of the update survey in 2020 this tree was found windfallen from the roots. Two further trees were identified as having moderate potential. No evidence of occupation of roost features was recorded. The proposed development would also result in the loss of some foraging and commuting resources such as ponds, hedges and associated field margins.
- Birds – minor adverse. The proposal would result in the loss of 20ha of arable, 59ha of improved grassland, 4,400m of hedgerow and six ponds which provide habitat important for breeding and wintering bird assemblage. Construction work would also pose an individual risk to nesting birds if habitat clearance occurs during the breeding season (March to August inclusive).
- Brown hare – minor adverse as the proposed development would result in the loss of land for foraging and reduce dispersal opportunities and access to other habitats locally.
- Great crested newt (GCN) – minor adverse due to the loss of one breeding pond assessed as being of local ecological importance and the loss of surrounding terrestrial habitat. The loss of six ponds within the application site would also reduce habitat resources for other amphibian species found to be using ponds within the site for breeding.
- Hedgehog – minor adverse. The proposed development would retain high quality habitat within woodland and adjacent edges and along the brook. Losses would be areas of lower quality habitat. The proposed ecological mitigation area would maintain the balance of habitat resources available for hedgehog although dispersal opportunities and access to other habitats locally would be reduced.

iii. Potential environmental effects – operational phase

10.160 The applicant predicts the following significance of effect during the operational phase of development:

- Statutory and non-statutory sites – negligible due to the distance from the application site.
- Woodland, hedgerows, ponds, scattered trees and scrub and watercourses – minor adverse due to habitat degradation.
- Improved grassland – negligible.
- Badger – neutral as no impacts are expected.
- Bats – minor adverse as roosts could be disturbed if present within or near to areas used as part of development and foraging habitats could be adversely affected if dark corridors are not maintained.
- Birds – minor adverse. There could be disturbance to species which use the built environment for nesting and degradation of retained habitats could reduce the quality and availability of resources for both breeding and wintering species.
- Brown hare – minor adverse. The applicant states that the habitat loss would not be likely to be significant for hares when considered within the context of other similar habitat available on land within the vicinity of the site. There would be a

risk of killing/injury from road accidents and disruption of foraging activity by human activity and night time lighting.

- GCN and other amphibians – minor adverse as there could be a risk of killing/injury as a result of traffic or becoming trapped in unsuitable drainage features.
- Hedgehog – minor adverse. There would be a risk of killing/injury from road accidents and disruption of foraging activity by human activity and night time lighting.

iv. Proposed mitigation measures

10.161 During the construction phase of development, the proposed mitigation measures comprise the following:

Habitats

- Provision of an area specifically set aside for ecological mitigation in the southwest corner of the site (within Cheshire East) which would have habitat connections to key habitat features which are retained;
- A buffer to the brook to form a wildlife corridor;
- The retention of Bradley Gorse and an adjacent strip of mature trees;
- Enhancement of the retained hedge extending from the brook to the south to the scheduled monument;
- The formation of a 15m wide (at its narrowest point) habitat corridor along the southern boundary of the site;
- The inclusion of new native tree planting;
- The planting of a hedge to link the proposed boundary planting to the hedge on the northwest boundary of the ecological mitigation area;
- The provision of seven new ponds created specifically for wildlife and a minimum of five of the proposed attenuation basins within the site would be designed to permanently hold water in order to increase the provision of new wetland habitat to a 2:1 replacement of all ponds (12 new pond features in total);
- The retention of three ponds within Bradley Gorse;
- Tree, scrub and ruderal planting;
- Pollution control measures;
- The use of fencing to prevent the accidental spread of rhododendron during construction.

Protected and priority species

- Badger - the provision of a secluded habitat which could be used for setts and foraging;
- Bats - the provision of replacement roost locations in the form of bat boxes at a ratio of 2:1, timing of construction work to minimise impacts on bats, retention and enhancement of foraging and commuting habitats combined with a sensitively designed lighting scheme, the timing of works to coincide with periods when bats are most likely to be absent and a re-survey of the two trees identified with roost potential to be undertaken at the detailed planning stage;
- Birds - the provision of a high quality mosaic of rough grassland, scrub, wetland and ponds within the ecological mitigation area, provision of new tree planting,

the provision of nesting boxes, the clearance of habitats timed to avoid bird nesting season or preceded by a pre-clearance survey to check for nesting birds and an off-site mitigation scheme for habitat losses for species such as breeding skylark and overwintering birds such as lapwing and starling as the loss of farmland habitat cannot be mitigated entirely within the application site;

- GCN – the provision of replacement breeding habitat following the creation of seven new ponds and the attenuation areas that would be permanently wet, the replacement of terrestrial habitat, mostly within 50m of the a breeding pond and the translocation of the GCN population to the proposed ecological mitigation area.
- A CHEMP to include measures to avoid the risk of pollution and avoid impacts to species.

10.162 During the operational phase, the applicant states that degradation of habitats would be avoided through the adoption of an Ecological Management Plan (EcMP) to cover both retained and new habitats incorporated into the proposed development. It is suggested that the EcMP would include:

- Grass and scrub cutting within the ecological mitigation area;
- Hedgerow maintenance;
- Maintenance of gully pots to ensure they remain amphibian friendly;
- Monitoring of invasive species; and
- Maintenance of ornamental planting.

10.163 In terms of protected and priority species, the following measures are proposed:

- Badger – speed limits and warning signs to reduce the risks of road kill and restricted access to ecologically important areas;
- Bats – restriction of access to roost features and avoidance of illumination of areas likely to provide feeding, foraging and commuting routes/areas;
- Birds – awareness raising so that nests would not be disturbed during breeding season, speed limits and warning signs to reduce the risk of traffic strike;
- Hare and hedgehog – speed limits and warning signs to reduce the risk of traffic strike and lighting designed so as not to light hedges providing cover;
- GCN and other amphibians – gully posts would be offset to allow the passage of amphibians across the site.

v. Potential residual effects

10.164 The applicant states that taking into account the above mitigation measures, the residual effect of the proposed development would consist of the permanent loss of improved pasture and arable land and that whilst this is intrinsically of negligible ecological importance, it provides habitat for assemblage of farmland bird species. It is stated that losses for most species could be mitigated through the inclusion of high quality grassland and scrub habitat within the proposed ecological mitigation area, although it is acknowledged that not all species (such as skylark and lapwing) would not use this habitat and there would therefore be a permanent loss of resources for these species.

10.165 The potential residual effects in relation to protected sites, habitats and species during the construction phase are summarised as follows:

- Statutory sites, non-statutory sites and loss and/or degradation of broadland woodland, hedgerow, ponds, scattered trees and scrub, tall ruderal, watercourses, arable and improved grassland, buildings and loss/fragmentation of habitat, loss of roosts and risk of disturbance/killing/injury relating to bats and birds – negligible (reduced from minor adverse in relation to birds due to the proposed off-site mitigation in the ES addendum)
- Spread of rhododendron and disturbance, killing of or injury to badger – neutral
- Brown hare, hedgehog (loss/fragmentation of habitat, disturbance) – minor adverse
- GCN (loss/fragmentation of habitat, disturbance, killing/injury) – minor beneficial

10.166 During the operational phase, the residual significance of effects are predicted to be negligible for all sites, habitats and species with the exception of badger where the significance of effect is predicted to be neutral.

Biodiversity Net Gain

10.167 As part of the updated scheme, the applicant has submitted a note on Biodiversity Net Gain (BNG). This concludes that there would be an overall net gain in biodiversity on site for habitats of 10.49% and 6.55% for hedgerows and other linear habitats.

Assessment and conclusion on ecology and nature conservation

10.168 Natural England has no objections to the application, noting that the proposal would not have significant impacts on statutorily protected nature conservation sites. GMEU has advised that the proposal should have no impact on the Manchester Mosses Special Area of Conservation. In relation to Great Crested Newt (GCN), the number of replacement ponds (seven in total to compensate for the six to be lost on the basis of a ratio of 2:1 for the one breeding pond to be lost and 1:1 for the other ponds) is considered to be acceptable. GMEU recommends that full details of the ecological mitigation area be submitted and this would be required prior to commencement and this would be controlled through the S106 obligation. Given the likely phasing of the development GMEU does not consider there to be a need for any updated surveys prior to the determination of the application as it is considered that there is a sufficient baseline established for the site. Three buildings have been identified as supporting non-maternity bat roosts, two of which would be demolished (farm buildings associated with Bradley Hall Farm) and one of which would be retained (the farmhouse). Given the type and size of the bat roosts, GMEU has advised that the broad outline of the proposed mitigation measures is likely to be sufficient to maintain the favourable conservation status of bat at the site but has recommended a condition requiring the submission of full details of a mitigation scheme for bats with subsequent reserved matters applications. The broad principles of the applicant's proposed off-site compensation measures to provide sufficient habitat for the loss of farmland bird habitat on a site at Upper Moss Side to be managed by the Mersey Gateway Environmental Trust are considered acceptable and should be secured through a S106 obligation. GMEU has also recommended conditions requiring future reserved matters applications to provide evidence that no badger setts would be impacted by the proposals details of a sensitive lighting scheme as well as a biodiversity CEMP and a landscape and ecological management plan (LEMP). Due to the ecology mitigation area being outside Warrington borough,

the requirement for the LEMP would be controlled through a S106 obligation.

10.169 In relation to biodiversity net gain (BNG) GMEU has advised that the applicant's calculations are broadly correct and that the final outcome will be dependent on the detailed design of the mitigation area and appropriate long term management (both of which would be controlled by conditions). However, within the broad parameters, it is expected that the proposals should result in a net gain for habitats on site. This will be weighed in the planning balance. The Habitat Regulations Assessment carried out in relation to the emerging Local Plan does not make any recommendations specific to the application site aside from mitigation measures in respect of Manchester Mosses SAC. In this context it is noted that Natural England has no objections to the scheme and GMEU considers that there should be no impact on this SAC. The emerging Local Plan HRA quotes draft Policy MD6 which states that if habitats within the allocation site or on adjacent land are suitable to support significant populations of wildlife, avoidance measures and mitigation measures will be required and any planning application may need to be assessed through project specific Habitat Regulations Assessment. As mentioned previously, the emerging Local Plan can only be afforded limited weight at this stage, in addition to which GMEU has not requested further information in this regard.

10.170 In relation to concerns raised by objectors that have not already been addressed above, the declaration of an ecological emergency does not prevent the granting of planning permission for the proposed development and ecological issues have been fully considered as part of the assessment of the application.

10.171 Subject to the above conditions and S106 obligation, it is considered that there would be no unacceptable impacts on ecological or biodiversity interests and the application accords with the above policies.

Socio-economic

10.172 Policy PV3 states that the Council will support developments which assist in strengthening the Borough's workforce and enhancing training opportunities for its residents.

10.173 Policy SN7 states that the Council will require development proposals to give full and proper consideration to a number of matters including ensuring good and convenient access to employment and training opportunities.

10.174 The NPPF states that planning policies and decisions should help create environments which support business expansion, investment and adaptation and that policies and decisions should recognise and address the specific locational requirements of different sectors which includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations. The economic objective of the planning system as set out in the NPPF is to help build a strong, responsive and competitive economy to support growth, innovation and improved productivity. In this regard Policy PV3 is considered to be consistent with the NPPF.

10.175 The updated technical paper assesses the potential socio-economic effects of the proposal on local and sub-regional socio-economic receptors. The assessment considers the potential impacts arising from new temporary and long-term employment opportunities, increased economic output (GVA), increased business rates revenue, creation of training and apprenticeship opportunities, local labour market effects, commuting and migration impacts, effects on local services and facilities and wider socio-economic impacts. In response to queries raised on the original submission, this updated paper also covers the impact of future automation within the transport logistics sector on employment estimates.

i. Alternatives considered

10.176 The applicant states that the alternatives considered as part of the evolution of the proposals have not been specifically influenced by the need to address socio-economic impacts and are not therefore discussed in the technical paper.

ii. Potential environmental effects – construction phase

a) Temporary increase in employment

10.177 It is estimated that an average of 271 direct gross jobs would be created per annum over a 6.5 year construction period at the Cheshire and Warrington LEP area, with a further 125 gross indirect (through for example the purchase of equipment and supplies) and induced (through construction employee spend on goods and services) jobs giving a total gross impact of 396 jobs per annum (339 in Warrington). Taking account of leakage (the proportion of outputs that benefit those outside of the area of impact), displacement (the proportion of outputs accounted for by reduced outputs elsewhere in the area of impact) and deadweight (outputs which would have occurred without the proposed development), the net additional construction employment would be 139 jobs per annum. The significance of effect is considered to be moderate beneficial.

b) Short-term increase in economic output (GVA)

10.178 The applicant estimates that the proposed development would involve approximately £180 million of construction related expenditure. Taking account of deadweight, displacement and multiplier effects this would equate to a total net additional GVA of £73.7m in the Cheshire and Warrington LEP area (£72 million in Warrington). This is considered to be a moderate beneficial significance of effect.

c) Training and apprenticeship opportunities

10.179 Approximately 27 new trainees per annum are expected to result from the construction phase which is considered to be a minor beneficial significance of effect.

d) Effect on local labour market

10.180 The applicant estimates that, using the same ratio as Omega in relation to employment construction contracts, the proposed development could provide job opportunities for 99 local unemployed people. A local employment agreement would be established to include measures to facilitate local businesses in bidding for supply chain contracts and working with local partners to enable people from nearby deprived communities to access the job opportunities, work experience and training that would be provided during the construction phase. This is considered to be a minor beneficial significance of effect.

e) *Commuting and migration impact*

10.181 The applicant states that the provision of local employment opportunities would help to encourage residents to work closer to home and reduce rates of out-commuting. Given the scale of construction jobs created when compared to the Warrington economy as a whole and that any such jobs would be temporary in nature, the significance of this effect is considered to be negligible.

f) *Effects on local services and facilities*

10.182 A proportion of the construction jobs created are expected to be taken up by people living in the borough and already using local services and facilities, thereby not creating any net new demand. It is considered that the majority of workers from outside the borough would commute rather than relocate and it is therefore considered unlikely that the construction phase would result in noticeable additional demand for community services and facilities, including schools and GP surgeries. The significance of the effect is therefore considered to be negligible.

g) Wider socio-economic impacts

10.183 The applicant states that there is the potential for adverse effects on the image and perceptions of the local area during the construction phase given the scale of the work involved. This could relate to noise and air pollution, disruption to traffic and anti-social behaviour. There would however be benefits for local businesses through construction worker spend. Given the temporary nature of this phase, the significance of the effect is considered to be negligible.

iii. Potential environmental effects – operational phase

a) Creation of long-term employment opportunities

10.184 The applicant estimates that the proposed development would result in the creation of 4,113 full time equivalent (FTE) direct jobs, based on an employment density of 70sqm per FTE (which is based on the Homes and Communities Agency's (HCA) employment densities guide). The applicant also asserts that the proposed development would generate additional economic activity in the wider economy through, for example, additional employee spend on local goods and services which would support further job creation. This is estimated to increase the gross number of FTE jobs created in Warrington to 5,306, and to 6,005 across the Cheshire and Warrington LEP area. Once account is taken on leakage and displacement, the net additional operational employment (FTE jobs) is estimated to be 2,342 jobs in the Cheshire and Warrington LEP area of which 1,990 jobs would be in Warrington

borough. The significance of effect is considered to be high beneficial.

10.185 The applicant has considered the impact of increased automation on levels of future employment. The updated technical paper states that foresight analyses point to the likelihood of sustained automation penetration across the economy and for the transportation, storage and distribution sectors to be at the forefront of any associated displacement, but that broader sector-related evidence suggests that logistics companies have approached automation with caution and may not transition to fully emergent technologies for a decade or more. The paper states that, in view of the above, it may be reasonable to apply an adjustment of between 10-15% to future developments over the next 10-15 years to reflect continued investment in automation across the sector, which would equate to a reduction in onsite jobs of between 30 and 60 per annum over the period, although it is noted that there remains uncertainty about the future implementation of automation and that the HCA guidance is still considered to be the most material factor in calculating employment.

b) Long-term increases in economic output (GVA)

10.186 It is estimated that the proposed development, once fully occupied, would generate net additional GVA of in the region of £216m per annum in Warrington and £210m per annum across the Cheshire and Warrington LEP area. This is considered to result in a high beneficial significance of effect. The updated technical paper states that any future reduction in the level of GVA as a result of automation would not be equivalent to a decline in direct on-site employment.

c) Increase in business rate revenue

10.187 Based on the rateable value of comparable premises within Warrington, it is estimated that the proposed development would generate approximately £7.1m business rates revenue per annum, which is stated to be a moderate beneficial significance of effect.

d) Training and apprenticeship opportunities

10.188 The applicant anticipates working in partnership with organisations such as Warrington & Co, Youth Fed and Jobcentre Plus to implement measures such as training programmes and bespoke training schemes and raising awareness with recruitment agencies, schools, colleges and supply chain businesses. The applicant states that the quantity of training and apprenticeship opportunities that would be created during the operational phase cannot be accurately estimated at this stage but that the significance of effect is predicted to be minor beneficial.

e) Effect on local labour market

10.189 It is asserted that the jobs created as a result of the proposed development would match well with the skills profile of the unemployed in Warrington and, in particular, help to provide opportunities to those people with relatively low level skills that suffer from long-term unemployment. The significance of effect is predicted to be

moderate beneficial.

f) Commuting and migration impact

10.190 The applicant states that the creation of new logistics jobs would provide further opportunities for residents to work closer to home, thereby reducing rates of out-commuting. It is estimated that around 50% of the operational phase jobs created could be taken up by people residing in Warrington, if not higher. The applicant also asserts that the measures within the Framework Travel Plan would help to link the proposed development to areas where local employees may reside. This is predicted to be of minor beneficial significance.

g) Effect on local services and facilities

10.191 It is stated that it is possible that a proportion of the additional employees who would work on the site would relocate from outside the Borough to live closer which would have the effect of increasing the number of people using existing social infrastructure such as local schools and GP surgeries. It is however estimated that around 70% of people working at the site would be from Warrington, Cheshire West and Chester, Halton, Cheshire East, Wigan or St Helens. It is therefore considered that the significance of effect would be negligible.

h) Wider socio-economic impacts

10.192 The applicant asserts that the proposed development would help support the regeneration of deprived neighbourhoods and communities by providing a range of accessible jobs and although there is no certainty that residents within these areas would seize such opportunities, working with organisations such as Warrington & Co would help to ensure that uptake of employment by economically inactive residents could be optimised. The logistics sector is also cited as a key enabler of growth in terms of its relationship with other sectors, such as manufacturing and the wider transport sector. Other impacts include the provision of a new walking route through the wildflower meadow and proposed soft landscaping. The effect is predicted to be of moderated beneficial significance.

iv. Proposed mitigation

10.193 No mitigation is proposed in respect of either the construction or operational phases of the proposed development as no significant adverse effects are expected.

v. Potential residual effects

10.194 As no mitigation is proposed, the residual effects for both the construction and operational phases of the proposed development would remain as outlined above.

Assessment and conclusion on socio-economic impacts

10.195 The Council has commissioned consultants (Genecon) to provide advice on the methodology used and the assumptions/predictions made within the applicant's original and updated socio-economic technical papers. There is broad agreement with the methodology used by the applicant and the assumptions are considered

reasonable. They suggested adjustments to the methodology including using an employment density of 77sqm per FTE (which relates to 'distribution centres' in the HCA's employment densities guide) instead of the 70sqm (which relates to 'final mile distribution centres') used by the applicant, along with an adjustment for employment under-occupancy which would reduce the predicted gross operational FTE jobs estimate. In view of this, Genecon has produced revised estimates of both construction and operational phase socio-economic effects which are lower than the applicant's, although it is recognised that Genecon has taken a prudent view. A summary of the analysis is provided below:

	Warrington level Analysis		LEP Level Analysis	
	SEIA Estimates	GENECON Revised Estimates	SEIA Estimates	GENECON Revised Estimates
Construction Effects (over 6.5 years)				
Gross Direct job years	1,762 job years	1,445 job years	1,762 job years	1,445 job years
Gross Direct construction jobs	271 gross jobs	222 gross jobs	271 gross jobs	222 gross jobs
Indirect / Induced construction jobs	68 gross jobs	11 jobs, assessed after leakage and displacement adjustments	125 gross jobs	12 jobs, assessed after leakage and displacement adjustments
Net Construction Jobs	108 net jobs	82 net jobs	139 net jobs	89 net jobs
Construction GVA	£72.1m	£37.3m	£73.7m	£40.7m
Levels of significance based on SEIA parameters set	Moderate Positive	Moderate Positive	Moderate Positive	Moderate Positive
Operational Effects (annually)				
Gross Direct FTE jobs	4,113 gross FTEs	2,989 gross FTEs	4,113 gross FTEs	2,989 gross FTEs
Indirect / Induced FTE jobs	1,193 gross FTEs	291 FTEs, assessed after leakage and displacement effects	1,892 gross FTEs	631 FTEs, assessed after leakage and displacement effects
Net FTE jobs	1,990 net FTEs	1,412 net FTEs	2,342 net FTEs	2,002 net FTEs
Annual Operational GVA	£216m pa	£67.4m pa	£210m pa	£100.5m pa
Levels of significance based on SEIA parameters set	Substantial Positive	High / Substantial Positive	Substantial Positive	High / Substantial Positive

(SEIA=Socio-Economic Impact Assessment prepared by the applicant)

10.196 It can be seen that although Genecon's estimates are lower, there would be no difference to the level of significance of the effect of the proposed development during the construction phase (assessed to be moderate positive by both the applicant and Genecon) and no major difference in the level of significance of the effect during the operational phase (assessed to be substantial positive by the applicant and high/substantial positive by Genecon). It is considered that the level of jobs created and the GVA would be significant. The weight to be attached to this will be considered in the planning balance.

10.197 In response to concerns raised by objectors which have not been addressed above, despite there being no end users for the proposed development at the present time it is possible to estimate the job creation using benchmark data and the applicant's assessment of and approach to job creation estimates has been independently reviewed by the Council's consultants as explained above. There is nothing to suggest that the jobs created would be on zero hours contracts and while there may be some seasonal zero hours contracts, which is not unusual in the logistics industry, it is anticipated that the baseline would be full time permanent jobs. The type of employment contracts cannot be controlled through the planning process. In response to concerns that the jobs are not new and would be moved from elsewhere, the applicant's figures include net job creation which captures the employment growth as a result of the proposed development. Such concerns are therefore considered to be unfounded. There would be no penalties that could be imposed on the applicant if the estimated number of jobs was not created but this is not considered to be a reason to refuse planning permission, particularly in view of the significant number of jobs the scheme is anticipated to create. The submission of a local employment scheme to, amongst other things, promote access to employment opportunities by the local workforce and provide work placement and training opportunities in order to ensure maximise the local impact from the development in terms of employment and training opportunities would be secured through a S106 obligation. There is no evidence to suggest that the logistics sector is in decline or that there would be a move to smaller sites, rendering the development obsolete. In response to the suggestion that the jobs created would be low-skilled, it is accepted that a large proportion of the jobs are likely to be lower skilled, but the applicant has highlighted that this would offer an accessible route into work for those that are currently unemployed and that there would also be higher skilled and more specialist jobs and opportunities for people to 'work their way up'. The suggestion that the proposed development would 'drag down' the demographics of the town are considered to be unfounded and not a reason to refuse the application. The Parkside Phase 1 inquiry considered the matter of pay and the Secretary of State's decision letter states that 'suggestions that jobs in logistics are low paid are contradicted by figures from the Office of National Statistics which indicate that salaries in the logistics sector are above the national average'. Concern has been raised that the site is not located close to the areas of greatest deprivation. The site is 7km from half of Warrington's most deprived wards and within 10km of all the most deprived wards.

10.198 On the basis of the evidence submitted and taking into account the advice from the Council's consultants, it is concluded that the proposed development would have a significant positive socio-economic impact and would accord with the above policies.

Noise and vibration

10.199 Policy QE6 states that the Council will only support development which would not lead to an adverse impact on the amenity of those occupying adjoining or nearby properties taking noise and vibration levels into account and the times when such disturbances are likely to occur.

10.200 The NPPF states that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects of pollution on living conditions and in doing so they should mitigate and reduce to a minimum potential

adverse impacts resulting from noise from new development and avoid giving rise to significant impacts on health and the quality of life. Policy QE6 is considered to be consistent with the NPPF in this regard.

10.201 The Environmental Protection SPD confirms that noise is a material planning consideration for a new potentially noisy development which may adversely impact upon existing land uses surrounding the site. It states that development proposals should consider the ambient noise levels already present in the area. It recognises that noise from construction works can be intrusive or disruptive and such activities should be restricted to daytime periods and have finite start and finish times.

10.202 The updated technical paper responds to comments received from consultees and provides further clarification and information and reflects the changes made to the parameters plans which, the applicant states, have evolved to reduce the noise impacts on sensitive receptors. It states that most of the potential significant noise and vibration related environmental impacts relate to the impact of noise on existing residential receptors in the locality of the site during both the construction and operational phases. The noise and vibration-sensitive receptors in proximity of the site which have been taken into consideration in the applicant's assessment include Grappenhall Lodge, dwellings on Cartridge Lane (Southott, Hunters Lodge and Hunters Croft, Manors Farm and The Old Stables, Croftside, The Bungalow and 5 and 7 Cartridge Lane, Cliff Lane Farm), Bradley View Cottage, Howshoots Farm, Tan House Farm, Barleycastle Farm, Bradley Hall Cottages, Beehive Farm and Booth's Farm).

i. Alternatives considered

10.203 The ES addendum states that earlier iterations of masterplan included zones of potential noise generating activities, such as loading bays and service yards, facing key residential receptors. Due to the potential for increased noise effects at these receptors, the masterplan was amended to avoid this (and in addition the acoustic parameters plan was revised). The perimeter bunding mitigation strategy has been refined to take account of comments from the Council's Environmental Protection (EP) team.

ii. Potential environment effects – construction phase

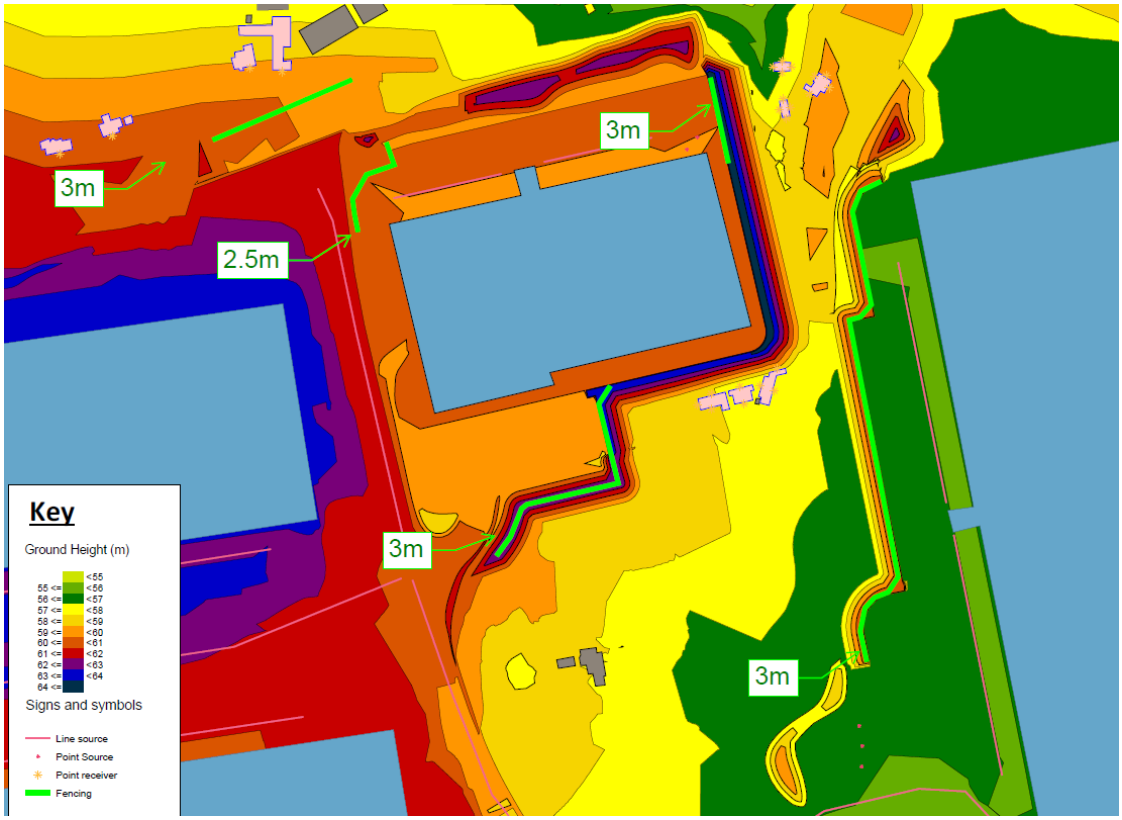
10.204 The ES acknowledges that detailed construction information was not available and therefore experience of similar developments has been used to formulate construction phasing scenarios. It is anticipated that noise emissions from construction would be highest during the groundworks and substructure phases of construction. Only two of the receptors (Bradley Hall Cottages and dwellings on Cartridge Lane) would experience a significance of effect of minor adverse as a result of construction with the remaining receptors experiencing a negligible effect. The ES notes that the modelling exercise calculates predicted noise impact based on fixed plant locations but that in practice much of the plant may be mobile which would therefore result in changes to the magnitude of construction noise impacts. The significance of effects of construction traffic noise and construction vibration impacting on existing noise sensitive receptors are predicted to be negligible.

iii. Potential environmental effects – operational phase

10.205 The ES addendum states that the main noise sources would be movement of HGVs around the site, external chiller plant and other fixed building services plant including the proposed substation. It highlights the use of landscaped bunds within the site to provide acoustic shielding to nearby noise sensitive receptors which would be primarily to the east and south of plot 1 and the west of plot 2 and would have a maximum height of 5m. It also outlines the use of acoustic fencing in certain locations on sections of the bunds to mitigate against noise impacts. A total of five fences would be erected as follows:

- 3m fence to the north of the roundabout at the eastern site entrance
- 2.5m fence to the southeast of the roundabout at the eastern site entrance
- 3m fence on the bund peak to the northeast of plot 1, west of Bradley View Cottages
- 3m fence on the bund peak to the south of plot 1, west of Bradley View Cottages
- 3m fence on the bund peak to the west of plot 2, east of Bradley View Cottages

10.206 An extract from the plan showing the locations of the acoustic fences (in light green) is provided below.



10.207 The significance of effect of industrial noise associated with the development at most of the sensitive receptors is predicted to be minor adverse. At Bradley Hall Cottages and Bradley View it is predicted to be minor adverse (reduced from moderate adverse as a result of the proposed changes to the scheme). The significance of the effect of the increase in traffic on local road networks is predicted to be negligible to minor adverse. There are no significant sources of vibration which form part of the proposed development and operational vibration effects were therefore scoped out of the assessment.

iv. Proposed mitigation

10.208 The ES states that the main contractors for the scheme would be required to submit a detailed CEMP as part of future reserved matters applications and that it is likely that they will therefore be committed to following Best Practicable Means (BPM) to minimise the noise and vibration impact on nearby noise sensitive properties including:

- Construction plant and equipment should comply with EU noise emission limits;
- Machines in intermittent use should be shut down in the periods between work or throttled down to a minimum;
- Proper use of plant with respect to minimising noise emissions and regular maintenance, fitted with effective exhaust silencers and maintained in good working order;
- Selection of inherently quiet plant where appropriate, sound reduced compressors and pneumatic percussive tools fitted with mufflers or silencers;
- Plant and equipment to be lined with noise attenuating materials;
- Care taken to avoid impact noise from banging steel when erecting or striking scaffolds;
- All ancillary plant to be positioned so as to cause minimum noise disturbance and if necessary localised screens and enclosures to reduce noise should be utilised;
- Hydraulic attachments should be used in preference to pneumatic breakers;
- Deliveries to be programmed to arrive during daytime hours wherever practicable and care taken when unloading so as to minimise noise. Delivery vehicles would be prohibited from waiting on the highway with engines running;
- Construction contractors would be obliged to adhere to codes of practice for construction working;
- Avoiding piling wherever possible with the use of low vibration techniques wherever practicable;
- Adopting working hours of 8am to 6pm Monday to Friday and 8am to 1pm on Saturday with no proposed working on Sundays and bank holidays; and
- The formation of acoustic bunds as part of the enabling works.

10.209 In relation to the operational phase, the ES addendum states that the assessment has been based on several worst-case assumptions as final operators for the units within the site have not been confirmed. The use of refrigerated HGV units and external chiller plant have therefore been incorporated into the noise model. Noise considerations that have been incorporated into the parameters plans include the orientation of loading bays/docks with respect to sensitive receptors and the location of services plant to maximise distance from noise-sensitive receptors and the potential screening effects afforded by proposed units. The ES notes that the final mitigation strategy would be dependent on the reserved matters applicant. The ES addendum states that the updated operational noise modelling has identified a significant reduction in the expected magnitude of impact at Bradley Hall View and Bradley Hall Cottages in comparison to the original modelling exercise. It is confirmed that this is in part due to the re-alignment of the plot 2 estates road which was previously located immediately to the south of Bradley Hall Cottages but is now proposed to be positioned further away on the opposite side of the SAM. In addition, an increase in the height of the proposed bunds and timber fencing at various locations near these residential properties would result in an increase in the level of

sound attenuation provided to these receptors. The ES addendum advises that the current assessment can be considered an absolute worst-case assessment as the noise associated with peak operational road traffic on internal roads (based on the Omega development) has been combined with the service yard operational noise sources on each development plot and acoustic feature corrections have then been added to the noise from all sources operating concurrently and compared against night time background noise levels at nearby receptors. In reality the probability of such sources operating concurrently is reasonably low and could only be assessed in detail at reserved matters stage.

v. Potential residual effects

10.210 The ES addendum concludes that the residual significance of effect during construction following mitigation would be negligible for each of the impacts, although it is noted that the assessment did not include the sound attenuation provided by the perimeter bunds in order to assess a worst case and that in reality the impact of much of the later stages of the groundwork operations would be significantly reduced.

10.211 In terms of the operational phase, the residual significance of effect in relation to industrial noise impacts associated with the development is predicted to be minor adverse for most receptors and minor adverse for Bradley Hall Cottages and Bradley View (reduced from moderate adverse as a result of the updated modelling). The residual significance of effect in relation to the increase in traffic on local road networks is predicted to be negligible. It is noted that the likely noise effects could be further reduced once detailed proposals are brought forward by specific operators at which point detailed mitigation measures would be developed.

Assessment and conclusion on noise and vibration

10.212 The Council's Environmental Protection (EP) Team has considered the updated technical paper and has advised that the revised scheme includes improved acoustic mitigation proposals and that an acceptable level of mitigation could be implemented. EP confirms that transportation noise around the site has been calculated based on traffic volumes associated with level of bay provision at individual units and that a significant level of traffic change (doubling, for example) is needed to make a barely audible change to noise levels. EP states that the predicted traffic volumes are not expected to change by that magnitude. EP is satisfied that the updated technical paper gives a greater level of assurance that the proposed development could take place without causing unacceptable adverse impacts on amenity, although it is noted that detailed acoustic assessments and mitigation proposals would be required at reserved matters stage in order to clearly identify activities and associated mitigation. This would include consideration of noise from plant and equipment and vehicles. This requirement can be controlled by condition at this stage.

10.213 In considering the impacts of the proposed main access point into the site (which has moved further east as part of the revised proposals) it is noted that an acoustic fence is proposed in order to protect the amenity of neighbouring residents from road traffic noise impacts resulting from increased activity around the new roundabout.

EP recommends that a condition be attached to consider the phasing of the erection of the acoustic fence in this location, with the expectation that it would be erected as soon as practically possible when works are expected to commence around the site of the new access.

10.214 In relation to construction, EP advises that construction noise will always have impacts on residential amenity depending on the proximity of receptors to the construction site and the proposed hours of construction. EP confirms that the proposed hours of construction are acceptable and notes the acoustic mitigation and control measures that would need to be incorporated to protect amenity including the erection of acoustic fencing from the outset of construction where these would be included as operational mitigation measures and this can be controlled by condition. A condition requiring the submission of a CHEMP is recommended.

10.215 In relation to residential amenity, EP advises that a mechanism for the cessation of the residential use of properties within the application is essential. EP understands that the residential use of Bradley Hall farmhouse would cease, and it is advised that this occurs at the outset of construction work on site, and that the Bungalow at Bradley Hall Farm would be demolished, and it is similarly advised that this should take place prior to construction to ensure that there are no objections to the impacts of the construction or operational phases of development on the residents of these two dwellings. The cessation of use will be required through a S106 obligation and the demolition can be controlled by condition.

10.216 Turning to lighting, EP recommends a condition for lighting details to be submitted with reserved matters applications in order to protect residential amenity, which could be combined with a condition covering ecological and any other lighting requirements.

10.217 The majority of objectors' concerns are covered above. In relation to other matters, EP has no objections to the applicant's methodology. Noise from reversing alarms, machinery and the pumping and substations would be dealt with through the requirement for conditions requiring further noise assessments and plant/equipment noise. Whilst it is accepted that some evening/night time work may be necessary, this is expected to be limited. The concerns about the existing daytime background noise levels are noted along with concerns that increases in traffic would raise noise levels further; however, EP advises that any increases in noise from traffic flows would be of very minor significance, if they were to exist at all. The Council's EP team is the consultee responsible for considering noise and vibration impacts and it is not considered necessary to appoint an independent body to consider the applicant's information. The 24/7 operation of the site is considered acceptable with mitigation measures in place.

10.218 It is clear that the applicant has made amendments to the scheme to take concerns regarding the impact of noise and vibration into account and that, on the basis of the advice received from the Council's EP team, impacts can be satisfactorily mitigated by condition. In view of the advice from the Council's EP team and the recommended conditions it is considered that the impacts can be adequately mitigated such that they would not be unacceptable. The proposal accords with the above policies.

Air Quality, Odour and Dust

10.219 Policy CS4 states that the Council will support improvements to Warrington's Transport Network that reduce the impact of traffic on air quality.

10.220 Policy QE6 states that the Council will only support development which would not lead to an adverse impact on the environment or amenity of those currently occupying adjoining or nearby properties or does not have an unacceptable impact on the surrounding area taking into account matters including air quality.

10.221 The NPPF states that decisions should contribute to and enhance the natural environment by preventing new development from contributing to unacceptable levels of air pollution. Decisions should also sustain and contribute towards compliance with relevant limit values or national objectives for pollutants taking into account the presence of Air Quality Management Areas (AQMAs). Policies CS4 and QE6 are considered to be consistent with the NPPF.

10.222 This technical paper, which was not updated as part of the ES addendum, details the air quality assessment undertaken in respect of the proposed development. A small part of the application site falls within the Council's Motorway Air Quality Management Area (AQMA) which covers an area 50m from the roadside around the M6, M62 and M56.

10.223 The technical paper states that whilst a series of alternatives have been considered as part of the evolution of the proposals, these have not been specifically influenced by the need to address air quality impacts.

i. Potential environmental effects – construction phase

10.224 The technical paper highlights that construction activities such as demolition, earthworks, handling and disposal of soil, wind-blown particulate material from stockpiles, handling of loose construction materials and movement of vehicles both on and off site could cause fugitive dust emissions which, if not mitigated, could result in soiling of surfaces (for example windows, cars and laundry). It should be noted that the Institute of Air Quality Management (IAQM) dust guidance recommends that significance is only assigned to the effect after the activities are considered with mitigation in place as the environmental impact without dust control measures in place is not a likely scenario. The significance of the effect of the increase in suspended particulate matter concentrations and deposited dust after application of IAQM control and mitigation measures is predicted to be not significant.

ii. Potential environmental effects – operational phase

10.225 The technical paper considers Nitrogen Dioxide (NO_2), Particulate Matter (PM_{10}), Fine Particulate Matter ($PM_{2.5}$) concentrations at local receptors at various years up to 2029 with and without the proposed development. In considering the significance of effects, the paper quotes IAQM guidance which states that 'whilst it may be that there are 'slight', 'moderate' or 'substantial' impacts at one or more receptors, the overall effect may not necessarily be judged as being significance in some circumstances.' and that 'a 'moderate' or 'substantial' impact may not have a significant effect if it is confined to a very small area and where there is not obviously

the cause of harm to human health.'

10.226 The results of the applicant's modelling indicate that with the development, the predicted concentrations at existing receptors would be below the relevant long and short-term Air Quality Strategy (AQS) objectives for both 2021 and 2029. When the magnitude of change in annual-mean NO_2, PM_{10} and $PM_{2.5}$ concentrations is considered in the context of the absolute predictions, the air quality impacts of the development on existing receptors are categorised as 'negligible' at all receptors for 2029 and PM in 2021. The significance of effect of the increase in NO_2, PM_{10} and PM $_{2.5}$ concentrations from traffic generated by the development is considered to be negligible.

iii. Proposed mitigation

10.227 The CEMP would include measures to mitigate the effects of dust during construction, including the formulation of a dust management plan, site management, monitoring, waste management and a stakeholder communications plan. No mitigation measures are proposed during the operational phase as the significance of effect of the overall air quality impact is predicted to be not significant. The applicant states that the proposed development would however include electric vehicle charging points and a travel plan.

iv. Potential residual effects

10.228 The residual significance of effect during the construction phase is considered to be negligible. As no mitigation measures have been recommended for the operational phase, the residual effects remain as outlined above (negligible).

Assessment and conclusion on air quality, odour and dust

10.229 The Council's Environmental Protection (EP) team has considered the information submitted by the applicant and is satisfied that the amendments to the scheme which were the subject of the ES addendum would not adversely influence the air quality impacts and the conclusions of the original air quality assessment and that these remain valid. The applicant's methodology (a conservative approach using background data taken from the Council's background monitoring site rather than assuming that air quality will improve) is considered to be acceptable. EP does however note that the current trend for air quality is that levels are improving, which is expected to continue due to improvements in vehicle engine technology. The Council's EP team has no objections to the applicant's methodology and as the team is the consultee for air quality matters there is no need for an independent body to assess the applicant's air quality information.

10.230 EP confirms that the assessment has used traffic data provided by the traffic consultant and takes into account changes in speed due to junctions and roundabouts where applicable. This concludes that traffic associated with the proposal would have negligible impacts at most locations. EP notes that there were four locations, all close to the motorway, where impacts were greater but that this was due to the model over-predicting emissions associated with the motorway. A sensitivity test was carried out on those locations that concluded that the impacts would be minor.

10.231 The assessment considered nitrogen dioxide and particulates, although EP advises that fine particulates (PM2.5) are not included in the current national standards. It is concluded that there would be negligible impacts on current fine particulate levels and the impacts on air quality from traffic are not at a level that would be considered to cause health impacts.

10.232 In relation to concerns raised about air pollution levels in Warrington, EP advises that air quality across the borough is generally considered to be good and meets all the national standards with the exception of some areas closest to major roads where there are slight exceedances, and these areas have been designated as AQMAs. The Council currently has monitoring points measuring nitrogen dioxide on Cliff Lane near the M6 and at Questybirch Lane by the M56. The Cliff Lane site is located at the edge of and the Questbirch Lane is located within the Motorway AQMA. Further away from the proposed development site but south of the Ship Canal, additional monitoring for nitrogen dioxide is carried out on London Road and in the centre of Stockton Heath. It is acknowledged that a significant amount of traffic related to the application site would go through the motorway AQMA but there are a limited number of sensitive receptors in this location and the proportion of traffic associated with the proposal is a minor proportion of the total motorway volume. It is recognised that fine particulates can travel large distances and although local traffic is a source it is not as prominent as it is for other pollutants. There is no set national standard to apply locally for PM2.5 but the proposal has considered impacts from this pollutant due to the traffic. Although occupiers of the site are not known at this stage, the applicant's assessment has predicted worse case impacts and junctions and roundabouts have been considered within the applicant's assessment where necessary if close to sensitive receptors.

10.233 EP advises that any bunds proposed for the development, which are designed to address noise issues, would not have any measurable impact on air quality for nitrogen dioxide or for fine particulates. In relation to dust, construction impacts have been assessed as part of the applicant's air quality assessment which concludes that there would be a negligible impact. Residents have raised concerns that the proposal is considered to be in breach of the Council's Health and Wellbeing Strategy (2019). However as mentioned above it is considered that there would be only negligible to minor impacts on air quality and in any event that document has not been adopted for planning purposes and very limited weight can be attributed to this in the consideration of the application.

10.234 It is concluded that the proposed development would not have significant impacts in air quality terms and would not cause any exceedance in the national standards. It is therefore advised that the application is acceptable in these terms and there are no grounds for refusal of the application based on air quality, subject to a condition requiring a Construction, Highways and Environmental Management Plan (CHEMP) to be submitted and implemented, which would suitably mitigate impacts from construction-related dust (amongst other things). It is also considered appropriate to attach a condition requiring reserved matters applications to include the provision of charging points for electric vehicles. With these conditions, the impacts of the proposed development are considered to be acceptable and the application accords with the policies above.

Cultural Heritage and Archaeology

10.235 Section 66 of the Planning (Listed Building and Conservation Areas) Act 1990 (as amended) (LBCA) states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

10.236 Policy CS1 requires development to have regard to the need to sustain and enhance the borough's built heritage.

10.237 Policy QE8 states that the Council will ensure that the fabric and setting of heritage assets are appropriate protected and enhanced and that development proposals which affect the character and setting of all heritage assets will be required to provide supporting information proportionate to the designation of the asset.

10.238 Policy AT-D1 of the Appleton Thorn Neighbourhood Plan states that development will be permitted taking into account a number of criteria including that it respects the character and setting of any heritage asset.

10.239 Policy AT-D2 requires development proposals to conserve and protect the integrity and fabric of historic buildings and their settings and conserve traditional farm buildings through continued and appropriate new uses.

10.240 Paragraph 195 of the NPPF states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimize any conflict between the heritage asset's conservation and any aspect of the proposal.

10.241 Paragraph 197 sets out a number of factors which local planning authorities should take into account including the desirability of sustaining and enhancing the significant of heritage assets, the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality and the desirability of new development making a positive contribution to local character and distinctiveness.

10.242 Paragraph 199 advises that great weight should be given to a designated heritage asset's conservation. Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. Paragraph 203 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining an application.

10.243 The PPG sates that what matters in assessing whether a proposal might cause harm is the impact on the significance of the heritage asset and that where potential harm to designated heritage assets is identified, it needs to be categorised as either less than substantial harm or substantial harm in order to identify which policies in the NPPF apply. It further states that within each category of harm, the extent of the

harm may vary and should be clearly articulated (Paragraph: 018 Reference ID: 18a-018-20190723).

10.244 Impacts on cultural heritage are considered in an addendum to the original ES. The applicant has considered the predicted effects of the scheme on the cultural heritage resource within the application site and the wider study area and has identified the significance of effects on cultural heritage assets likely to arise from the construction and operation of the proposed development. The applicant has consulted a number of sources including the Cheshire Historic Environments Record (HER), the Cheshire Archaeology Planning Advisory Service (APAS) and Historic England as part of the preparation of the technical paper and its amendment. The search area used for the assessment was defined by a 1km buffer around the application site.

10.245 There are a number of designated and non-designated heritage assets within the application site and outside the application site but within the study area as follows:

Within the application site:

- Bradley Hall moated site, off Cliff Lane – Scheduled Ancient Monument (SAM)
- Bradley Hall farmhouse and barn, off Cliff Lane – locally listed (non-designated)
- Agricultural building to the east of Bradley Hall Farm – non-designated
- The site of the Bradley Hall mediaeval cross, near Bradley Hall Cottages, off Cliff Lane – non-designated
- The North Cheshire Ridge Roman Road section of road, south of Grappenhall Lane and north of Bradley Hall farmhouse (continues beyond the application site boundaries) – non-designated

Within the study area:

- Tanyard Farm building, Barleycastle Lane – Grade II* listed
- Barley Castle Farmhouse , Barleycastle Lane – Grade II listed
- Yew Tree Farmhouse, off Yew Tree Lane, Appleton – Grade II listed
- Beehive Farmhouse, Barleycastle Lane – Grade II listed
- Shippon at Booth's Farm, Barleycastle Lane – Grade II listed
- Booth's Farm Farmhouse, Barleycastle Lane – Grade II listed
- Barn at Manor House Farm, Cartridge Lane – locally listed
- Tan House Farm (also known as Tanyard Farmbhouse), Barleycastle Lane – locally listed
- Old Chapel, Cherry Lane, Lymm – locally listed
- Barn at Manor House Farm, Cartridge Lane – locally listed
- 16 other non-designated heritage assets including findspots, monuments, agricultural buildings, residential properties and an airfield.

Outside the study area but considered as part of the applicant's technical paper

- Church of St Cross, Stretton Road, Appleton – Grade II listed

10.246 A number of archaeological events have been recorded in the study area including reports, surveys and test pits associated with M6 and M56 schemes and the Bradley Hall moated site and a design statement associated with the Stretton Airfield.

10.247 There are no World Heritage Sites, Registered Battlefields, Conservation Areas or Registered Historic Parks and Gardens within the study area.

10.248 The scheduled monument within the application site comprises the buried earthwork remains of a mediaeval moated site for a mediaeval manor house. The moated island is approximately 70m by 55m and is grassed in the areas not occupied by buildings. The moat remains water filled and within the island there are two occupation phases which survive beneath the present house and gardens. The moat surrounding the house is approximately 10m wide and 2.5m deep. Part of the moat has been disturbed through the creation of an ornamental pond on its east side. Access to the farmhouse is gained from a causeway over the moat, also on its east side, which replaced an earlier drawbridge. The original hall within the moat was erected in the early 14th century and was subsequently replaced. Between the early 18th and early 19th centuries the hall was considerably altered as was the location and extent of the moat.

10.249 The site has been surveyed as part of the Historic Landscape Characterisation (HLC) programme as is listed as 'late post-mediaeval agricultural improvement dating to the 20th century'.

i. Alternatives considered

10.250 The applicant states that a series of alternatives have been considered as part of the development of the proposed scheme. Firstly it is stated that the proposed landscaping would result in minimal level changes to aid in the retention of existing mature vegetation surrounding the scheduled monument and along the southern boundary to limit the impact on the setting of the listed buildings in that area. During the early stages of the scheme's development, discussions with Historic England centred on the need to retain the existing belt of mature trees that follows the line of the moat to protect its setting and allow a visual appreciation of the monument. The retention of the building within the moat was also discussed as a positive benefit to maintaining the historic integrity of the monument. The applicant further states that during the development of the scheme it was recognised that a sense of openness around the moat needs to be retained and that building heights, massing, orientation and proximity to the monument have also been considered to alleviate the impact on its setting. The agricultural buildings to the north and east of the monument would be demolished following building recording. The ES addendum advises that since the submission of the application, amendments to the illustrative masterplan have been made to deal with the noise levels that would be experienced at sensitive receptors within the site including Bradley Hall Cottages and Bradley View. These include the reorientation of the bund along the east and south faces of plot 1 which, the applicant states, improves the immediate setting of the scheduled monument and would result in a more open landscape which would improve the historical integrity of the asset and aid the interpretation of the asset in the landscape.

ii. Potential environmental effects – construction phase

10.251 The technical paper states that ground works and construction activities within the application site would have a direct and permanent impact on heritage assets. The

significance of these effects are predicted to be as follows:

- Effect on the setting of Bradley Hall moated site scheduled monument – high adverse due to the temporary works needed to facilitate the conversion of Bradley Hall farm and barn.
- Effect on the setting of the Church of St Cross in Appleton Thorn (Grade II listed) – negligible due to drainage works and the associated erection of temporary hoardings and traffic management.
- Effect on Tanyard farm building (Grade II* listed) – the proposed development would affect the agricultural setting of the building resulting in a moderate adverse significance of effect.
- Effect on Barley Castle Farmhouse (Grade II listed) – moderate adverse.
- Effect on the setting of Bradley Hall farm and barn (locally listed) – the buildings would be retained as part of the proposed development and the applicant asserts that there would be minimal alterations to the buildings resulting in a minor adverse significance of effect.
- Roman road within the site, including the loss of associated features and structures – moderate adverse due to the ground works and construction activities within the site. The setting would also be affected by the proposed development as would the ability to interpret the asset within the landscape. It is noted that the applicant states that there was no evidence of the existence of the road or associated features during the surveys.
- Mediaeval cross – moderate adverse (minor adverse in respect of associated structures and features associated with it). The site of the cross lies in proximity to the modern houses which are located to the north east of the moated site. The applicant states that it would be impacted by the proposed development but that any remains may have been compromised by the development of the modern houses.
- Yew Tree Farmhouse (Grade II listed) – neutral as it is considered that given the intervening built form between the farmhouse and the site including its remaining agricultural setting it would not be impacted on by the proposed scheme.
- Beehive Farmhouse (Grade II listed) – neutral as its immediate setting has been eroded by modern development.
- Booths Farm, Shippon and Booths Farm farmhouse (both Grade II listed) – negligible. It is asserted that there has been considerable diminution of their original agricultural context due to the encroachment of the Appleton Thorn Trading Estate. It is stated that views to and from the site are limited by vegetation.
- Barn at Manor House Farm, Cartridge Lane (locally listed) – minor adverse. The building is stated to retain its largely post-mediaeval agricultural context other than the severance of its southern aspect through the construction of Grappenhall Lane in the early 1980s. It is stated that the proposed development would further visually affect the asset but that some screening is provided through existing vegetation and topography.
- Milepost at Gallows Croft, Knutsford Road, Lymm – neutral as the proposal would not impact on its setting.
- Tan House Farm (locally listed) – negligible due to the only partial views.
- Loss of agricultural buildings to the east of Bradley Hall Farm – minor adverse. The applicant asserts that they are in a poor state of repair.

iii. Potential environmental effects – operational phase

10.252 The applicant states that the proposed development would be designed to limit impacts on the historic environment and that design, style, materials, layout and positioning would be carefully considered to limit adverse impacts and enhance any receptors that may be affected and landscaping would be used to soften adverse impacts where appropriate. The applicant also states that the demolition of the farm buildings within the Bradley Hall farm complex would improve the setting of the scheduled monument. Impacts during the operational phase are described as being limited to the setting of some of the designated assets. The significance of effect is predicted to be as follows:

- Effect on the setting of Bradley Hall moated site scheduled monument – high adverse.
- Effect on the setting of Tanyard farm building (Grade II* listed) – moderate adverse.
- Effect on the setting of Barleycastle farmhouse (Grade II listed) – moderate adverse.
- Effect on the setting of Bradley Hall farm and barn (locally listed) – minor adverse.
- Yew Tree Farmhouse (Grade II listed) – neutral.
- Beehive Farmhouse (Grade II listed) – neutral.
- Booths Farm shippon and Booths Farm farmhouse (both Grade II listed) – negligible.
- Barn at Manor House Farm (locally listed) – negligible.
- Milepost at Gallows Croft – neutral.
- Tan House Farm (locally listed) – negligible.

iv. Proposed mitigation

10.253 Mitigation proposed during the construction phase would include:

- Landscaping to reduce the impact on the Bradley Hall moated site scheduled monument and restrict direct views to and from it.
- Traffic would also be restricted near the Bradley Hall site and hoardings would be erected to protect it from construction traffic and reduce the effects of noise and dust pollution;
- Recording any internal or external changes of the locally listed Bradley Hall;
- Recording of the agricultural complex at Bradley Hall which would be demolished as part of the proposals;
- Retention of the hedgerow along the southern boundary of the site and strategic planting to limit views of Tanyard Farm;
- The infilling of gaps in the hedgerow along the southern boundary of the site and landscaping to the north of the hedgerow to restrict views of Barleycastle Farm, Booths Farm Shippon and Booths Farm Farmhouse;
- Careful consideration of materials, design, style and layout;
- Provision of a landscape bund with tree planting to soften the impact on the barn at Manor House Farm; and
- Evaluation trenching to verify the results of the geophysical survey in respect of the Roman road and site of the mediaeval cross (no evidence of these was

identified in the geophysical survey).

10.254 The applicant states that the only significant effects during the operational phase relate to the impact on setting due to changes in landscape near to Bradley Hall moated site, Tanyard Farm, Barleycastle farmhouse, Booths Farm shippon, Booths Farm farmhouse and the barn at Manor Farm. To mitigate the effects of the operational phase of the proposed development, the applicant states that there would be:

- Strategic landscaping across the site;
- A 30m buffer around the scheduled monument;
- The provision of landscape bunds and acoustic fencing that would in part screen plots 1 and 2;
- The alignment of the estate roads to reduce the impact on the setting of the scheduled monument;
- Demolition of farm buildings to the northeast of the scheduled monument;
- Retention of Bradley Hall farmhouse;
- The provision of a green corridor to maintain views between the scheduled monument and agricultural land to the south;
- Retention of vegetation to the outer site boundaries and around the scheduled monument;
- A 15m standoff from built development to Bradley Brook;
- The provision of heritage interpretation boards near to the scheduled monument; and
- The relocation of the existing PROW nearer to the scheduled monument.

v. Potential residual effects

10.255 The following residual effects are predicted during the construction phase:

- Impact on the setting of Bradley Hall moated site scheduled monument – moderate adverse as it is considered that the setting and the ability to interpret the monument in the landscape will in part be diminished by the proposed scheme. However the combination of the 30m buffer and amendments to the landscape bunds and acoustic fencing, provision of green corridor, retention of existing vegetation, retention of Bradley Hall, sensitive road lighting and landscaping, the demolition of farm buildings and mechanisms to enhance the appreciation of the scheduled monument would help to alleviate the visual impact on the setting of the heritage asset;
- Effect on the setting of Bradley Hall (locally listed) – minor adverse;
- Effects on agricultural buildings to the east of Bradley Hall Farm – negligible following archaeological recording prior to groundworks;
- Effect on the setting of Tanyard Farm (Grade II* listed), Barleycastle Farmhouse (Grade II listed), Booths Farm shippon (Grade II listed), Booths farm farmhouse (Grade II listed) – minor adverse due to the retention of the mature hedgerow and trees along the southern boundary of the site and the creation of a 15m buffer immediately behind which would limit the visual impact.
- Effect on the setting of barn at Manor House Farm (locally listed) – minor adverse as although the creation of bunding and associated planting would, to some degree, limit the visual intrusion of the scheme there would still be erosion of its setting;

- Direct impact on the Roman Road and mediaeval cross – negligible following the completion of an appropriate scheme of evaluation and mitigation.

10.256 The applicant states that, during the operational phase of the proposed development, the successful establishment and growth of the proposed planting on the northern and southern boundaries of the site would provide further screening to the Tanyard Farm building, Barleycastle farmhouse, Booths farm farmhouse and shippon and the barn at Manor Farm. It is however stated that the overall impact remains unchanged from the construction phase due to the heights of the buildings which would remain visible once the planting matures. The residual impact significance during operation is summarised as follows:

- Impact on the setting of Bradley Hall moated site scheduled monument – moderate adverse;
- Effect on the setting of Bradley Hall (locally listed), Tanyard Farm (Grade II* listed) and Barleycastle Farmhouse (Grade II listed) – minor adverse;
- Effect on the setting of Booths Farm shippon (Grade II listed), Booths farm farmhouse (Grade II listed) – negligible.

10.257 The applicant concludes that, with regard to paragraph the NPPF, the harm to the Bradley Hall moated site would be less than substantial and relates to the impact on its setting and that such harm should be balanced against the wider employment benefits of the scheme.

Assessment and conclusion on cultural heritage and archaeology

10.258 Historic England has advised that there would be less than substantial harm to the setting of the scheduled Bradley Hall moated site and that it is for the Council to weigh such harm against the public benefits. Historic England also advised that the proposed development would not have a significant impact on the settings of listed buildings outside the application site. Historic England recommends that the mitigation measures set out in the applicant's submission are delivered. This can be controlled by conditions relating to compliance with the parameters plans relating to 30m buffer around the SAM, the green corridor, a 15m standoff between built development and Bradley Brook and the retention of hedgerows and the provision of heritage interpretation boards. The parameters plans showing the 30m buffer, the green corridor and the 15m standoff are provided at the end of this report.

10.259 The Cheshire Archaeology Planning Advisory Service (APAS) has advised that the proposed development is acceptable subject to the implementation of a programme of archaeological work in accordance with a written scheme of investigation. This would allow the presence or absence of archaeological remains to be established and the need for any more extensive work (such as excavation, strip and record and watching briefs) to be determined and could be controlled by condition.

10.260 The Council's conservation officer commented on the application as originally submitted which resulted in the removal of the conversion of Bradley Hall farmhouse from this application due to the lack of details available at this stage. Any such conversion would need to be the subject of a separate planning application which could be submitted at a later date. The applicant also submitted further information regarding the complex of agricultural buildings at Bradley Hall farm in response to

the conservation officer's comments. The conservation officer advises that there would be no significant impact on the setting of any of the listed buildings on Barleycastle Lane as a result of their distance from the application site and, in the case of one of the buildings (Beehive Farmhouse), as a result of intervening buildings. There would be no significant impact on the settings of the locally listed buildings; Bradley Hall farmhouse and associated buildings would benefit from the proposed buffer zone around the moated site, the building adjacent to the application site on Cartridge Lane would be somewhat divorced from the application site as a result of the intervening Grappenhall Lane and Tan House Farm would be a sufficient distance from the application site to avoid its setting being affected in any significant way.

10.261 In relation to the moated site, the conservation officer notes that, as part of the mitigation measures to address the scheme's impact, a 30m buffer zone around the scheduled monument is proposed and would result in less than substantial harm to the designated heritage asset; this harm is considered to be at the lower end of the scale of less than substantial harm. He does however state that any increase in the size of the buffer zone would further reduce the conflict between the asset's conservation and the proposal, but notes that no such request has been made by either Historic England or Cheshire APAS, who are the technical experts in relation to scheduled monuments and have raised no objections to the scheme as proposed. In view of this, it is not considered necessary to request that the applicant increases the size of the buffer zone.

10.262 In relation to the barn on site identified as a non-designated heritage asset, the conservation officer is of the opinion that it is an interesting building despite an unsympathetic alteration at its southern end and that enough of its original fabric and character survive to establish its original form, particularly in view of its classical symmetry, and that an authentic restoration is feasible, despite the applicant's structural report citing its poor condition. In this regard, it should be noted that the applicant has not asserted that the building is not capable of conversion for structural reasons, rather that it is not a good candidate for conversion due to the disturbance that has occurred to the original structure which has been exacerbated by the diminishing structural integrity of the building. In view of the building's status as a non-designated heritage asset, its value is considered to be low, and although its demolition would have a high adverse impact on its significance, the overall impact as a result of its loss is considered to be moderate adverse. The loss of the building would be contrary to criterion (e) of Neighbourhood Plan Policy AT-D2. This will be weighed in the heritage balance below.

10.263 Most of the applicant's proposed mitigation measures summarised above would be controlled by conditions relating to the parameters plans, or would be covered by other conditions. A further condition would be required in relation to the interpretation/information boards relating to the SAM, including their location, timescales for provision and management and maintenance. A condition would also be attached requiring recording of the agricultural building mentioned above to level 4 (the highest level of recording) which would require, inter alia, photographs, scaled plans and a full detailed report on the building's history/features and past uses.

10.264 The balance of the residual harm to designated heritage assets discussed above against the public benefits of the scheme is considered in the heritage balance section of this report. There would also be harm to five undesignated heritage assets

and the weight to be attached to that harm will also be considered in the heritage balance, along with an assessment as to the proposal's compliance with Local Plan and Neighbourhood Plan policies and the above paragraphs of the NPPF, acknowledging the strong presumption against the grant of planning permission set out in the LBCA where any harm would be caused.

Utilities

10.265 Local Plan Policy CS1 states that to be sustainable, proposals must have regard to a number of factors, including the need to make the best use of existing utility infrastructure within existing settlements, and ensure additional provision where needed to support development; the need to address the

10.266 The utilities paper, which was not updated as part of the ES addendum, examines the feasibility of the proposed development from a utilities perspective and in particular assesses the existing utility infrastructure local to the site and the requirements for proposed utilities servicing the proposed development. It also assesses the impacts on the existing utility infrastructure and includes necessary diversions, disconnections and alterations. In terms of receptors, the ES identifies existing residential properties in the surrounding area and site habitats and ecological features.

i. Alternatives considered

10.267 The ES states that the alternatives considered as part of the scheme include various load assessments to suit a mixture of building uses to establish points of connections and provide flexibility to the proposed development and alternative points of connections and services routes to ensure proposals with the least environmental impacts have been progressed.

ii. Potential environmental effects – construction phase

10.268 The ES identifies three potential environmental impacts in this regard: disconnections/diversions of existing utility infrastructure crossing the site; new Extra High Voltage (EHV) supply for the primary substation; and temporary/proposed utilities to the site. The first is predicted to have an effect of neutral significance with the last two being minor adverse.

iii. Potential environmental effects – operational phase

10.269 Three environmental impacts which have the potential to be significant during the operational phase include: disruption to existing operations on the proposed development; disruption to existing connections to the telephone mast on the proposed development; and disruption to existing connections to residential properties adjacent to Bradley Hall Farm. All are predicted to have a neutral significance of effect.

iv. Proposed mitigation

10.270 In relation to the construction phase, the ES explains that all known services have been identified utilising record drawings. The majority of services would be diverted or removed and the asset owners have been consulted. The new 33kV EHV electrical supply for the proposed primary substation would be installed in new underground trenches or on adjacent roadways and an agreed traffic management plan would be put in place for such works. The ES also states that the proposed infrastructure would be sized to accommodate future phased works to reduce potential impact of having to install additional cabling. During the operational phase, utilities would typically be installed on a 'ring' type distribution to minimise disruption.

v. Potential residual effects

10.271 The ES predicts that with mitigation the potential residual effects for the both phases would be negligible or neutral.

Assessment and conclusion on utilities

10.272 There have been no objections to the scheme from utilities providers and the proposed mitigation is considered to be acceptable.

Waste

10.273 Local Plan Policy MP8 states that the Council will promote sustainable waste management in accordance with the waste hierarchy and that the Council will, inter alia, encourage waste minimisation in new developments, the use of recycled materials and the sustainable transportation of waste.

10.274 The NPPF mentions waste minimisation as one of the elements within the environmental objectives for achieving sustainable development.

10.275 The National Planning Policy for Waste sets out the Government's objectives for achieving sustainable and efficient resource use and management. It acknowledges that planning is a key element to achieving this by, inter alia, engaging businesses to take more responsibility for their own waste, helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment and ensuring the provision of appropriate waste storage and segregation facilities in the design and layout of few development to facilitate high quality collections.

10.276 The waste technical paper, which was not updated as part of the ES addendum, focuses on the types of waste likely to be generated during the construction and operation of the development which are construction demolition and excavation waste, commercial and industrial waste and hazardous waste.

i. Alternatives considered

10.277 The technical paper states that the alternatives are primarily design decisions and that at the outline planning application stage, the key consideration has been the management of spoil material generated by bulk earthwork activities to level the site and to create development platforms for the buildings. The options were to remove excess spoil from the site and import fill materials as required or alternatively to

maximise the re-use of the spoil within the design of the site, for example incorporating the spoil into the design of landscaping and noise attenuation bunds. The option to retain the material on the site was selected and work to support this option undertaken. If unsuitable soils are encountered, the options of either off-site disposal or on-site treatment for re-use have been considered and where technically and economical feasible, they would be remediated and re-used on site.

ii. Potential environmental effects – construction phase

10.278 The following have been considered, along with their predicted significance of effect:

- Impact of waste generated on the capacity of existing/proposed waste management infrastructure. Spoil is likely to comprise the largest waste type (by quantity) generated during the construction phase as a result of site levelling and earthworks. The material would be retained on site, remediated if necessary and used in the creation of buffers for noise and landscaping and for the creation of platforms for buildings. This would potentially avoid large quantities being removed of disposal off site. In the absence of mitigation, other waste generated would be disposed to landfill. The paper advises that there is capacity for inert landfill and recovery of inert construction and demolition waste in landfill sites until 2031 – moderate adverse
- Treatability of the waste generated. The majority of waste materials generated during construction would be non-hazardous or inert and there are a range of waste management facilities within 20km – minor adverse.
- Conformity with international and regional targets and policy. The re-use of approximately 50% of all the construction waste generated conforms with the international and borough/district policy for moving waste up the hierarchy – substantial adverse (international); high adverse (regional/industry)

iii. Potential environmental effects – operational phase

10.279 The proposed development would, due to the nature of the uses proposed, generate commercial and industrial waste such as paper, cardboard, packaging, plastic, food waste and waste electrical equipment. The following impacts along with their predicted significance of effect have been considered:

- Impact of waste generated on the capacity of existing/proposed waste management infrastructure. Whilst the majority of the waste generated is assumed to be recyclable, the worst case scenario of disposal to landfill has been adopted – moderate adverse.
- Treatability of the waste generated. The majority of the waste would be non-hazardous or inert – minor adverse
- Conformity with international and regional targets/policy – as above, in the absence of mitigation, it is assumed that none of the waste would be recycled and would not therefore conform with targets/policy – high adverse (international); minor adverse (regional/industry).

iv. Proposed mitigation

10.280 The technical paper confirms that for both phases of development, waste management plans would be prepared setting out the strategy and management

measure that would be implemented to reduce the environmental impacts of waste.

v. Potential residual effects

10.281 Following the implementation of site waste management plans (for the construction phase) and operational waste management strategies the residual impacts would be as follows (the same for both phases of development):

- Impact of waste generated on the capacity of existing/proposed waste management infrastructure – minor adverse.
- Treatability of the waste generated – minor adverse
- Conformity with international and regional targets/policy - negligible

Assessment and conclusion on waste

10.282 The applicant's assessment is considered reasonable and the proposed mitigation would reduce the predicted impacts to less than significant. The submission of waste management plans/strategies can be controlled by condition and on this basis, the proposal is considered to accord with the above policies.

Energy and climate change

10.283 Policy QE1 states that the Council will encourage proposals that seek to maximise opportunities for the use of decentralised renewable and low carbon energy and which seek to minimise carbon dioxide emissions and the impacts of climate change by adhering to the hierarchy of; reducing the need for energy consumption; using energy as efficiently as possible; using renewable and low carbon energy where possible; and lastly using fossil fuels and nuclear power.

10.284 Policy AT-D1 of the Appleton Thorn Neighbourhood Plan states that development will be permitted taking into account a number of criteria including that it includes appropriate energy efficiency and conservation measures.

10.285 The NPPF states that new development should be planned for in ways that can help to reduce greenhouse gas emissions, such as through its location, orientation and design.

10.286 The Planning Obligations SPD states that proposals in all locations are required to demonstrate what energy efficiency measures and low-carbon technologies have been considered and the reductions that can be achieved, with an expectation that the carbon reduction will exceed the requirements of the Building Regulations. It further states that an energy statement will be required with major commercial development proposals to demonstrate how the scheme will seek to minimise carbon dioxide emissions and the impacts of climate change. Lastly, the SPD states that energy efficiency measures would normally be expected to be provided on-site and secured through condition(s).

10.287 The energy paper of the ES, which was not updated as part of the addendum, considers the proposed energy strategy for the proposed development including the anticipated energy demands and subsequent carbon emissions for the operational site. It takes into account the opportunities and limitations on the site, the availability of utility supplies and the subsequent energy demands and carbon

emissions of the type of buildings proposed. The applicant has consulted with Electricity Northwest, United Utilities, Transco and British Telecom. The paper considers the potential impact on existing utility networks, existing residential receptors within the surrounding area and ecological features.

i. Alternatives considered

10.288 A number of potential solutions and technologies were considered. Those discounted at the initial stage include thermal mass, small scale hydro power, tidal power, wave power, wind turbines, biomass, biofuel, water source heat pumps and fuel cells using hydrogen generated from renewable sources. Other solutions have been identified as possibilities including solar shading/solar glass, low energy fit out, solar hot water, natural gas, ground and air source heat pumps, rainwater recycling and green roofs. The paper then outlines a number of stages in the consideration process starting with reducing demand through considering the proportion of transparent elements, natural daylighting and ventilation and minimising air infiltration to reduce heat loss. Stage two considers how demand can be managed efficiently and the final stage is to review the renewable and low carbon technologies.

ii. Potential environmental effects – construction phase

10.289 The significance of effect of the increase in CO_2 and NOx emissions and the increase in water consumption as a result of construction related activities is considered to be minor adverse.

iii. Potential environmental effects – operational phase

10.290 The significance of effect of increased CO_2 emissions into the environment from the development, increased NOx levels from burning fossil fuels such as gas fired boilers into the atmosphere and increased water use for the development is considered to be minor adverse.

iv. Proposed mitigation

10.291 During the construction stage of the proposed development, energy consumption in relation to construction plant and equipment and site accommodation would be monitored and recorded. Water consumption would be monitored and recorded in relation to potable water consumption arising from the use of construction plant and equipment and site accommodation. Energy use metering and monitoring technologies would be adopted and systems such as low water volume appliances or water recycling systems could be used. During the operational phase, the development would benefit from a low carbon approach and there would be a strategy to mitigate energy use, although the precise details and technologies would be established at the detailed design stage once end users are known. Mitigation measures include good levels of natural daylight to promote a reduction in artificial lighting, considering the use of opening windows in offices for natural ventilation, daylight dimming on light systems, designing parts of the roof for the application of future photovoltaics and allocating space for air source heat pumps and district

heating systems.

v. Potential residual effects

10.292 For the construction phase, following mitigation, the residual significance of effect for all the impacts detailed above is predicted to remain as minor adverse. During the operational phase, following mitigation, the residual significance of effect in relation to all of the impacts detailed above is predicted to reduce to negligible.

Whole life carbon assessment

10.293 The applicant submitted a whole life carbon assessment as part of the revised submission. This document outlines the development's carbon impact on the environment over its entire life. It states that by establishing the whole-life carbon emissions of the proposed development, from the emissions associated with raw material extraction, the manufacture and transport of building materials, construction, operation, maintenance and eventual material disposal, and implementing the carbon reduction options discussed in this report, the proposed scheme can meaningfully reduce its environmental impact. Given that the site is currently use for agricultural purposes and does not have existing infrastructure that could be re-used, the emissions associated with the current use are deemed to be negligible.

10.294 Operational carbon emissions from electricity consumption are stated to make up a declining proportion of the development's whole life carbon emissions as operational carbon targets become more stringent. Operational carbon emissions from natural gas consumption have been assumed to remain constant over the life cycle. Unregulated emissions (such as those associated with cooking and small appliances) are also captured.

10.295 The applicant has considered the estimated carbon emissions from the site and a number of embodied carbon reduction options are considered although it is highlighted that their viability and effectiveness will depend on future more detailed analysis. These include:

- Design for Manufacture and Assembly, which relates to simplifying the design of a product to make it possible to manufacture and assemble it more efficiently which would effectively reduce the embodied carbon from material wastage during construction and reduce emission from site work;
- embodied carbon reduction of structural options which relates to considering using alternatives to concrete, sourcing concrete nearby sites to reduce transportation emission, using pre-cast concrete slabs to reduce concrete wastage, sourcing steel made from recycled materials and using timber;
- embodied carbon reduction of building envelope. The nature of the buildings' functions would lead to fewer glazed areas which would make them inherently low carbon and requiring less maintenance. Consideration could also be given to the use of metal elements (such as for cladding, mesh and gutters) made from recycled materials;
- embodied carbon reduction of internal walls and finishes including considering blockwork made from recycled aggregate, using a carbon negative insulation and using cork flooring;

- other areas of improvement may include using high recycled content in trunking and low temperature tarmacadam for external work

10.296 The assessment concludes that further analysis of the development's carbon footprint should be carried out when more detailed project information is established which would allow a more detailed calculation of total embodied carbon. By establishing the whole-life carbon of the site and implementing carbon reduction options the scheme can reduce its environmental impact.

Assessment and conclusion on energy and climate change

10.297 The proposed mitigation measures contained within the energy technical paper are considered to be acceptable. The whole life carbon assessment follows the nationally recognised assessment methodology, BS EN 15978 (sustainability of construction works - assessment of environmental performance of buildings – calculation method), which is also considered to be acceptable. A condition would be attached to require the submission of a site wide sustainable energy infrastructure framework to include matters such as the details of heat and power provision, how the development can maximise meeting its energy needs from on-site renewable and low carbon energy and the decarbonisation of transport used in connection with the development. Further conditions would also be attached requiring each reserved matters application to be accompanied by an energy statement detailing the energy demand reduction/energy efficiency measures that would be used within that part of the proposed development/building(s) and a more detailed whole life carbon assessment detailing measures to reduce carbon throughout the lifecycle of the development. This is considered to be an appropriate approach given the outline nature of the application and the phased nature of the development and accords with the thrust of the Planning Obligations SPD. In addition, the illustrative masterplan shows a substation within the application site.

10.298 In relation to comments raised by objectors, it is acknowledged that the Council declared a climate emergency in 2019 and the Council's priorities are to achieve sustainability in all its operations, reduce fuel poverty, improve security of energy supply and generate income to fund green investments. None of these is directly relevant to the proposed development and the scheme would not conflict with these priorities. Warrington's Climate Emergency Commission has recently produced a position paper which has been the subject of public consultation. It is important to note that this document is a discussion paper and is not policy or strategy. It does not prevent the approval of planning applications for schemes of this nature. The climate emergency declaration is not a planning policy or guidance document and therefore carries very limited weight in the determination of the application. In view of the above and subject to the proposed conditions, the application is considered acceptable and in compliance with the relevant parts of the above policies.

<u>Agriculture, land and soils</u>

10.299 Policy CC2 states that development proposals in the countryside which accord with Green Belt policies set out in national planning policy will be supported subject to a number of criteria including that:

- they relate to local enterprise and farm diversification; and

- it can be demonstrated that there would be no detrimental impact on agricultural interests.

10.300 The NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land.

10.301 The PPG states that planning decisions should take account of the economic and other benefits of the best and most versatile agricultural land.

10.302 This part of the applicant's submission, which was not updated in the ES addendum, identifies how the proposed development may impact on the 'best and most versatile' (BMV) agricultural land on the site and the surrounding area. Defra's Agricultural Land Classification (ALC) system divides land into grades 1 to 5 with grade 3 split into 3a and 3b. Grades 1, 2 and 3a represent the 'best and most versatile' land. The receptors in respect of this application are grades 1, 2, 3a and 3b land and the effects relate to severance and access issues and associated economic impacts, soil compaction, loss of land drainage, increases in incidents of trespass and littering and noise and light pollution which can lead to changes in farming practices. The applicant states that the whole of the application site is grade 3 or non-agricultural. Post-2008 surveys show the land split into grade 3a and 3b, with approximately 27% (24.65ha) of the site being grade 3a comprising of sandy clay loam to sandy loam top soil over sandy or coarse sands and gravels. Approximately 68% (61.16ha) of the site is grade 3b comprising sandy clay loam to clay loam topsoil over coarse sandy clay loams. The remainder of the site (approximately 5% - 4.21ha) are principally woodland or ponds. The agricultural land within Warrington's boundary is both grades 3a and 3b. All of the land within Cheshire East (5.93ha) is grade 3b.

i. Alternatives considered

10.303 The applicant would seek to re-use existing topsoil on strategic landscape areas and bunds within the site.

ii. Potential environmental effects – construction phase

10.304 As a result of the construction phase of development, approximately 25ha (27%) of grade 3a agricultural land would be lost and 61ha (68%) of grade 3b land. This would include the dairy farm with some arable cropping at Bradley Hall Farm and the arable farm at Cliff Lane Farm. There would be no severance or access issues in respect of Bradley Hall Farm as it would be required in its entirety for the proposed development. The applicants state that Cliff Lane Farm would have land taken which is adjacent to the existing roundabout and there would therefore be no severance or access issues. The large areas of land lost would impact on farm viability, structure and land use, equates to a reduction in earning capacity and may result in forced changes of business practices (for example finding a grazing pasture in close proximity to a parlour for a dairy herd). Noise and dust pollution would impact on the farm business affecting production and quality. Large scale land works on the site would lead to disruption of the established land drainage system which can lead to

issues with water logging and the additional loss of agricultural land. Soil compaction would also be caused by machinery which creates denser soils meaning that water cannot penetrate easily which eventually leads to soil erosion.

10.305 The significance of effect of each of the impacts has been assessed by the applicant to be as follows:

- Soil compaction, loss of grade 3b land, dust and noise, drainage and access and severance – minor adverse
- Loss of grade 3a BMV land and economic impacts – moderate adverse.

iii. Potential environmental effects – operational phase

10.306 During the operational phase, impacts including trespass onto surrounding agricultural land, noise pollution during the day and at night from the proposed uses, increased threat of litter contamination of remaining agricultural land and light pollution affecting animal production in the locality have been identified. The significance of effect of each of these impacts has been assessed as minor adverse.

iv. *Proposed mitigation*

10.307 During the construction phase, the technical paper states a number of mitigation measures would be put in place including the retention of stripped topsoil and re-use in structural landscaping, the use of vegetation and planting to help restore soil functionality over time, minimising soil compaction in landscaped areas and the use of traced runways to preserve soil integrity, a soil management plan (as part of the CEMP), the installation of pre-construction drains where applicable and the wetting of soils to minimise dust contamination (as part of the CEMP). During the operational phase, the applicant states that suitable signage and fencing would be erected to prevent trespass and fly tipping and suitable lighting would be used to minimise light pollution. The applicant also states that the economic impact of the development would be mitigated by the purchase of the land which would enable the grower to purchase new land and re-invest (if desired).

v. Potential residual effects

10.308 In relation to the construction impacts, the applicant states that the loss of land is a finite implication and can only be offset by the purchase of more land which is ultimately limited by availability. The residual significance of effect, following mitigation such as soil management and the purchase of the land is predicted to be as follows:

- Loss of grade 3a agricultural land and economic effects – moderate adverse
- Loss of grade 3b agricultural land – minor adverse
- Soil compaction, noise and dust and access and severance – negligible

10.309 During the operational phase, the residual significance of effect are predicted to be as follows:

- Noise – minor adverse
- Trespass, pollution, light – negligible

Assessment and conclusion on agriculture, land and soils

10.310 Natural England has considered the proposed development in respect of its impact on the BMV agricultural land and has stated that the development comprises approximately 85.86ha of agricultural land, including 24.65ha classed as BMV. Natural England therefore advises that an appropriately experienced soil specialist be appointed by the applicant/developer to advise on, and supervise, soil handling, including identifying when soils are dry enough to be handled and how to make the best use of the different soils on site. This can be controlled by the requirement for a soil management plan as part of the CEMP.

10.311 The proposed development would result in the loss of a large amount of agricultural land, and, as stated above, 24.65ha of BMV agricultural land cannot be replaced once lost. The applicant predicts the significance of this effect to be moderate adverse (minor adverse in respect of the loss of grade 3b land). As the proposal does not relate to local enterprise and farm diversification and has a detrimental impact on agricultural interests due to the amount of agricultural land that would be lost, the application does not accord with the relevant criteria of Policy CC2. The impact of this loss is considered in the planning balance section of this report.

Cumulative Effects

10.312 In accordance with the EIA Regulations, the ES also contains a chapter that considers the cumulative effects of the proposed development, which has been updated as part of the ES addendum. The developments/sites considered as part of the cumulative assessment include residential schemes at Pewterspear Green Road in Stretton, Green Lane in Appleton, south of Astor Drive, Grappenhall Heys and Stretton Road in Stretton; commercial development at Barleycastle Lane in Appleton (Liberty Properties/Eddie Stobart scheme), Blue Machinery Ltd at Barleycastle Trading Estate, land of Lyncastle Way in Appleton and the former Stretton Airfield; and the mixed use development at the proposed Garden Suburb. It should be noted that since the ES addendum was written, the Liberty Properties/Eddie Stobart scheme has been refused.

10.313 In relation to additive impacts (cumulative impacts and their effects) the applicant concludes that that in respect of ground conditions and contamination, drainage and flooding, ecology, air quality, utilities, energy and waste are not considered to be significant. In relation to socio-economic cumulative impacts, the ES addendum states that each of the cumulative schemes would be expected to generate temporary short-term construction employment and an associated increase in economic output during their construction phases, which would represent a significant boost to the local economy which could be in the region of 8,200 person years of construction employment and around £278m GVA. The cumulative schemes would, if implemented, bring forward new commercial floorspace. It is recognised that data about these schemes is limited but it is estimated that between 700 and 990 FTE gross jobs, which, when considered in combination with the proposed development would equate to over 4,800 gross jobs generating approximately £270m of gross GVA per annum once the developments have all come forward and are fully occupied. This is considered to be a significant impact, although it should be noted that these figures will include the Eddie Stobart scheme so are likely to be less given that the application has since been refused. There would also be cumulative

impacts in relation to the development of new housing which would increase the population and additional household expenditure and Council Tax receipts.

10.314 The ES addendum recognises that there will be traffic and transport impacts during the operational phase resulting from both committed development and cumulative development associated with the Garden Suburb. It is however acknowledged that highway mitigation for the cumulative development schemes is yet to be developed and the pre-mitigation scenario is considered to be worse case. The applicant asserts that with the proposed mitigation as part of the proposed development and the delivery of other relevant mitigation associated with future applications within the Garden Suburb, the cumulative impact would be reduced.

10.315 The effect of cumulative traffic noise is predicted to be neutral to minor adverse, but this is taking into account the Eddie Stobart development. In relation to landscape and visual impacts, no cumulative effects associated with the development at the former Stretton Airfield are identified due to the degree of visual separation between the two developments. The greatest landscape and visual cumulative effects and the only combined heritage impacts are predicted in respect of the Eddie Stobart development but as mentioned above, that application has since been refused. The ES addendum acknowledges that development on the proposed Garden Suburb would have significant cumulative landscape and visual effects. In combination with the Garden Suburb there would be a permanent loss of in the region of 800ha of agricultural land, 200ha of which could best and most versatile land. This would be a long term adverse impact which could not be mitigated.

10.316 In relation to construction synergistic effects (in-combination/interaction of effects), the ES addendum identifies that these would be most likely in relation to a number of receptor categories: humans, property and the historic environment. In relation to the likely impacts on humans and properties, the ES addendum states that the impacts associated with traffic and transport, landscape and visual impact, socio-economic, noise and vibration, loss of agricultural land/business and energy could combine to create significant impacts on humans, particularly those in close proximity to the site. The socio-economic effects associated with, for example, job creation, have been assessed as beneficial but the effects of traffic and transport associated with increased construction traffic movement, the loss of agricultural land and the impact on landscape character have been assessed as minor/moderate adverse. Effects in relation to ground conditions, air quality and utility disconnections and diversions are considered to be negligible with construction noise and vibration assessed as having a neutral to minor adverse effect on residential receptors and site workers. The visual impact in respect of residential receptors and from transport and right or way routes are considered to be adverse during construction. In respect of historic environment receptors, the likely in-combination effects are associated with visual impact and impacts on heritage assets and have been assessed as moderate/major adverse during construction but mitigation would be put in place to manage and limit the individual and synergistic effects on these receptors which would result in synergistic effects on heritage receptors not being any greater than those assessed individually.

10.317 Operational synergistic effects have been identified in relation to humans and historic environment receptors. synergistic impacts associated with flood risk and drainage, socio-economic are assessed as beneficial, the increase in traffic and the

resulting effects and operational noise as negligible to minor adverse, visual impact as adverse and air quality, utilities and energy as negligible. The greatest potential for synergistic effects are the nearest residential receptors (Bradley Hall Cottages and Bradley View) who are considered likely to be affected by all or some of these impacts at some point during the operational phase but that with the mitigation measures including acoustic bunds and barriers it is anticipated that some of these synergistic effects would be reduced and be no greater than those assessed individually. The synergistic effects on heritage receptors are not considered to be any greater than those assessed individually within the ES and addendum due to mitigation including the buffer around the SAM and a long term management plan.

10.318 The applicant has clearly considered the cumulative effects of the proposed development as part of the ES and addendum. It is noted that the applicant's assessment includes reference to the Garden Suburb allocation in the 2019 emerging Local Plan. The updated proposed submission version of the Local Plan now proposes a smaller allocation in this location (the South East Warrington Employment Area). In response to this, the applicant has provided further information and states that the scale of development assessed in the cumulative assessment based on the 2019 version of the draft Local Plan (5,100 dwellings in the plan period with a further 2,300 beyond is of a greater scale than is likely to come forward during the period of the delivery of the application site (with the current version of the emerging Local Plan proposing 2,400 dwellings in the plan period with a further 1,800 beyond). The applicant states that, whilst not in the immediate locality of the application site, the reduction in residential allocations and the removal of Port Warrington and the Business Hub (total 100ha of employment land) from the revised emerging Local Plan, would result in less traffic on the wider highway network than originally assumed within the Warrington Multi Modal Traffic Model. The inclusion of the Fiddlers Ferry site in the 2021 version of the emerging Local Plan has been noted by the applicant, who states that it is a significant distance from the site and is unlikely to be delivered in parallel with the proposed development on the six56 site given the decommissioning works required. The applicant asserts that there are no further sites that need to be considered in the cumulative impact assessment since the initial assessment was undertaken. The applicant also states that the cumulative sites developed in parallel with the application proposals will only be delivered once the highway mitigation for those schemes has been implemented (in accordance with any triggers controlled through conditions/S106 obligations). The applicant asserts that this ensures that the assumptions on highway mitigation within the cumulative assessment remain valid and do not alter; it has assessed a worst case scenario. The applicant's overall conclusions are considered to be reasonable given the worst case scenario assessment and there are no objections to the scheme in this regard.

Impact on residential amenity

10.319 Local Plan Policy QE6 states that the Council will only support development which would not lead to an adverse impact on the amenity of those currently occupying adjoining or nearby properties, taking into account a number of factors including outlook, overshadowing and noise and disturbance.

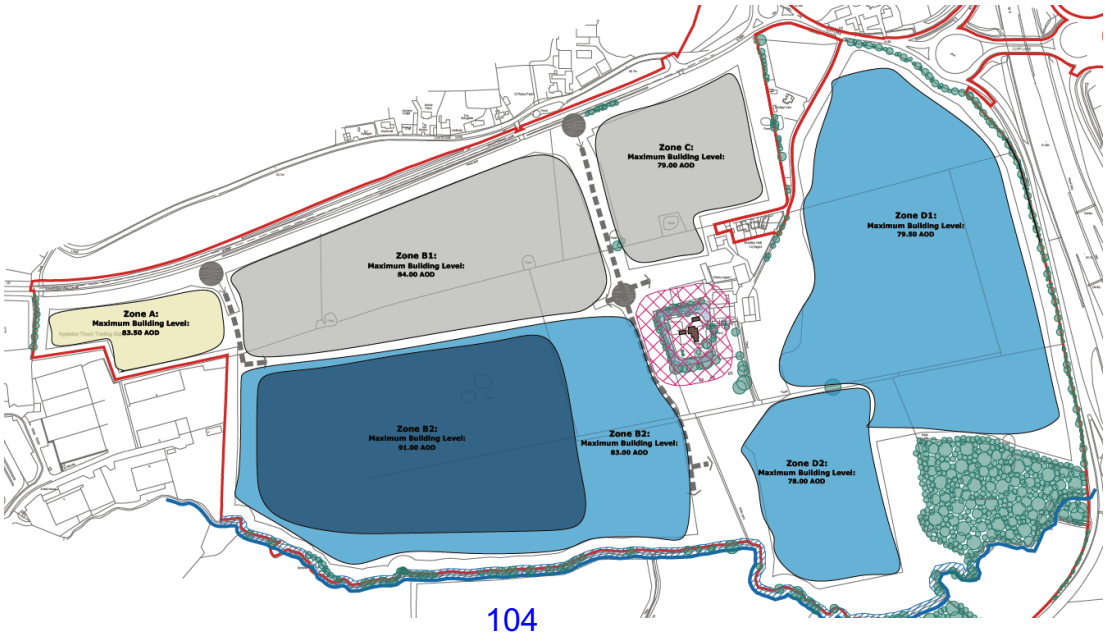
10.320 Neighbourhood Plan Policy AT-E1 outlines a number of criteria for new local employment opportunities including that they do not have a detrimental impact on surrounding residential amenity.

10.321 Neighbourhood Plan Policy AT-D1 requires development to take account of a number of criteria in considering whether a scheme makes a positive contribution to local character, including the use of appropriate lighting.

10.322 Earlier paragraphs of this report have already confirmed that it is considered that there would be no unacceptable impact on residential amenity due to construction or operational noise subject to mitigation measures which would be controlled by condition.

10.323 The maximum building heights are detailed on the heights parameters plan, an extract from which is provided below. This shows that the highest building(s) (up to 30m to the ridge) would be in the central and western portion of zone B2, away from residential properties, with the buildings closest to Bradley Hall Cottages and Bradley View in zone C being a maximum of 18.5m to the ridge and in zone D1 being a maximum of 22m to the ridge. At the closest points, zone C would be 9m from Bradley Hall Cottages and 19m from Bradley View and zone D1 would be 19m from Bradley Hall Cottages and 15m from Bradley View. Zones C and B1 (maximum 18.5m to ridge) would be 23m from the closest property on Cartridge Lane. It is important to note that these are the closest points to each zone and that the zones will not solely comprise built development but also areas for bunds, landscaping, circulation space, car parking and servicing. It is therefore extremely likely that the buildings themselves would be further away from existing residential properties than these distances; for example the illustrative masterplan shows that the southern elevation of plot 1 (within zone C) would be in the region of 30m from Bradley Hall Cottages. Some sections showing the relationship of the proposed development, as shown on the illustrative masterplan, and existing residential properties, are provided at the end of this report.

10.324 The residents of the properties at both Bradley Hall Cottages and Bradley View would still have at least one outlook that would not be restricted by the proposed buildings, or would, at least, not have buildings within the immediate vicinity (such as to the south and southwest in the case of Bradley Hall Cottages and to the north in the case of Bradley View).



Extract from the heights parameters plan

10.325 In addition to the landscape and visual assessment, which has already been considered in an earlier section of this report, the applicant has undertaken a Residential Visual Amenity Assessment (RVAA). RVAA is a stage beyond LVIA and focusses exclusively on private views and private visual amenity. Its purpose is to provide an informed, well-reasoned answer to the question: *'is the effect of the development on residential visual amenity of such nature and/or magnitude that it potentially effects living conditions or residential amenity?'* This is referred to as the residential visual amenity threshold. The applicant's RVAA covers residential properties located within 500m of the applicant site boundary, which includes 20 properties along Barleycastle Lane, Broad Lane. Cartridge Lane, Cliff Lane and Bradley Hall Cottages and Bradley View. The RVAA follows the guidance contained within the Landscape Institute Technical Note and considers matters such as the distance between the property and the proposed development having regard to the size/scale of the proposal relative to the property, the type and nature of the proposed views, the direction of view, the extent to which the development/landscape changes would be visible from the property, the scale of change in views, the degree of contrast or integration of new features in the landscape compared with the existing situation, the duration and nature of the changes and mitigation opportunities. The applicant's RVAA states that there is no right to a view, but the judgement regarding the RVA (Residential Visual Amenity) threshold is based on whether the proposal would affect the outlook of the resident to such an extent that it was unpleasant and overwhelming, rendering the property an unattractive place to live. The RVAA concludes that the proposed development would not create these conditions and the RVA threshold has not therefore been reached. In respect of the closest properties, the RVAA states that for Bradley View, the proposed development would surround the property with the result that no view would be unchanged. Buffer planting is proposed around the property to provide some separation from the development and in view of this, whilst it is recognised that the change would be significantly adverse, the RVA threshold is not reached. For Bradley Hall Cottages, the RVAA states that the proposed development would retain a buffer zone around the properties and car parking areas, allowing the proposed buildings to be set away from the properties (30m to plot 1 and 110m to plot 2) and that to the west, views would be less direct but available from gardens and front curtilage. The RVAA states that the change would be significantly adverse but that the RVAA threshold is not reached. Based on the information presented as part of the outline application, the conclusion that the RVAA threshold has not been reached is considered to be appropriate. It is therefore considered that although there would be impacts on residential visual amenity, such impacts would not be unacceptable.

10.326 The illustrative masterplan shows 3m high acoustic fencing in locations around plots 1 and 2 to protect residents of the above properties as well as protecting residents on Cartridge Lane from noise associated with one of the proposed roundabouts. The fencing would be sufficiently distanced from these residential properties so as not to be unacceptably overbearing. Notwithstanding this, a condition is recommended to require details of acoustic mitigation, including fencing, with reserved matters

applications and the precise details could therefore be considered at that time.

10.327 Environmental Protection has recommended a condition requiring the submission of a lighting scheme for each plot or phase of development to show levels of illumination around the site, any overspill lighting and any mitigation measures. In view of the outline nature of this application, this is considered an appropriate approach and would allow any impacts of lighting on residential amenity to be considered when full details are available. A condition is also recommended to require the demolition of the Bungalow at Bradley Hall Farm (which would ultimately remove the residential use of that property) prior to commencement aside from some highways works, and the cessation of the residential use of Bradley Hall Farmhouse would be secured through a S106 obligation.

10.328 It is noted that there has been a concern that Bradley Hall Cottages would be isolated. Although the proposed development would see warehousing development around the properties where there are currently fields, this is not considered to result in isolation and in any event is not a reason to refuse the planning application. Given the proposed mitigation measures and in light of the above assessments, it is not considered that the proposed development would be incompatible with residential properties. Some level of disturbance during construction is inevitable but this is not considered to be unacceptable with the proposed mitigation measures, particularly those within the CHEMP, in place. There is no reason to believe that the proposed development would result in an increase in litter in the area. A condition would be attached requiring details of waste and recycling for the scheme. Article 1 of Protocol 1 of the Human Rights Act 1998 relates to the right to peaceful enjoyment of possessions and protection of property. Given that it is considered that there would be no unacceptable impacts on residential amenity as a result of the proposed development, subject to mitigation and the consideration of reserved matters application, it is not considered that there would be a breach of Article 1 Protocol 1.

10.329 In view of the above and on the basis of the information for consideration at the current time as part of the outline application, it is considered that, although there would be an impact on residential amenity due to the scale and nature of the proposed scheme, subject to conditions the proposal could be developed without such an impact being unacceptable and as such the application accords with the relevant parts of the above policies.

Other considerations to be weighed in the planning balance

10.330 The scheme would give rise to a number of benefits and there are a number of other considerations which need to be taken into account in the determination of the planning application. These are detailed below along with the weight which it is considered should be attached to each.

i. Evidence

10.331 As mentioned in previous sections of this report, as part of the work on the emerging Local Plan, the Council commissioned an Economic Development Needs Assessment (EDNA), the most recent version of which was published in August 2021. This represents an update to the previous EDNAs which were produced in 2016 and 2019.

This document notes that the growth in e-commerce as a result of the COVID-19 pandemic boosted an already strong logistics market and delivered a record national take up for B8 uses in 2020. In terms of employment land supply, the 2021 EDNA suggests a supply figure of 38.87ha in nine sites comprising one strategic (Omega) and eight local and that nearly two thirds of the local supply and all the strategic supply is likely to be taken up in a 1-5 year timeframe, although as highlighted in previous sections of this report, the current strategic supply (12.7ha at Omega) is expected to be taken up imminently (the EDNA estimates completion in March 2022). The EDNA considers a number of sites against high-level constraints such as fit with identified market demand/ability to fill a defined supply gap and grades each site based on how well they perform against the criteria (grades A-E). The application site received an A+ grade, meaning that, subject to other considerations, it represents a strong candidate for inclusion in the Local Plan to meet strategic needs for B2/B8 uses and attract inward investment. The site was the only one to receive this grading. It is also important to note that the EDNA grading considers how the site performs against employment needs, but does not consider wider planning issues.

10.332 Based on the evidence in the EDNA, the emerging Local Plan (2021) states that over the plan period (2021-2038) provision will be made to meet the need for 316.26ha of employment land to support both local and wider strategic employment needs, including 136.92ha at the south east Warrington employment area, which includes the application site (Policy DEV4). The text accompanying the policy states that there is strong market interest for distribution and industrial development in the south of the borough.

10.333 Warrington Means Business, the Council's economic growth and regeneration programme, was updated in 2020 and highlights that Warrington will run out of suitable new sites for business development as employment areas in the borough, such as Omega, are almost full. The document outlines a commitment for creating well connected locations for business and identifies Appleton Thorn/Barleycastle and six56 as being one of the best located new logistics and business destinations in the UK. Although it is not part of the development plan and has not been adopted for planning purposes, it is the latest statement of the Council's economic strategy and should be given weight in the determination of the application.

10.334 The economic objective of the NPPF seeks to help build a strong, responsive and competitive economy by 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 81 states that significant weight should be placed on the need to support economic growth and productivity and that the approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. Paragraph 83 states that decisions should recognise and address the specific locational requirements of different sectors which includes making provision for storage and distribution operations at a variety of scales and in suitably accessible locations. In proposing employment development to meet an evidenced need, the application would assist in meeting this economic objective, would help to support economic growth and would make provision for storage and distribution operations of a strategic scale. The site is also in an accessible location close to the strategic highway network and, as stated in the EDNA, its direct motorway access is a key feature making it more attractive to the

market than more isolated sites.

Conclusion on evidence

10.335 It is acknowledged that the emerging Local Plan is still at a relatively early stage and can therefore be given only limited weight. Its evidence base is however highly relevant to the assessment of the proposed scheme and carries significant weight as a material consideration, particularly as it is up to date. It is clear from the EDNA that there is evidence to support significant additional employment land within the borough above that included within the adopted Local Plan and that the application site performs very highly against the criteria set out in the EDNA. Alongside this local support is the national support for schemes of this nature lent by the NPPF and it is clear that sites that are capable of accommodating larger units close to motorway junctions are vital to achieving the government's vision in this regard. It is therefore considered that the evidence available should be afforded **significant weight.**

ii. The need for the proposed development

10.336 In considering the need for the proposed development, there is clearly some overlap with the information provided in the previous section of this report which highlights the key findings of the EDNA, namely the need for significant further employment land within the borough. It is also helpful to refer to recent Secretary of State (SoS) decisions for logistics schemes in the north west, including Parkside Phase 1 and Omega West, both of which are within St Helens but are close to the Warrington boundary. The Parkside decision stated that there is a pressing commercial need for new logistics at a local, Liverpool City Region and North West level and an evidenced need of the type proposed, which should be afforded substantial weight. It further stated that there is a strong and rapidly expanding need for large-scale storage and distribution and industrial units in the North West. The applicant presented evidence to the Parkside public inquiry and that evidence concluded that:

- The logistics sector has developed from traditional storage and distribution uses and there is an increase in demand for warehouse premises
- There are only 10 logistics buildings available or under construction in the North West which equates to approximately 9-10 months' supply based on the ten and five year average take up respectively, which is extremely limited development pipeline and is having an adverse effect on the market
- There is a large imbalance between building supply and demand where current supply cannot satisfy demand and there is both a quantitative and qualitative shortage of suitable development sites capable of accommodating the requirements within the region

10.337 The applicant has commissioned a report evaluating optimal locations for blue chip logistics operators to locate their distribution hubs and warehouses. This confirms that from an operator point of view, the application site ranks highly when compared to other sites and locations due to a number of factors including its location on the motorway network and its proximity to large populations within an accessible drive time (both in terms of customers and staff). The report also confirms that the

application site meets with the size requirements for logistics operators and end users and has the characteristics that are key drivers for logistics operators when making decisions on locations for new employment space.

Conclusion and assessment on need

10.338 The EDNA confirms that there is currently only 12.7ha of land available to meet the need for large scale logistics demand within Warrington (at Omega) and that this could be taken up by March 2022. There is therefore an urgent need for additional employment land, particularly to meet the strategic need, in the short term and in advance of the adoption of the draft Local Plan. The EDNA highlights that the application site is the only one to receive an initial A+ grading, meaning it has limited constraints and could be made available almost immediately, subject to planning permission being granted, to meet primarily/exclusively strategic needs. It is acknowledged that the context has changed since the adoption of the Local Plan Core Strategy and that the 277ha identified in the adopted Local Plan is now, 16 years into the plan period, insufficient to meet the needs evidenced in the EDNA, which is considered to be a significant material consideration in the assessment of the application. It is also considered logical for employment land to be brought forward in this location which is attractive to the employment market, evidenced through stakeholder comments highlighted in the EDNA. It is clear that the proposed development would contribute significantly to the national policy imperative regarding the need for storage and distribution facilities at a variety of scales in accessible locations and to promoting a strong and competitive economy. It is considered that there is an important distinction to draw between the applicant's case in respect of this proposal and the case presented by the applicants for the Stobart's scheme. The latter centred on a very specific need for the expansion of the company's national base and its necessity for its business operations, rather than the need for employment development more generally to meet the borough's employment development needs, as evidenced through the EDNA (which has been updated since the Stobart's scheme was considered by the SoS). This application would contribute to meeting that identified need, which, is, as mentioned above, considered to be urgent and should be brought forward in advance of the revised Local Plan due to that urgency and the now insufficient allocations in the adopted Local Plan. It is considered that need should be afforded **significant weight.**

iii. Lack of alternative sites outside of the Green Belt

10.339 The applicant's ES contains an Alternative Sites Assessment (ASA) and consideration of alternative development options. The search criteria/parameters used by the applicant in establishing an area of search for large scale employment development includes:

- Minimum site size of 5ha
- Drive time to motorway junction of 10 minutes or less
- HGV access into the site possible
- Access to/from the strategic road network
- Public transport access
- Separation from adjacent sensitive uses.

10.340 A number of existing employment sites identified in both the adopted Local Plan and referenced as available in the EDNA (2016) have been discounted by the applicant as follows:

- Woolston Grange (23,843sqm available, half in one single building) – could only accommodate the smallest potential unit proposed (8,918.7sqm) and not the other units which range from 20,503.69sqm to 93,026.1sqm.
- Forrest Way Business Park (could accommodate 9,477sqm B8 warehouse) – although this could accommodate the smallest proposed unit the EDNA states that it has been agreed that no unit on the site would exceed 4,654sqm.
- Gemini 16 – the western portion of the site has planning permission for residential development leaving only 2.2ha available for employment use.
- Gemini 8 – the remaining land is being marketed for design and build developments of 929-18,581sqm and could therefore accommodate the smallest proposed unit but none of the others.
- The Quadrant (South), Birchwood Park – only 1.87ha is undeveloped.
- Lingley Mere Phase 3 – could accommodate 9,290sqm and therefore the smallest unit but not the other units proposed.
- Lingley Mere Phase 2 – has planning permission for residential development.
- Omega Phase 3 – has planning permission for residential development and a range of other uses.
- All other sites with available B8 floorspace are smaller than the threshold and were therefore discounted.

10.341 The applicant identified nine sites (plus the application site) in line with the above criteria/parameters and assessed them in three stages: site assessment; site suitability; and Green Belt. The following sites were considered:

1. Omega North Extension
2. Burtonwood Brewery and White House Farm
3. Port Warrington
4. Land north of Barleycastle Lane
5. Land at Barleycastle Farm
6. Land south of Barleycastle Lane
7. Omega South plots 7E and F
8. Omega South zone 1B
9. Fiddlers Ferry Power Station
10. Six56 Warrington (the application site)

10.342 Sites 2, 3 and 9 were discounted at stage 1 due largely to access issues for operators as it was considered that although public transport shortfalls could be mitigated and improvements to the highways could be made the distance from the motorway could not be mitigated. At stage 2, none of the remaining sites were excluded and at stage 3 all of the seven sites scored sufficiently to be taken forward to a further level of scrutiny. In scrutinising the sites further, the applicants point to the EDNA which recognises that the logistics sector in Warrington is 100% road related and therefore *'immediate motorway access is essential.'* Sites 4, 5 and 6 (Barleycastle) do not benefit from immediate access to the motorway network but can be accessed from the motorway network without the need for vehicles to pass through any built-up residential areas. At the time of writing the ASA, site 4 was highlighted as being the subject of a current planning application for a specific end user (Eddie Stobart) and was not therefore considered to be readily available. Since that time, and as

previously mentioned in this report, that planning application was refused by the SoS. None of the sites individually would be able to accommodate the full amount of employment development proposed at the application site. The applicant states that none of the Omega sites (1, 7 and 8) would be able to accommodate the needs of the very largest operators (43ha plus; a size that is indicated in the EDNA as required to meet regional/national production/distribution facilities). The ASA therefore concludes that the application site is the most appropriate site in overall planning terms and the applicant therefore contends that the proposed development should be directed there and not elsewhere, but that it is clear that all the sites considered as part of the ASA are required to meet the employment needs of the borough over the plan period.

10.343 Since the ASA was written, the applicant has considered Fiddlers Ferry in more detail and states that the former power station site will need to be decommissioned and remediated which would result in a long lead in time prior to any redevelopment. It is also cited as having poor motorway connectivity for use as a logistics site. The applicant contends that both these factors mean that the site is limited competition when compared to the application site, particularly given that the need is now. In terms of sites beyond Warrington, the applicant points to evidence presented to the Parkside Phase 1 public inquiry which, as mentioned above, demonstrated that there are only 10 logistics buildings available or under construction totalling circa 171,000sqm in the north west which equates to approximately 9-10 months' supply and that there is an extremely limited development pipeline of suitable units and sites. The evidence provided in relation to other sites in the north west that were also considered at recent public inquiries confirmed that there is sufficient demand and a need for a suitable land supply to develop all of those sites.

Assessment and conclusion on the lack of alternative sites

10.344 The applicant has demonstrated that there are no non-Green Belt sites to meet the need identified within Warrington. In relation to the Fiddlers Ferry site, the applicant's assertion about its poor motorway connectivity is noted; this was a point raised by a number of stakeholders quoted in the EDNA, with sites with more direct motorway access preferred. However in the review of sites, the EDNA graded Fiddlers Ferry as A-/B- which could be improved to A+/B+ if the constraints can be addressed, which would be the same grade in respect of strategic employment land as the application site. Despite the scope for improvement to Fiddlers Ferry's grade in the EDNA, it is considered that the Fiddlers Ferry site does not offer a realistic alternative to the application site because it is dependent on significant demolition and remediation prior to development taking place. This is reflected in the Fiddlers Ferry Masterplan (April 2021), which forms part of the emerging Local Plan evidence base and which states that demolition would be complete in 2024/25, with the discharge of conditions for phase 1 (which would include employment development) also in 2024/25. The application site is not subject to such constraints and is available now, with an estimated build out period (completion) of 6.5 years, which is important given the urgent need for employment land in the borough in advance of the emerging Local Plan. 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, which are discussed in detail in the previous section of this report. The applicant has not carried out an assessment of potential alternative sites in the wider North West region, although it is noted that any such sites would not

contribute to meeting Warrington's evidenced need for further employment land. In view of the above, it is considered that the absence of alternative sites should be afforded **moderate weight.**

iv. The application site is deliverable

10.345 The applicant asserts that the location of the site is supported by the Council's evidence base in the form of the EDNA, which recognises the advantage of providing greater employment opportunities in the south of the borough particularly to meet the location requirements for strategic B8 users and identifies areas of search including the M56 corridor. The applicant further asserts that the application site meets the locational requirements of B8/logistics operators, is close to the strategic motorway network and is midway between Liverpool and Manchester. It would provide 64.74ha of employment land and could accommodate a range of distribution facilities of 5-10ha in size and would be able to accommodate a single operator requiring a site above 43ha in size. Lastly, the applicant explains that the site is readily available and is under the control of willing landowners.

10.346 In relation to deliverability, the EDNA states that *'plans for development are well established here. The land is under the control, although not yet ownership, of an experienced developer who is supported by Panattoni, a developer with international experience delivering strategic B2/B8. The scheme has financial backing for both land acquisition and delivery.'* The EDNA also mentions the fact that this planning application has been submitted and whilst it acknowledges that there is no guarantee it will be approved, it states that it shows an advanced level of planning for both the scheme and associated infrastructure investment. It further states that the proposal has already generated some occupier interest and partners see no reason why it cannot be delivered by 2027. In relation to suitability, in giving the site a grade A+, the EDNA recognises that the site has non large-scale constraints and is well placed and of a size to meet strategic demand and attract inward investment.

10.347 Within the updated planning statement, the applicant has confirmed that the application site is fully funded and is available for immediate development, should planning permission be granted. As mentioned in respect of need above, the applicant's logistics report confirmed that the site ranks highly when compare to other sites and locations and is in a prime location the proposed use. The applicant also states that the site could accommodate facilities requiring a minimum of 5-10ha in size as well as a single operator requiring above 43ha.

Assessment and conclusion on deliverability

10.348 The assessment and conclusions from the EDNA are accepted and are material to the consideration of this application. The applicant's comments regarding the immediate availability of the site are also acknowledged. Earlier sections of the report have concluded that technical issues are acceptable or can be suitably mitigated, although the loss of BMV cannot be mitigated and this will be weighed in the planning balance. It is therefore considered that **significant weight** should be afforded to the deliverability of the site.

v. Delivering socio-economic benefits

10.349 The applicant asserts that the proposed development would 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. Other benefits during the construction period would include the creation of around 100 job vacancies for local unemployed people (based on employment construction contracts data from Omega). The applicant estimates that 4,113 jobs could be created during the operational phase in addition to further employment opportunities due to additional economic activity generated off site. The applicant has considered the impact of continued investment in automation in the sector over the next 10 to 15 years and considers that a moderate adjustment of between 10% and 15% may be required but that for the time being the assessment of gross FTE (full time equivalent) jobs is still based on the most up to date employment density benchmark figures published by the former HCA. The applicant further states that the evidence suggests that higher skilled activities are likely to be largely retained and that automation can also have a positive effect on employment volume as a larger workforce (such as drivers and other staff) is needed to dispatch the greater number of parcels sorted per hour.

10.350 In relation to training and apprenticeship opportunities, the applicant estimates that at least 180 new trainee placements would be created during the construction period and that during the operational phase, the applicant would look to develop bespoke training schemes to provide young people with apprenticeships, work experience and opportunities for graduates through liaison with the Council and organisations such as Jobcentre Plus. The applicant states that the proposed development would offer accessible routes into work for those who are currently unemployed as roles in the logistics sector are recognised as being accessible to those with low skills but with the real possibility for people to 'work their way up'. It is anticipated that close to 70% of the jobs provided by the development would be at NVQ2 level or lower which would match the skills profile of the unemployed in Warrington and help to provide opportunities to those who experience long-term employment. In addition, the applicant refers to technological change within the logistics sector which is driving a requirement for more complex work roles and a greater need for specialised technical skills, generating a demand for a range of roles including operations managers, engineers and HR and IT specialists. The growing demand for higher level and a broader range of skills within the logistics sector presents opportunities for improving pathways to work and career advancement which, the applicant asserts, would help to tackle the barriers to both gaining employment and progression to higher wage occupations.

10.351 The applicant states that the proposed development would involve approximately £180m of construction related expenditure which would support a range of temporary employment opportunities in the local economy. Alongside direct employment through the construction works themselves, the construction phase would also result in indirect benefits such as the purchase of construction equipment and supplies and induced effects through employee spend on goods and services in the area. Overall, the applicant estimates that the proposal would generate net additional GVA of around £74m within the Cheshire and Warrington LEP area during the 6.5 year construction period. The applicant also points to stimulation of economic growth in the wider local and sub-regional economy, helping to attract and retain businesses which has indirect effects in relation to generating additional

employment through the supply chain. Once fully operational, the applicant asserts that the development could generate net additional GVA of around £210m per annum within the Cheshire and Warrington LEP area and once fully development would generate approximately £7.1m of business rates revenue per annum. The increase in economic activity and investment would, the applicant asserts, have knock-on effects in terms of local supply chains and supporting the growth of local services and facilities through the attraction of additional expenditure, which could result in the generation of £122m of net additional supply chain and employment spend per annum in Warrington. This is states to be enough to sustain around local businesses (based on ONS business population data).

10.352 The applicant also points to a range of wider socio-economic benefits including recreational opportunities created by the proposed development. These include measures designed to protect the setting of the SAM and interpretation boards to improve awareness of the heritage asset, the retention of the existing public footpath and the incorporation of a new walking route through the wildflower meadow, taking in the SAM.

Assessment and conclusion on socio-economic benefits

10.353 As outlined in the socio-economic section of this report, the applicant's technical paper has been considered by the Council's consultants and although there are differences in their conclusions regarding the estimated numbers (including, for example, the number of jobs likely to be created and the GVA, with the applicant's estimations being higher than those of the Council's consultants), it is clear that the proposed development would result in job creation during both the construction and operational phases of development of a moderate positive and high substantial positive impact respectively. Although it is recognised that the development is speculative and that therefore the job creation figures are estimates at this stage, the Council's consultants advise that the estimates of gross FTE jobs is broadly reasonable. Even if there is uncertainty about exact numbers, it is clear that the proposal would result in significant job creation which would represent a significant economic benefit. It should also be noted that this proposal would make a greater contribution to the economy than the application for Stobart's, which would have created an estimated 480 FTE jobs during the operational phase compared with circa 3,000 (based on the Council's consultant's estimates) for this scheme. The applicant's information regarding the potential impact of automation is considered reasonable and deals with concerns raised by objectors in relation to this matter. It would not fundamentally or significantly alter the predictions regarding job creation. Securing training and apprenticeship opportunities would be an important factor and this could be controlled by a S106 obligation. There would also be other benefits associated with improved access to, and the potential for enhanced understanding of and interaction with, the SAM. Overall, it is considered that the proposed development would result in significant socio-economic benefits and that these should, collectively, be afforded **significant weight**.

vi. Ecology benefits

10.354 The applicant points to the new ecological mitigation area in the south eastern part of the site, the safeguarding of Bradley Gorse woodland and the provision of two green corridors running through the site.

Assessment and conclusion on ecology benefits

10.355 GMEU's advice on ecology is provided in an earlier section of this report. Some of the measures proposed by the applicant, such as replacement ponds, are to mitigate the impacts of the development and it is therefore considered that they cannot be viewed as benefits of the scheme. Based on the information available at this time, it is considered that the proposal should result in a net gain for habitats on site, but the final outcome will only be known following the detailed design of the mitigation area and long term management. On this basis it is considered that ecology benefits can be afforded **limited weight.**

vii. Traffic and transportation benefits

10.356 The applicant points to the package of mitigation measures and their conclusion that the proposed development can be accommodated on the highway network and deliver a betterment in traffic queues which would have a neutral or even positive benefits to the highway network.

Assessment and conclusion on traffic and transportation benefits

10.357 The highway authority's advice on traffic and transportation is provided in an earlier section of this report. The majority of the measures proposed by the applicant are to mitigate the impacts of the development and it is therefore considered that they cannot be viewed as benefits. The proposal does however include a financial contribution towards the provision of a bus service which, as stated previously, would be capable of serving the existing Appleton Thorn Trading Estate. It is therefore considered that this should be viewed as a benefit of the scheme and can be afforded **limited weight.**

The Heritage Balance

10.358 In accordance with S66 of the LBCA, considerable weight is given to the harm to designated heritage assets, as outlined in earlier paragraphs of this report. Less than substantial harm has been identified in relation to five designated heritage assets as a result of the proposed development (Bradley Hall moated site scheduled monument, Tanyard Farm (Grade II* listed) Barleycastle Farmhouse, Booths Farm shippon and Booths Farm farmhouse (all Grade II listed)). On the spectrum of less than substantial harm the effect on Bradley Hall moated site (a heritage asset of high significance) would be moderate adverse, on Tanyard Farm, Barleycastle Farmhouse (both heritage assets of high significance) it would be minor adverse during both construction and operations and on Booths Farm shippon and Booths Farm farmhouse (both heritage assets of high significance) it would be minor adverse during construction and negligible during operation. With the exception of Bradley Hall moated site, the harm would be at the lower end of the scale of harm. The harm would be higher on the scale in relation to the moated site but would be less than substantial nonetheless. Notwithstanding this, considerable weight is given to the harm to these designated heritage assets.

10.359 Paragraph 202 of the NPPF requires this harm to be weighed against the public benefits of the proposal. The benefits of the scheme are detailed in the preceding section of this report and are summarised as:

- Meeting an identified need for employment land on a site for which there is supporting up to date evidence, that is available and for which there is a lack of alternatives in Warrington;
- Significant socio-economic benefits;
- Ecology benefits; and
- Traffic and transportation benefits.

10.360 The weight of the benefits is considered to outweigh the less than substantial harm to the designated heritage assets, in accordance with the NPPF and applying the statutory presumption in S66 of the LBCA.

10.361 Having regard to paragraph 203 of the NPPF, the effect of the application on the non -designated heritage assets of Bradley Hall farmhouse and the barn at Manor House farm is considered to be minor adverse and on the agricultural building at Bradley Hall, the Roman road and the mediaeval cross would be negligible. This assessment recognises the low significance of the heritage assets and, in the case of the first two assets, the low amount of harm caused. In relation to the agricultural building which is considered to be a non-designated heritage asset, it is considered that, given the asset's low significance and in view of the condition which can be attached requiring comprehensive recording of the building prior to demolition, its demolition is acceptable, and the harm caused by its loss is outweighed by the benefits of the scheme.

10.362 On the above basis, and subject to the conditions mentioned in the heritage section of the report, the application is considered to accord with Local Plan policies CS1, QE8 and Neighbourhood Plan Policy AT-D1. It complies with criterion (a) of Neighbourhood Plan Policy AT-D2 but, due to the proposed demolition of the agricultural building which is considered to be a non-designated heritage asset, it does not accord with criterion (e) of that policy. It does however accord with NPPF with regard to heritage assets and it is considered that refusal of the proposed development would not be justified on the basis of harm to heritage assets. The harm identified is however weighed in the planning balance below.

<u>The Planning Balance</u>

10.363 S38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) states that determination must be made in accordance with the development plan unless material considerations indicate otherwise. The development plan for this site comprises the Local Plan Core Strategy (adopted 2014) and the Appleton Thorn Neighbourhood Plan (adopted 2017).

10.364 The proposed development is inappropriate in the Green Belt and is therefore, by definition, harmful to the Green Belt. Such development should not be approved except in very special circumstances (VSC). VSC will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. As outlined in previous paragraphs, there would be harm to the openness of the Green Belt as a result of the proposed development and it would result in encroachment into the

Green Belt and would therefore conflict with one of the purposes of including land within it. In accordance with the NPPF, substantial weight is given to the harm to the Green Belt.

10.365 In terms of the assessment of other harm, the proposed development would have adverse impacts in relation to:

- the character of the area
- ecology, although this would be short term
- landscape and views
- cultural heritage, although this is considered to be less than substantial in relation to designated heritage assets
- noise
- waste
- energy
- agriculture, land and soils
- some cumulative effects
- residential amenity, albeit any impacts are not considered to be unacceptable

10.366 The landscape and visual impacts are considered to be significant and there would be a substantial loss of agricultural land, including BMV; however the other impacts are considered to be more minor in nature. In accordance with the NPPF, it is necessary to consider whether there are other considerations which clearly outweigh the Green Belt and other harm. These 'other considerations', including the benefits of the scheme, are set out in detail in an earlier section of this report and can be summarised as:

- Evidence – significant weight
- Meeting an identified need – significant weight
- Absence of alternatives – moderate weight
- The deliverability of the application site – significant weight
- Socio-economic benefits – significant weight
- Long terms ecology benefits – limited weight
- Traffic and transportation benefits – limited weight

10.367 These other considerations are considered to be compelling and sufficient to clearly outweigh the harm caused to the Green Belt and the other harm resulting from the proposal. Very special circumstances are therefore considered to exist which justify the approval of the application and as a result, the proposal is considered to accord with Local Plan Policies CS1 and CS5 and the NPPF in this regard. In terms of the development plan policies with which the application would not comply for the reasons already set out in this report, Policy CC2 sets out support for development in the countryside provided it meets certain criteria. Policy QE7 looks positively on proposals which achieve certain design objectives/provide certain design features. Policy AT-E1 permits employment proposals provided they conform to a number of criteria. Policy AT-D1 expects development to take account of a number of design criteria. Policy AT-D2 requires proposals to incorporate a number of landscape principles, including the preservation of the setting of open landscapes and avoiding the siting of development in highly visible and intrusive positions or where it is unrelated to existing built development or landscape features. There is some conflict

with the criteria of Local Plan policies CC2 and QE7 and criteria of Neighbourhood Plan policies AT-E1, AT-D1 and AT-D2, particularly in respect of the loss of open space, the impact on the character of the area and the preservation of landscape setting. In considering the scheme's compliance with the development plan as a whole, regard is also had to the overall objectives of the development plan which include supporting economic growth, maintaining the character of the countryside and protecting the Green Belt from inappropriate development, to secure high quality design which reinforces local distinctiveness and protects, enhances and embraces the borough's built and natural assets, to ensure that all new development reflects the character of the area, to protect and enhance the landscape and to support businesses providing employment opportunities.

10.368 There are policies of the development plan with which the application accords and which point in support of approval of the application; namely Local Plan policies CS1 and CS5. There are also policies which point in the opposite direction, namely Local Plan Policy CC2 and Neighbourhood Plan policies AT-D1 and AT-D2. The plan's overall objectives seek to both support economic growth, to which this application would make an important contribution, and protect and enhance the landscape and the character of the countryside, which this scheme would not accomplish. It is considered that given the significant landscape and visual impact and the impact on the character of the area and the countryside/rural setting due to the size, scale and nature of the proposed development, the requirements and extent and nature of the breaches of policies CC2, AT-D1 and AT-D2 render the proposed development contrary to the development plan as a whole. Having reached this conclusion, it is necessary to consider whether there are material considerations that outweigh the scheme's non-compliance with the development plan. The material considerations include the matters listed at paragraph 10.366, in addition to the support given to the proposal by paragraph 83 of the NPPF which, in the context of building a strong, competitive economy, states that planning decisions should recognise and address the specific locational requirements of different sectors, which includes making provision for storage and distribution operations at a variety of scales and in suitably accessible locations. These material considerations are considered to be compelling and sufficient to outweigh the scheme's non-compliance with the development plan.

10.369 It has already been concluded that the weight of the public benefits is considered to outweigh the less than substantial harm to the designated heritage assets, whilst having special regard to the preservation of listed buildings and their settings.

Procedural Matters

10.370 The following matters raised in representations received from the general public are procedural matters and, although not material, are included to provide clarity to members where they have not been dealt with elsewhere in the report:

- Concerns have been raised regarding the relationship between the applicant and the Council. Although the Council has formed a partnership with the applicant (Wire Regeneration) this principally relates to the southern gateway, which does not cover this site, and the Council is not the applicant in respect of this scheme.
- A number of representations raise the need for the application to be called in. If the Committee resolves to approve the application, it would need to be referred to the National Planning Casework Unit in accordance with the Town and

Country Planning (England) (Consultation) Direction 2009 for consideration as to whether the Secretary of State wishes to call the application in for his own determination.

- There are numerous concerns regarding the timing of the decision on the application in relation to the status and age of the adopted Local Plan and the stage of the emerging Local Plan, including that the application is premature and that the scheme should not be considered in isolation. Approving the application prior to the adoption of the new Local Plan would not be a breach of procedure. In relation to prematurity, the NPPF is clear that arguments that an application is premature are unlikely to justify a refusal of planning permission other than in limited circumstances where both:

  a) The development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging plan; and
  b) The emerging plan is at an advance stage but is not yet formally part of the development plan for the area.

  The emerging Local Plan cannot be said to be at an advanced stage and therefore, in accordance with the NPPF, the application is not considered to be premature.

- Concerns are raised about the enforceability of mitigation measures. On this matter, Members are reminded that no application should be refused for reasons that are capable of mitigation through condition/S106. Any conditions or S106 requirements would need to meet the appropriate tests.
- It is recognised that the Neighbourhood Plan is not out of date but there are other considerations which outweigh any non-compliance with its policies.
- It is not considered that approval of this application would set a precedent as each application is considered on its merits.
- There have been concerns about a lack of consultation by both the applicant and the Council. The applicant's Statement of Community Involvement explains that events were held in Grappenhall in October 2018 and subsequently in March 2019 in Grappenhall and Warrington Town Centre. In direct response to comments made more recently, the applicant held a further briefing with a number of parish councils in January 2022. It should be noted that there is no statutory requirement for applicants to carry out such consultation. The Council notified a large number of local residents of the application both upon submission and following receipt of the ES addenda, in accordance with the statutory requirements and in line with the Council's Statement of Community Involvement. Given the number of responses that have been received it is clear that a significant number of residents are aware of the proposals.
- Concern has been raised that the proposed development is not deliverable because the developer does not own the land and a S106 agreement could not be enforced if the land is sold to someone else. A planning permission and any associated S106 obligation relates to an application site and not to an applicant and this concern is therefore unfounded.
- It has been mentioned that the application has been refused before. The application has not been refused; amendments were made and a revised scheme with ES addenda was submitted for the Council's further consideration.

- There is no statutory requirement to consult with Lymm fire station and any highways concerns have already been considered in previous sections of this report and it has been concluded that there would not be a severe impact on the highway network.
- In relation to concerns that the application has been promoted during a pandemic, the public consultation events were carried out in 2018 and 2019 and the application was submitted in 2019 and therefore well in advance of the start of the pandemic.
- The application is the subject of a full Environmental Impact Assessment where all relevant environmental impacts have been investigated.

Other Issues

10.371 A number of other issues have been raised and, as with the above, are considered below for clarity where they have not already been considered elsewhere in this report:

- The impact of development on the value of land and property is not a material planning consideration
- There have been no objections to the scheme from the highway authority in relation to any impact on the emergency services
- The fact that the proposal is speculative is not a reason to refuse the application
- A number of residents cite an increase in litter as a concern. There is nothing to suggest that there would be an increase in litter as a direct consequence of the proposed development. Should the application be approved, waste and recycling facilities would need to be provided within the site
- The elements of the environment that are currently protected, such as some species, would continue to be protected. Where elements of the environment would be lost, these would be mitigated where possible/appropriate as detailed in previous sections of the report.
- It is not considered that the proposed development would result in segregation between residential and commercial uses, or if some segregation or separation did occur that it would be unacceptable. Some separation can help to reduce impacts on residential amenity.
- The proposed development would not have a direct impact on schools, libraries, vets and dentists. No evidence has been presented that hospitals and doctors could not cope with any increased demand.
- Additional housing is not required to justify additional employment development. The applicant has presented evidence of the need for the proposed scheme as set out in earlier sections of this report.
- There would be no loss of recreation areas as a result of the proposal
- The application site is not adjacent to Grappenhall so would not affect it remaining as a village
- There is nothing to suggest that the proposed development would result in an increase in rodents
- Concerns have been raised regarding Bradley Hall Cottages and that they should be purchased by the developer and should not be retained as part of the application. The proposed scheme has been assessed on the basis of the cottages remaining as this is what is presented as part of the application. Any discussion regarding the future of the cottages would be a private matter between the

applicant and the owners of the cottages and would be independent of the planning application process.

- The closure of a farm business is a private/commercial decision and concerns regarding the availability of milk are not reasons to refuse the application.

11. PLANNING OBLIGATIONS

11.1 The Community Infrastructure Levy Regulations 2019 (as amended) set out the process and procedure relating to infrastructure requirements. Regulation 122 states that any planning obligation must be necessary, directly relate to the development and relate in scale and kind to the development. The Regulations place the Government's policy tests on the use of planning obligations into law. It is unlawful for a planning obligation to be a reason for granting planning permission when determining a planning application for a development, or part of a development, that is capable of being charged CIL, whether or not there is a local CIL in operation, if the obligation does not meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

11.2 The following contributions are sought and are considered to meet the above tests for the reasons set out earlier in this report:

<u>Highways</u>

1. Contribution to provide footway/cycleway infrastructure linking the site with Broad Lane and Barleycastle Lane. £400k (100% prior to first occupation)
2. Contribution to public transport service bespoke to needs of employees of final occupiers. £600k (50% on commencement and 50% on first occupation)
3. Contribution to operation of strategic Travel Plan covering entire site. £50k. (100% prior to first occupation)

<u>Cessation of use of residential property within the site</u>

4. No development, other than matters of highway detail shown on drawing numbers 64076-CUR-00-XX-DR-TP-75002-P02 (Western Access Roundabout), 64076-CUR-00-XX-DR-TP-75001-P03 (Eastern Access Roundabout), 64076-CUR-00-XX-DR-TP-0502-P02 (Cliff Lane Roundabout Proposed Improvements), 64076-CUR-00-XX-DR-TP-75014-P02 (Pedestrian and Cycle Improvements) shall commence until the use of Bradley Hall farmhouse and curtilage buildings for residential purposes has ceased.

<u>Ecology</u>

5. Contribution of £232,096.48 to compensatory bird habitat at Upper Moss Side comprising habitat creation/restoration on approximately 20ha, with a management fee for 20 years.
6. Full details of the ecological mitigation area as shown on drawing number 16-184 P111 Rev I (Green Infrastructure Parameters Plan), including timescales for implementation, to be submitted prior to commencement. Development of the

area to be carried out in accordance with the approved details and timescales.

7. The submission of a Framework Landscape and Ecological Management Plan (LEMP) for those landscaped areas of the site defined on the Green Infrastructure Parameters Plan (drawing no. 16-184 P111 Rev I) to be submitted and approved prior to the commencement of the development. The content of the Framework LEMP shall include the following:

   a) Description and evaluation of features to be managed.
   b) Ecological trends and constraints on site that might influence management.
   c) Aims and objectives of management.
   d) Appropriate management options for achieving aims and objectives.
   e) Prescriptions for management actions.
   f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
   g) Details of the body or organization responsible for implementation of the plan.
   h) Ongoing monitoring and remedial measures.
   i) Details of the legal and funding mechanism{s} by which the long-term implementation of the plan, for a minimum of 30 years, will be secured by the developer with the management body(ies) responsible for its delivery
   j) Where the results from monitoring show that conservation aims and objectives of the LEMP are not being met, how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity and landscape objectives of the originally approved scheme.

   Prior to the commencement of development on each phase or plot (as defined by the phasing plan required by condition 5), a LEMP for that phase or plot shall be submitted to and approved in writing by the Local Planning Authority. The content of such LEMPs shall be in accordance with the details set out in the Framework LEMP, or any revised details as prior approved in writing by the Local Planning Authority, and include a timetable for their implementation and details of management, site maintenance and monitoring. The development of each phase or plot shall be carried out in accordance with the approved LEMP for that phase.

<u>Employment</u>

8. Submission of a Local Employment Scheme prior to commencement, to include:

   a) Details of how the initial staff/employment opportunities at the development will be advertised and how liaison with the Council and other bodies will take place in relation to maximising the access of the local workforce to information about employment opportunities;
   b) Details of how sustainable training opportunities will be provided for those recruited to fulfil staff/employment requirements including the provision of apprenticeships or an agreed alternative;
   c) A procedure setting out criteria for employment, and for matching of candidates to the vacancies;
   d) Measures to be taken to offer and provide college and/or work placement opportunities at the development to students within the locality;

e) Details of the promotion of the Local Employment Scheme and liaison with contractors engaged in the construction of the development to ensure that they also apply the Local Employment Scheme so far as practicable having due regard to the need and availability for specialist skills and trades and the programme for constructing the development;
f) A procedure for monitoring the Local Employment Scheme and reporting the results of such monitoring to the Local Planning Authority including details of the origins qualifications numbers and other details of candidates; and,
g) A timetable for the implementation of the Local Employment Scheme.

12. CONCLUSIONS AND RECOMMENDATIONS

12.1 Substantial weight is given to the harm of the development to the Green Belt by virtue of its inappropriateness, impact on openness and encroachment. Weight is also given to the other harms caused by the proposed development, namely to the character of the area, ecology, landscape and views, cultural heritage, noise, waste, energy, agriculture, land and soils, some cumulative effects and residential amenity. There are a number of other important considerations, including a number of benefits, which need to be taken into account in the assessment of the application, namely:

- Evidence
- Meeting an identified need
- Absence of alternatives
- The deliverability of the application site
- Socio-economic benefits
- Ecology benefits
- Traffic and transportation benefits

12.2 It is considered that these should be afforded significant weight, with the exception of the absence of alternatives, which is afforded moderate weight, and the last two considerations, which are afforded limited weight. The significance of these considerations is compelling and weighs very heavily in favour of the proposed development. They are considered to clearly outweigh the harm to the Green Belt and the other harm caused by the proposal and very special circumstances therefore exist to justify the approval of the application. For the reasons stated in the planning balance section of this report, the proposal is considered to be contrary to the development plan as a whole. There are however compelling material considerations, namely those matters listed in paragraph 12.1 and support for the scheme in the NPPF, which are considered to outweigh the non-compliance with the development. As such, it is recommended that the application be approved subject to conditions and a S106 obligation and the Secretary of State not wishing to intervene.

13. SCHEDULE OF CONDITIONS

Time limits/reserved matters

1) No development shall take place on any one phase until details of the appearance, landscaping, layout, and scale (hereinafter called "the reserved matters") of that phase have been submitted to and approved in writing by the Authority.

   Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 (as amended) of the Town & Country Planning Act 1990.

2) All applications for the approval of the reserved matters must be made within three years of the date of this permission.

   Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 92 (as amended) of the Town & Country Planning Act 1990

3) 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 ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 92 (as amended) of the Town & Country Planning Act 1990

Approved plans

4) The development hereby permitted shall be carried out in accordance with the following drawings:

   - 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

   Reason: For the avoidance of doubt and to enable Warrington Borough Council to adequately control the development and to minimise its impact on the amenities of the local area.

Phasing

5) Concurrently with the submission of the first reserved matters application, a phasing plan shall be submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved phasing plan. The

phasing plan shall be updated as necessary for each subsequent reserved matters application.

Reason: In order to ensure the satisfactory development of the site.

Design and heritage statements

6) Each reserved matters application shall be accompanied by a design statement setting out, where relevant, the approach to scale and massing, design and appearance including the use of materials, hard and soft landscaping, public realm strategy and any interim design solutions required due to the phased nature of the development.

   Reason: To secure a high standard of design for the development in the interests of the amenity of the area, in accordance with Local Plan Policy QE7.

7) Each reserved matters application relating to development within zones B, C or D as shown on the Development Cells Parameters Plan (drawing no. 16-184 P110 Rev G) shall be accompanied by a heritage statement to include, but not be limited to, an assessment of the significance of heritage assets and an analysis of the impact of the development on the setting of such assets.

   Reason: To enable the impacts on heritage assets to be fully assessed, in accordance with Local Plan Policy QE8

Uses/floorspace

8) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the development shall be used for uses associated with B8 Storage and Distribution with ancillary B1 (a) only, unless express consent is obtained from the Local Planning Authority.

   Reason: In the interests of the proper planning of the area and to enable the Local Planning Authority to retain control over uses on the site.

9) The gross external floor area of any building in Use Class B8 shall not be less than 8,919sqm.

   Reason: In order for the scheme to accord with the Alternative Sites Assessment within the Environmental Statement.

Environmental – landscape and trees

10) Each reserved matters application shall be accompanied by:

- A landscape retention and removal plan
- Full details of proposed hard and soft landscaping details planting schedules and densities and a timescale for the delivery of landscaping within the first planting season for that part of the site
- Information showing existing and proposed site levels

- Cross sections to illustrate any changes in site levels showing, where applicable, existing and proposed vegetation, proposed buildings and adjacent buildings and carriageways.

The landscaping detail shall be in general accordance with the principles outlined in the Green Infrastructure Parameters Plan (drawing no. 16-184 P111 Rev I).
The development shall be implemented in accordance with the submitted details and any trees, shrubs and plants which, within a period of 5 years from the date of planting, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size, species and quality unless the Local Planning Authority gives written consent to the variation.

Reason: In the interests of the amenity of the area, in order to minimise impacts on the landscape and to ensure the effectiveness of new landscaping in accordance with Local Plan Policy QE7.

11) Prior to the commencement of the development on any one plot or phase of development (as defined by the phasing plan required by condition 5), a scheme for the protection of all tree/ shrubs/ and vegetation to be retained both within and adjoining the plot or phase of development shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall also include a construction methodology for development within root protection areas and the installation of foundations, hard-surfacing, utility services and drainage systems in relation to root protection areas, in accordance with BS 5837:2012. Proposed materials, excavation depths and finished levels shall also be detailed in the scheme. The development of that plot or phase of development shall be completed in accordance with the approved scheme and protective measures being in place for the duration of construction works for that plot/phase of development.

Reason: In the interests of the amenity of the area, in order to minimise impacts on the landscape and to ensure the effectiveness of new landscaping in accordance with Local Plan Policy QE7. This information is required prior to the commencement because it relates to vegetation that could be affected during the construction phase of development.

12) All tree work shall be to BS3998 (2010) with any tree or hedgerow removal or other arboricultural work being carried out in accordance with the details and recommendations contained within the *'Arboricultural Survey and Impact Assessment, Revision A'* prepared by Landscape Science Consultancy Ltd and dated February 2019 (Second Addendum to the Environmental Statement, Part 2, Landscape and Visual Technical Paper, Appendix 4.4).

Reason: In the interests of the amenity of the area, in accordance with Local Plan Policy QE7.

<u>Environmental – general</u>

13) Each reserved matters application shall be accompanied by a lighting strategy and impact assessment for the phase/plot(s) to which the application relates (as defined by the phasing plan required by condition 5). Such scheme shall provide the following information:

a) Details of lighting columns
b) levels of illumination around the phase or plot in the form of isolux drawings or lighting contour plots
c) any overspill lighting beyond the physical plot/phase boundary.
d) An assessment of the likely landscape and visual effects
e) An assessment of the likely ecological effects
f) Any mitigation/control measures such as time clocks/light sensors or other control methods proposed for that element.

The approved scheme shall be implemented in full prior to the commencement of use of that plot or phase and shall be retained and maintained as approved thereafter.

Reason: In the interests of the amenity of the area and ecological and landscape interests, in accordance with Local Plan policies QE5, QE6 and QE7.

14) Each reserved matters application shall be accompanied by a scheme for the provision of refuse and recycling facilities for the part of the site, plot or phase to which the application relates.

Reason: To secure the provision of satisfactory refuse and recycling facilities within the development in accordance with the National Planning Policy for Waste

15) Prior to the commencement of any works on site for any individual plot or phase (as defined by the phasing plan required by condition 5), the developer shall provide in writing a Construction, Highways & Environmental Management Plan (CHEMP) for that phase or plot to the LPA for written approval. The CHEMP shall review all demolition and construction operations proposed on site including logistics and phasing details. It shall cover as a minimum the following areas of work, identifying appropriate mitigation measures as necessary:

A. Highway and Traffic

- Construction traffic routes, including provision for access to the site. Entrance/exit from the site for visitors/contractors/deliveries.
- Temporary roads/areas of hard standing. Schedule for large vehicles delivering/exporting materials to and from site and details of manoeuvring arrangements. *For the avoidance of doubt all construction vehicles shall load/unload within the confines of the site and not on the highway.*
- Details of street sweeping/street cleansing/wheel wash facilities.

B Site layout and Storage

- Proposed locations of Site Compound Areas.
- Haul routes
- Siting of temporary containers.
- Location of directional signage within the site.
- Parking for contractors, site operatives and visitors.
- Identification of working space and extent of areas to be temporarily enclosed and secured during each phase of demolition/construction.
- Storage of soil and materials and large/heavy vehicles/machinery on site
- Any required interim measures prior to the formation of bunding, including soil husbandry, specification of profiles and the cultivation, planting and

management of screen planting.

C Environmental Controls

- Proposed Construction Hours, proposed hours of site access and delivery hours of all vehicles to site, Phasing of works including start/finish dates.
- Details of activity on site outside the stated construction hours, e.g. workers / security on site, movement, setting up or dismantling of equipment, lighting, installation of services, e.t.c.
- Environmental mitigation measures, including noise & vibration mitigation measures in accordance with paragraph 8.1 of the Addendum to Environmental Statement Part 2 – Noise and Vibration Technical Paper 7 dated 14 October 2020, dust and air quality measures mitigation measures including consideration of using low emission non-road mobile machinery.
- Details for the recycling/storage/disposal of waste resulting from the site.
- Consideration for joining a Considerate Contractors Scheme.
- A soil management plan
- Details of any construction phase lighting, including temporary security lighting for compounds

Once approved in writing, all identified measures within the CHEMP shall be implemented in accordance with the requirements therein and shall be reviewed on a regular basis and in case of receipt of any justified complaint. The CHEMP and agreed requirements therein shall remain in force for the duration of all construction activities on site.

Any changes to the identified CHEMP mitigation measures from either the regular review process or following receipt of a complaint shall be forwarded to the Local Planning Authority within 24hrs of a change being agreed or implemented.
The development shall be carried out in accordance with the approved CHEMP, unless otherwise agreed in writing with the Council as Local Planning Authority.

Reason: To ensure that adequate on-site provision is made for construction traffic, including allowance for the safe circulation, manoeuvring, loading and unloading of vehicles, as well as parking, and to reduce impact on residential amenity and the general amenity of surrounding occupiers, ecology and the landscape, in accordance with Local Plan policies QE6 and CS1. This condition is required to be pre-commencement as it relates to the construction phase of development.

<u>Environmental – ecology</u>

16) Reserved matters applications shall be accompanied by the results of up-to-date bat roost surveys in relevant phases which would affect roosting bats. The updated surveys shall be used to inform the full details of a mitigation scheme for bats for the plot of phase to which the application relates, which shall also be submitted with the application(s).

Reason: In the interests of ecology and biodiversity, in accordance with Local Plan Policy CS1.

17) Reserved matters applications shall be accompanied by the results of an updated badger survey at an appropriate time of the year to either demonstrate that the development to which the application relates would not impact on badger sets or would include sufficient mitigation for any setts found. Should mitigation be necessary, such information shall also be submitted with the application(s).

Reason: In the interests of ecology and biodiversity, in accordance with Local Plan Policy CS1.

18) No development shall place (including demolition, ground works, vegetation clearance) on any one phase or plot (as defined by the phasing plan required by condition 5) shall take until a biodiversity construction environmental management plan (CEMP (biodiversity)) for that phase or plot has been submitted to and approved in writing by the local planning authority. The CEMP (biodiversity) shall include the following:

a. Risk assessment of potentially damaging construction activities.
b. Identification of "biodiversity protection zones".
c. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
d. The location and timing of sensitive works to avoid harm to biodiversity features.
e. The times during construction when specialist ecologists need to be present on site to oversee works.
f. Responsible persons and lines of communication.
g. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person including reporting mechanisms/structures and frequency of reporting.
h. Use of protective fences, exclusion barriers and warning signs.
i. Measures to control Rhododendron.
j. Measures to protect Bradley Brook from any construction pollution

The approved CEMP (biodiversity) shall be adhered to and implemented throughout the construction period for that phase/plot strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of ecology and biodiversity, in accordance with Local Plan Policy CS1. This condition is required to be pre-commencement as it relates to the construction phase of development.

Environmental – contamination

19) No development (other than demolition and site clearance works) shall take place on any individual plot or phase until the steps in Sections A and B below are undertaken:

A: CHARACTERISATION**:** With specific consideration to human health, controlled waters and wider environmental factors, the following documents must be provided (as necessary) to characterise the site in terms of potential risk to sensitive receptors:

- Preliminary Risk Assessment (PRA or Desk Study)
- Generic Quantitative Risk Assessment (GQRA) informed by a Intrusive Site Investigation

- Detailed Quantitative Risk Assessment (DQRA)
- Remedial Options Appraisal

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

B: SUBMISSION OF A REMEDIATION & VERIFICATION STRATEGY: As determined by the findings of Section A above, a remediation strategy (if required) and verification (validation) strategy shall submitted in writing to and agreed with the LPA. This strategy shall ensure the site is suitable for the intended use and mitigate risks to identified receptors. This strategy should be derived from a Remedial Options Appraisal and must detail the proposed remediation measures/objectives and how proposed remedial measures will be verified.

The actions required in Sections A and B shall adhere to the following guidance: LCRM (Environment Agency/); BS10175 (British Standards Institution, 2011 + A2:2017); C665 (CIRIA, 2007).

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion in accordance with Local Plan Policy QE6.

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

20) The development shall not be taken into use on any individual plot or phase until the following requirements have been met and required information submitted to and approved by the Local Planning Authority (LPA):

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

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

C: LONG-TERM MONITORING & MAINTENANCE: If required in the agreed remediation or verification strategy, all monitoring and/or maintenance of remedial measures shall be carried out in accordance with the approved details.

The site shall not be taken into use until remediation and verification are completed. The actions required to be carried out in Sections A to C above shall adhere to the following guidance: LCRM (Environment Agency/); BS10175 (British Standards Institution, 2011 +A2:2017); C665 (CIRIA, 2007).

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion in accordance with Local Plan Policy QE6.

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

Environmental – noise

21) An acoustic assessment shall be submitted with any reserved matters application for any individual phase or plot (as defined by the phasing plan required by condition 5) which assesses predicted noise from the building(s), external activities and vehicular movements (including the operation of chiller units for temperature controlled storage where applicable) within the plot area following the general provisions and approach identified within the Cundall Addendum to Environmental Statement Part 2 – Noise and Vibration Technical Paper 7, dated 14 October 2020. The assessment shall review the proposed activities and consider noise impacts arising from such activities at all nearby noise sensitive receptors, identifying necessary mitigation and control measures to minimise noise impacts in accordance with BS4142:2014 (as amended) guidelines and any other relevant guidance. Where temperature controlled storage is included as part of the operational plan then additional consideration shall be given to specific measures to address chiller noise generation and control measures for those elements which shall be explicitly identified within the report. Once the mitigation and control measures have been agreed in writing by the Local Planning Authority, all agreed mitigation and measures shall be implemented in full by the commencement of use of that phase or plot and shall be retained in use thereafter.

Reason: In the interests of residential amenity, in accordance with Local Plan Policy QE6.

22) Prior to the commencement of any on site clearance or preparation works, including work on the new main access roundabout, details of acoustic fence proposals including the phasing and implementation of the acoustic fence to the north of Grappenhall Lane shall be submitted to and approved in writing by the local planning authority. The fence shall be in accordance with the recommendations within the Cundall Addendum to Environmental Statement Part 2 – Noise and Vibration Technical Paper 7, dated 14 October 2020. The fence/acoustic barrier shall be implemented in accordance with the approved details and timescale and shall be maintained and retained thereafter.

Reason: In the interests of residential amenity, in accordance with Local Plan Policy QE6. This information is required prior to commencement because the construction works have the potential to have an unacceptable impact on residential amenity without appropriate acoustic fencing.

23) Where acoustic fences/bunds/barriers are identified for operational noise control for any individual plot or phase, details of the height, specification, earthworks and method for construction of bunds, location, phasing and implementation of such acoustic mitigation shall be submitted with the reserved matters application covering the part of the site, plot or phase within which the acoustic fences/bunds/barriers are located, in

order to identify where such barriers may provide additional noise control to surrounding noise sensitive receptors during construction phases as well as protection of operational noise.

Details shall be in accordance with the Acoustic Considerations Parameters Drawing No 16-184 P114 Rev L and the following Bund Site Sections which details the maximum gradient slopes and acoustic fencing heights identified within the Cundall Addendum to Environmental Statement Part 2 – Noise and Vibration Technical Paper 7, dated 14 October 2020

- Bund Sections to show Noise Mitigation 01 Drawing No. 133-LYR-XX-XX-DWG-L-5002 Rev 2
- Bund Sections to show Noise Mitigation 01 Drawing No. 133-LYR-XX-XX-DWG-L-5003 Rev 1
- Bund Sections to show Noise Mitigation 01 Drawing No. 133-LYR-XX-XX-DWG-L-5004 Rev 1

The approved acoustic protection measures shall be implemented in accordance with the agreed phasing and implementation details.

Reason: In the interests of residential amenity, in accordance with Local Plan Policy QE6.

<u>Highways</u>

24) Except for site clearance and remediation no development on any one phase or plot (as defined on the phasing plan required by condition 5) shall take place until full details in the form of scaled plans and/or written specifications have been submitted to and approved in writing by the Council as Local Planning Authority to illustrate the following:

a) proposed highway layout including the highway boundary
b) dimensions of any carriageway, cycleway, footway and verges
c) visibility splays
d) proposed buildings and site layout, including levels
e) access points
f) parking provision
g) drainage and sewerage system
h) all types of surfacing (including tactile paving), kerbing and edging
i) full working drawings for any structures which affect or form part of the highway network

The development of that phase/plot shall be carried out in accordance with the approved drawings and details prior to first occupation of any unit within that phase/plot of the development as identified in the Road Phasing and Completion Plan (Condition 25).

Reason: To ensure a satisfactory development of the site and a satisfactory standard of highway design and construction in the interests of highway safety and the amenity and convenience of highway users together with suitable means of drainage, in accordance with Local Plan Policy MP1. These details are required prior to the commencement of

the development because there is the potential for material harm to be brought about to highway and pedestrian safety if development were to commence prior to these details being considered by the LPA and/or implemented.

25) Except for site clearance and remediation no development shall commence until a Road Phasing and Completion Plan has been submitted to and approved in writing by the Local Planning Authority. The Road Phasing and Completion Plan shall set out the development phases and the standards to which roads serving each phase of the development will be completed, including details of bus infrastructure, including stops, shelters and turning facilities. For the avoidance of doubt, the Road Phasing and Completion plan shall incorporate linkage between the two access points.

Reason: To ensure that the highway infrastructure serving the development is completed to an acceptable standard in the interests of safety, in accordance with Local Plan Policy MP1. These details are required prior to the commencement of the development because there is the potential for material harm to be brought about to highway and pedestrian safety if development were to commence prior to these details being considered by the LPA and/or implemented.

26) Except for site clearance and remediation, no development shall commence until details of the proposed arrangements for future management and maintenance of the proposed roads within the development have been submitted to and approved in writing by the Local Planning Authority. The roads shall thereafter be maintained in accordance with the approved management and maintenance details until such times as a private management and maintenance company has been established or until such time as an agreement has been entered into under section 38 of the Highways Act 1980.

Reason: To ensure that roads serving the development are maintained to an acceptable standard in the interests of safety, in accordance with Local Plan Policy MP1. These details are required prior to the commencement of the development because there is the potential for material harm to be brought about to highway and pedestrian safety if development were to commence prior to these details being considered by the LPA and/or implemented.

27) The development hereby approved shall be limited to the following gross floor areas within the Use Class categories defined by the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification): Use Class B8 – 287,909 sq.metres (with ancillary B1a).

Reason: To ensure that the highway network is adequate to cater for the proposed development, in accordance with Local Plan Policy MP1.

28) No development shall commence until schemes for the design and construction of highway improvement works, including timetable for implementation, have been submitted to and approved in writing by the Council as Local Planning Authority. For the avoidance of doubt, the works shall include:

i. Two roundabout access points to B5356 Grappenhall Lane to the principles of Curtins Drawing Nos. 64076-CUR-00-XX-DR-TP-75002-P02 & 64076-CUR-00-XX-DR-TP-75001-P03;

ii. Footway/Cycleway infrastructure along B5356 Grappenhall Lane between A50 Cliff Lane and a point 180m east of Broad Lane to the principles of Curtins Drawing No. 64076-CUR-00-XX-DR-TP-75014-P02;

iii. Improvements to PROW Nos. 23 & 28 including but not limited to surfacing in a bound material to ensure that the routes are passable and available for use throughout the year;

iv. Improvement works to the A50 Cliff Lane roundabout and the M6 J20 dumbbell roundabout to the principles of Curtins Drawing no. 64076-CUR-00-XX-DR -TP-75011/06, subject to inclusion of appropriate footway/cycleway infrastructure;

v. Implementation and/or upgrade of street lighting necessary as part of the detailed design; and

vi. Drainage works necessary to facilitate the highway works.

The approved schemes shall include Road Safety Audit and subsequently 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 in accordance with Local Plan Policy MP1. These details are required prior to the commencement of the development because there is the potential for material harm to be brought about to highway and pedestrian safety if development were to commence prior to these details being considered by the LPA and/or implemented.

29) The development shall be designed to prevent the discharge of water on to the public highway.

Reason: To prevent unnecessary surface water from being deposited on to the highway thus causing a potential source of danger to other road users, in accordance with Local Plan Policy MP1.

30) The gradients of the vehicular access points to B5356 Grappenhall Road shall not exceed 1 in 40 for the first 20 metres into the site measured from the outside edge of the carriageway/channel line of the proposed roundabouts.

Reason: In the interests of road safety to enable vehicles to enter and leave the site in a safe manner without causing a hazard to other road users, in accordance with Local Plan Policy MP1.

31) Each reserved matters application (except for landscaping alone) shall be accompanied by a scheme identifying areas of parking (including cycle parking) and servicing for the unit(s) to which the application relates in accordance with the Council's current standards. Each unit shall not be brought into use until the areas identified have been surfaced, drained and permanently marked out or demarcated in accordance with the agreed details, the parking and servicing areas shall be retained as such thereafter.

Reason: To ensure that adequate provision is made on the site for the traffic generated by the development, including allowance for safe circulation, manoeuvring, loading and unloading of vehicles as well as parking, and that hard surfaced areas have a satisfactory appearance, in accordance with Local Plan Policy MP1. These details are required prior to the commencement of the development because there is the

potential for material harm to be brought about to highway and pedestrian safety if development were to commence prior to these details being considered by the LPA and/or implemented.

32) No unit shall be occupied until the owners and occupiers of the unit have appointed a Travel Plan Co-ordinator. The Travel Plan Co-ordinator shall be responsible for the implementation, delivery, monitoring and promotion of the Travel Plan, including the day-to-day management of the steps identified to secure the sustainable transport initiatives. The details (name, address, telephone number and email address) of the Travel Plan Co-ordinator shall be notified to the Local Planning Authority upon appointment and immediately upon any change.

Reason: To ensure that an approved Travel Plan is implemented, in order to establish sustainable, non-car modes of transport, in accordance with Local Plan Policy MP1.

33) Within 3 months of any unit being brought into use a Travel Plan for that unit shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include immediate, continuing and long-term measures to promote and encourage alternative modes of transport to the single-occupancy car. For the avoidance of doubt, the Travel Plan shall include, but not be limited to:

a) Involvement of employees
b) Information on existing transport policies, services and facilities, travel behaviour and attitudes
c) Access for all modes of transport
d) Targets for mode share
e) Resource allocation including Travel Plan Co-ordinator and budget
f) A parking management strategy
g) A marketing and communications strategy
h) Appropriate measures and actions to reduce car dependence and encourage sustainable travel
i) An action plan including a timetable for the implementation of each such element of h) above
j) Mechanisms for monitoring, reviewing and implementing the travel plan in cooperation with the Council's Smarter Travel Choices Team

The Approved Travel Plan shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied and in use.

An annual report shall be submitted to the Council no later than 1 month following the anniversary of the first occupation of the development for a period of 3 years. The annual report shall include a review of the Travel Plan measures, monitoring data and an updated action plan in liaison with the Council's Smarter Travel Choices Team.

Reason: To maximise opportunities for travel by modes of transport other than the private car, and to ensure that the development is sustainable, in accordance with Local Plan Policy MP1.

34) Prior to first occupation of any part of the development hereby approved details of a Transportation Steering Group shall be submitted to and approved in writing by the

Local Planning Authority and thereafter convened in accordance with the agreed details. The membership will include, but not be limited to, representation from each of the Local Planning Authority, the Local Highway Authority, the Local Public Transport Authority, the applicant or agent or successors in title and site Travel Plan Co-ordinators. The details shall include the role, responsibilities and frequency of meeting for the Group.

Reason: To maximise opportunities for travel by modes of transport other than the private car, and to ensure that the development is sustainable, in accordance with Local Plan Policy MP1.

35) Each reserved matters application (except for landscaping alone) shall be accompanied by a servicing, waste management and HGV movement strategy. For the avoidance of doubt the strategy shall include details of how HGV movements will be managed to ensure that no layovers or waiting will occur on the highway and shall set out design and operational proposals for servicing and the storage, transfer and collection of goods and waste ensuring that appropriate arrangements are made and that logistical requirements are appropriately considered and addressed. The strategy shall be subsequently implemented in accordance with the approved details.

Reason: To ensure that adequate on-site provision is made for servicing and waste management collection to minimise operational impacts of the site on the surrounding transport network and to reduce impact on residential amenity and the general amenity of surrounding occupiers, in accordance with the National Planning Policy for Waste.

36) A scheme for the provision of electric vehicle charging points, or passive provision, shall be submitted with any subsequent reserved matters application(s) which includes vehicle parking provision. The approved scheme shall be provided prior to first occupation of the unit(s) to which the scheme relates and retained as such thereafter.

Reason: To facilitate the use of low emission and electric vehicles, in accordance with Local Plan Policy MP1.

37) 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 in accordance with Local Plan Policy MP1.

38) No development (excluding demolition and site clearance) 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 shall be agreed by the local planning 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.

Reason: 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 the system of routes for through traffic, in accordance with Section 10(2) of the Highways Act 1980. This information is required prior to commencement because there is the potential for material harm to be brought about to highway if development were to commence prior to these details being considered.

39) 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 38 above, has been implemented to the satisfaction of the local planning authority in consultation with the Secretary of State.

Reason: 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 the system of routes for through traffic, in accordance with Section 10(2) of the Highways Act 1980.

40) No works within zone D as shown on the Development Cells Parameters Plan (drawing no. 16-184 P110 Rev G) shall begin until the applicant has provided to, and agreed with the Local Planning Authority, 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.

Reason: 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 the system of routes for through traffic, in accordance with Section 10(2) of the Highways Act 1980. This information is required prior to commencement because there is the potential for material harm to be brought about to highway if development were to commence prior to these details being considered.

41) There shall be no pedestrian through route or vehicular access connecting to the M6 motorway (and associated slip roads) within Zone D of the site as shown on the

Development Cells Parameters Plan (drawing no. 16-184 P110 Rev G). 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 National Highways; 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.

Reason: 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 the system of routes for through traffic, in accordance with Section 10(2) of the Highways Act 1980. This information is required prior to commencement because there is the potential for material harm to be brought about to highway if development were to commence prior to these details being considered.

42) 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.

Reason: 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 the system of routes for through traffic, in accordance with Section 10(2) of the Highways Act 1980.

<u>Drainage</u>

43) No development on any one phase or plot (as defined by the phasing plan required by condition 5) shall commence until a surface water drainage scheme for that phase/plot has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:

i. An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;

ii. A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and

iii. A timetable for its implementation.

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, in accordance with Local Plan Policy QE4. The drainage details will need to be understood and installed at an early stage in the development process and therefore it is appropriate to require this detail prior to the commencement of development.

44) Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution, in accordance with Local Plan Policy QE4.

45) Prior to occupation of any unit on the site, a sustainable drainage management and maintenance plan for the lifetime of that unit shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

a) Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
b) Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

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

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development, in accordance with Local Plan Policy QE4.

<u>Heritage</u>

46) No development on any one phase or plot (as defined by the phasing plan required by condition 5) shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority. The work shall be carried out strictly in accordance with the approved scheme.

Reason: In the interests of the historic environment, in accordance with Local Plan Policy QE8. These details are required prior to the commencement of the development because they relate to below ground heritage and need to be understood before the construction phase of the development commences.

47) Concurrently with the submission of the first reserved matters application, a scheme to aid the public's understanding of and engagement with the Bradley Hall moated site scheduled ancient monument shall be submitted to and approved in writing by the local planning authority. The details shall include, but not be limited to, the following:

- Details of signage and interpretation/information boards including their design and locations;

- A programme for implementation of the signage and interpretation/information boards; and
- A management and maintenance plan for the signage and interpretation/information boards.

The approved scheme shall be implemented and maintained in accordance with the approved details and retained thereafter.

Reason: In the interests of the historic environment, in accordance with Local Plan Policy QE8.

48) Prior to demolition of the agricultural building (as shown on the Demolition Parameters Plan, drawing no. 16-184 P118 Rev F), a historic building recording survey of the building shall be submitted to and approved in writing by the Local Planning Authority. Such survey shall include, as a minimum:

- photographs of the exterior of the building
- detailed sketches of any important exterior features, such as barge boards
- a written account of the condition and known history of the building
- location and grid reference of the building
- internal photographs of the building
- sketches detailing any important internal features, such as coving or skirting
- a full detailed report on the building's history/features and past uses
- description of the building's setting and its significance locally and nationally, if applicable
- copies of any historic maps or specialist reports for the property
- any published information on the building
- glossary for terms
- full bibliography and reference list
- full scaled plans of the building, both externally and internally
- scaled plans of the key historic features within the building

Reason: In the interests of the historic environment, in accordance with Local Plan Policy QE8.

<u>Energy/Carbon</u>

49) Each reserved matters application (except for landscaping alone) shall be accompanied by an energy statement detailing the energy demand reduction/energy efficiency measures that would be used within the part of the site to which the reserved matters application relates.

Reason: In the interests of energy efficiency, in accordance with Local Plan Policy QE1 and the NPPF.

50) Each reserved matters application (except for landscaping alone) shall be accompanied by a detailed whole life cycle carbon assessment detailing measures to reduce life-cycle carbon emission throughout the lifecycle of the development to which the reserved matters application relates.

Reason: In the interests of securing carbon reductions, in accordance with Local Plan Policy QE1 and the NPPF.

51) Concurrently with the submission of the first reserved matters application, a site wide sustainable energy infrastructure framework shall be submitted to and approved in writing by the Local Planning Authority. Such framework shall include, but not be limited to:

- Details of the heat and power provision for the development on the site;
- Details of how the development of the site can maximise meeting its energy needs from on-site renewable and low carbon energy; and
- Details of the decarbonisation of transport used in connection with the development.

Each reserved matters application (except for landscaping alone) shall thereafter be accompanied by a plan to demonstrate how the phase to which the application relates accords with the framework, which shall be approved in writing by the Local Planning Authority, and each phase shall thereafter be implemented in accordance with its approved plan.

Reason: in order to maximise opportunities for the use of decentralised renewable and low carbon energy and to minimise carbon dioxide emissions, in accordance with Local Plan Policy QE1.

Demolition and aftercare

52) No development shall take place on any one phase, other than the matters of highway detail shown on drawing numbers 64076-CUR-00-XX-DR-TP-75002-P02 (Western Access Roundabout), 64076-CUR-00-XX-DR-TP-75001-P03 (Eastern Access Roundabout), 64076 -CUR-00-XX-DR-TP-0502-P02 (Cliff Lane Roundabout Proposed Improvements), 64076-CUR-00-XX-DR-TP-75014-P02 (Pedestrian and Cycle Improvements), until the residential use of the property identified on the Demolition Parameters Plan (drawing no. 16-184 P118 Rev F) referred to as the Bungalow, Bradley Hall Farm has ceased and the building is demolished.

Reason: In the interests of residential amenity, in accordance with Local Plan Policy QE7.

53) Prior to their demolition, a demolition method statement and details of site aftercare, including timescales for implementation, in respect of the Bungalow, Bradley Hall Farm and the agricultural buildings at Bradley Hall Farm (as shown on the Demolition Parameters Plan; drawing no. 16-184 P118 Rev F) shall be submitted to and approved in writing by the Local Planning Authority. The demolition and aftercare shall thereafter be carried out in accordance with the approved details and timescales.

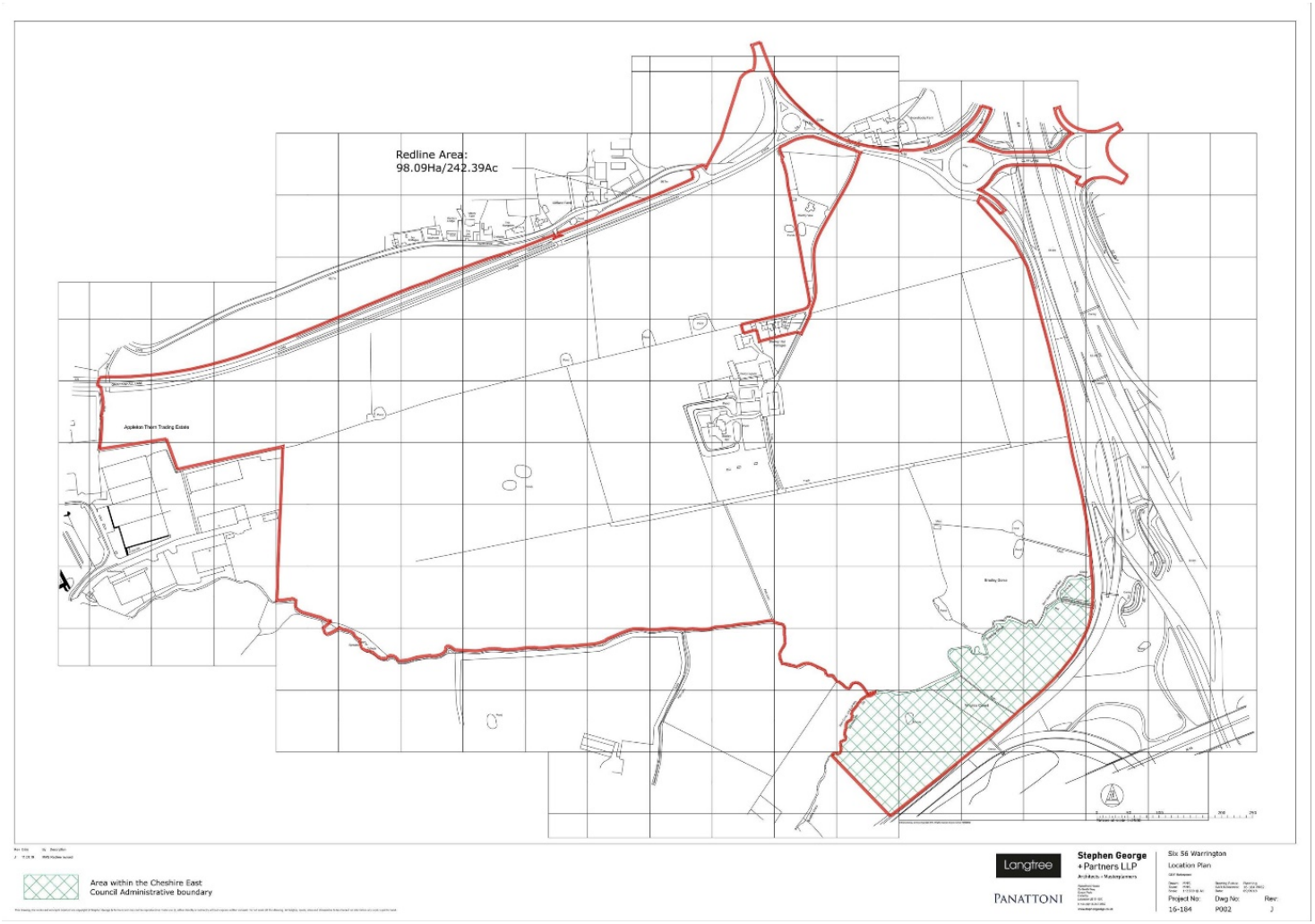
Reason: In the interests of the amenity of the area, in accordance with Local Plan Policy QE6.

Removal of PD rights

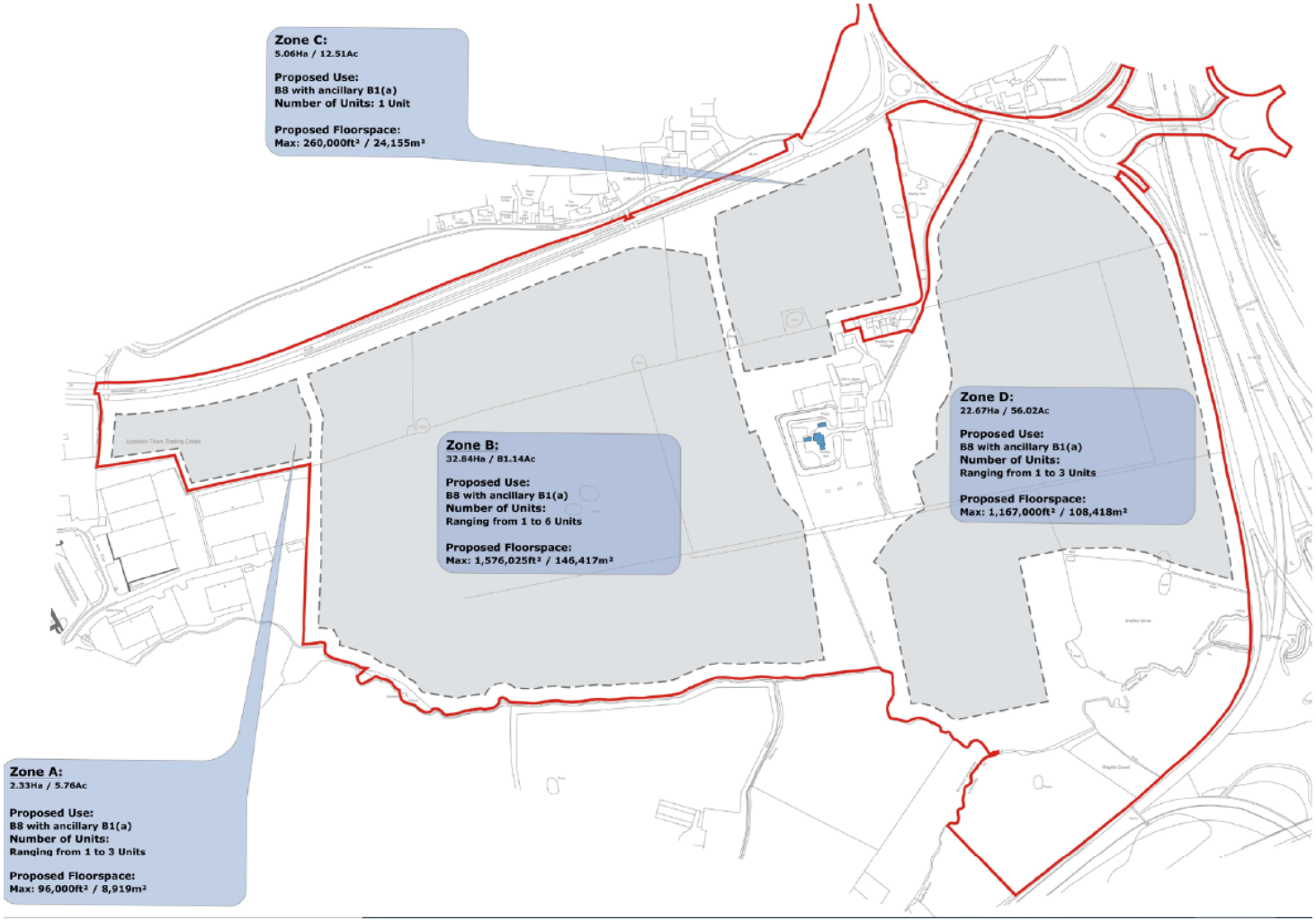
54) Notwithstanding the provisions of Part 15 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revising, revoking and re-enacting that Order) there shall be no development by a gas transporter or a statutory undertaker for the generation, transmission, distribution or supply of electricity for the purposes of their undertaking, without the prior written approval of the Local Planning Authority.

Reason: To enable the Local Planning Authority to control the location of any such development.

PLAN EXTRACTS



A plan of the application site with the part of the site within Cheshire East shown hatched green.



OVERALL SUMMARY:

Redline Area:
98.09 Ha / 242.39 Ac

Total Developable Area:
62.9 Ha / 155.43 Ac

Proposed Use:
B8 with ancillary B1(a)

Total Floorspace:
287,909m² (3,099,025 ft²) GIA

Car Parking Provision:
Compliant with Council's parking standards for B8 use - 1/120m²

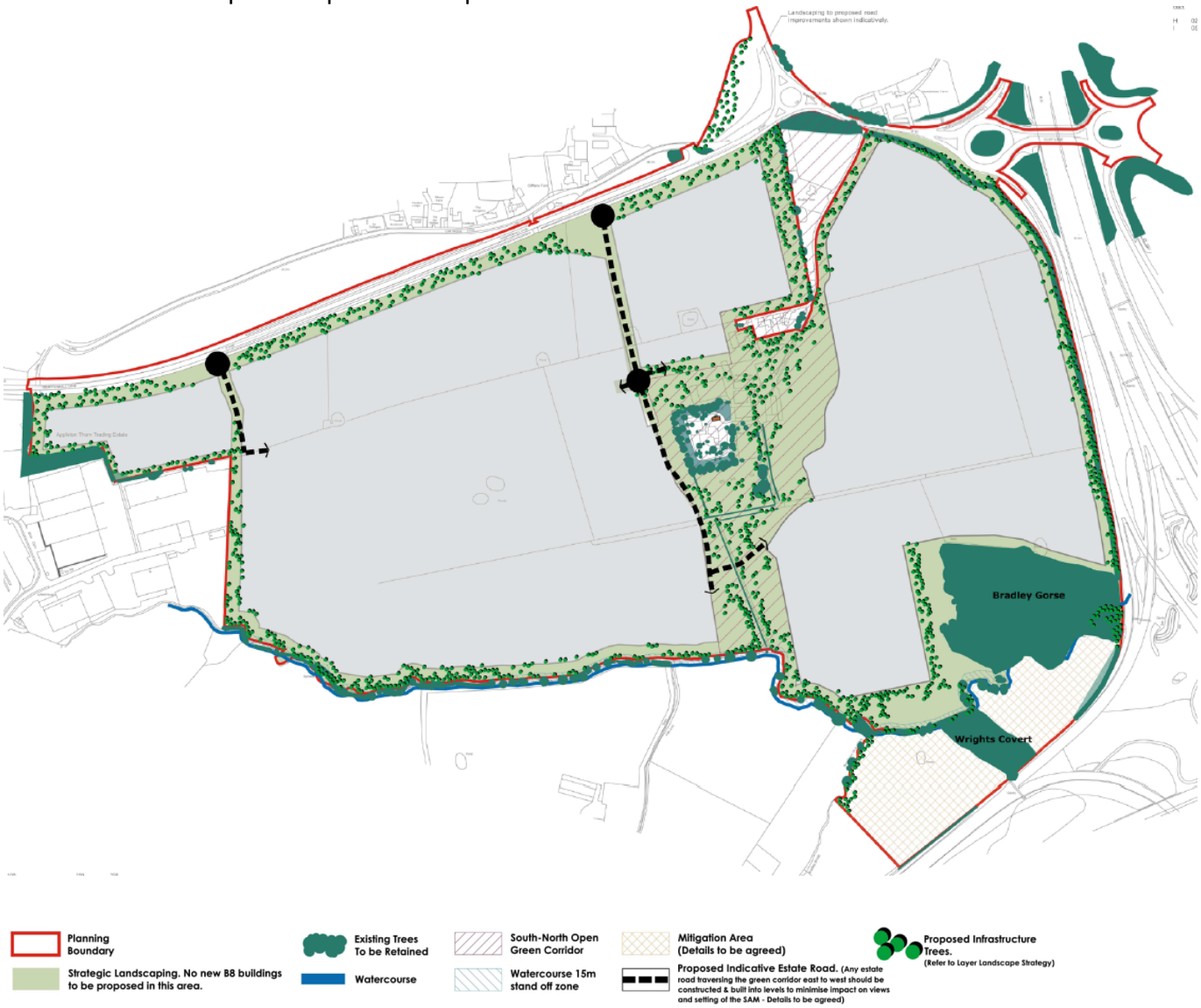
Existing Buildings within SAM:
352m² (3,783ft²) GIA

Planning Boundary

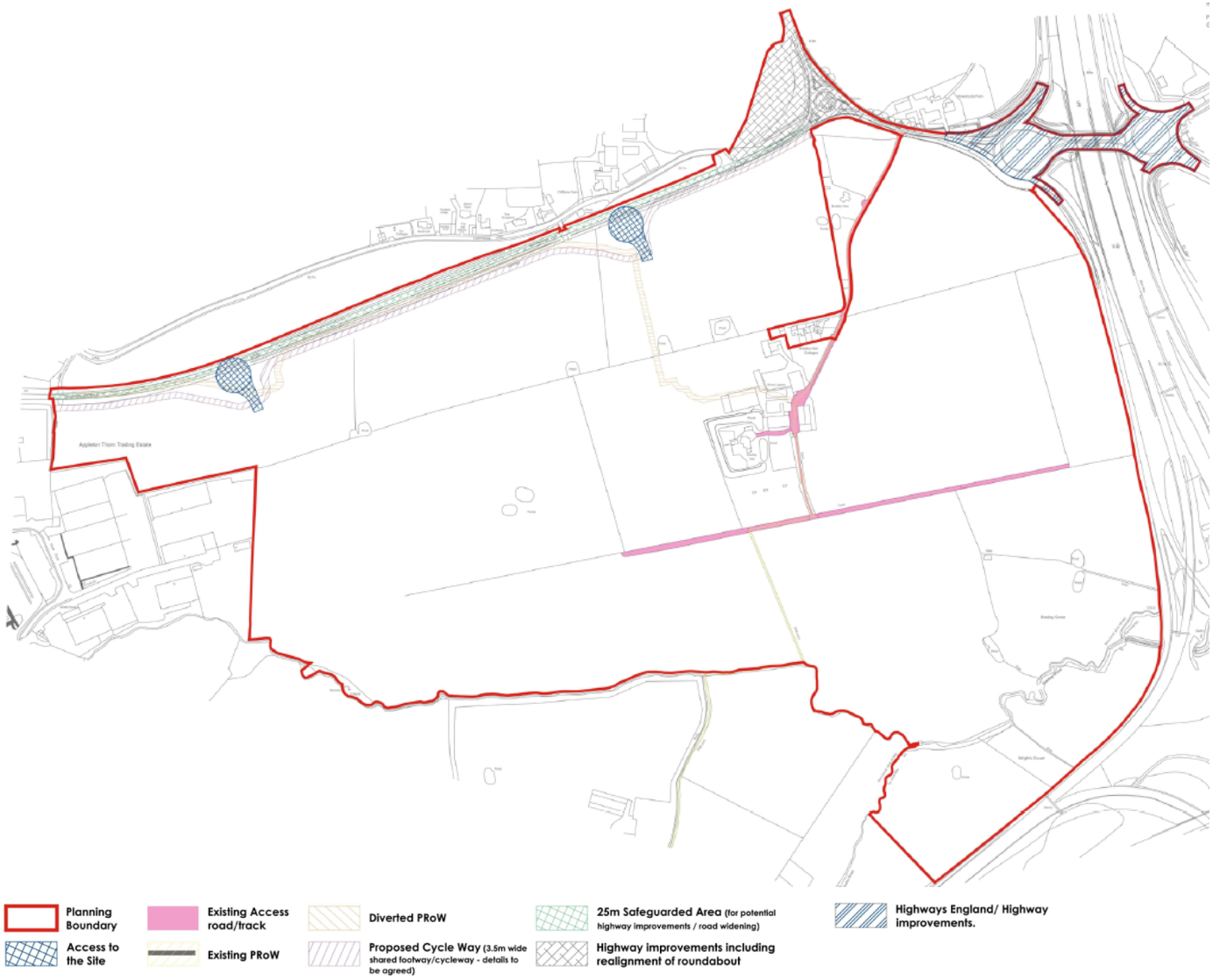
Development Zone Boundary. Only new buildings will be located within the development zones.

Existing building to be retained. Residential Use will cease prior to occupation of proposed industrial uses on the site. Conversion of these buildings to be subject of separate change of use application

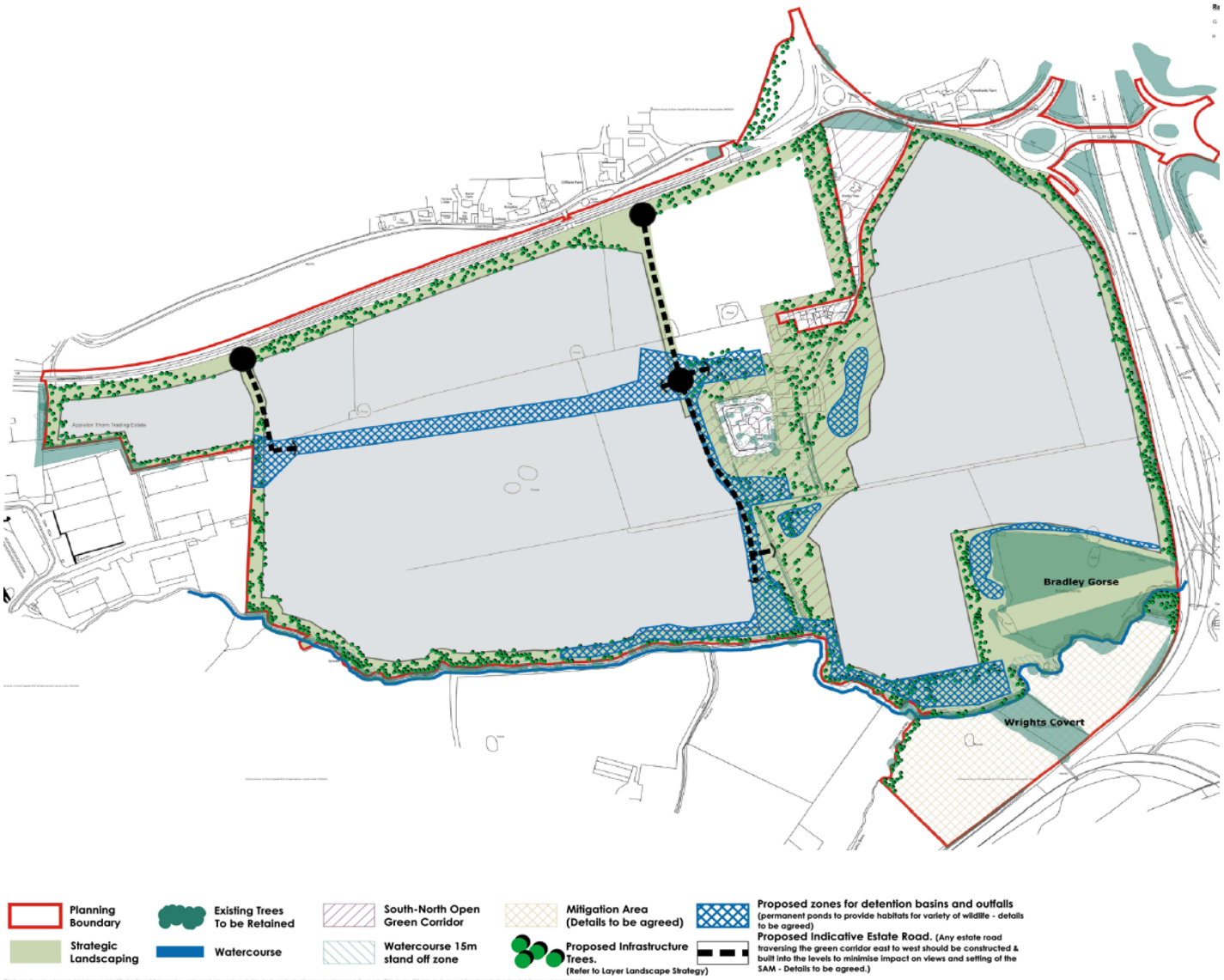
Extract from the disposition parameters plan



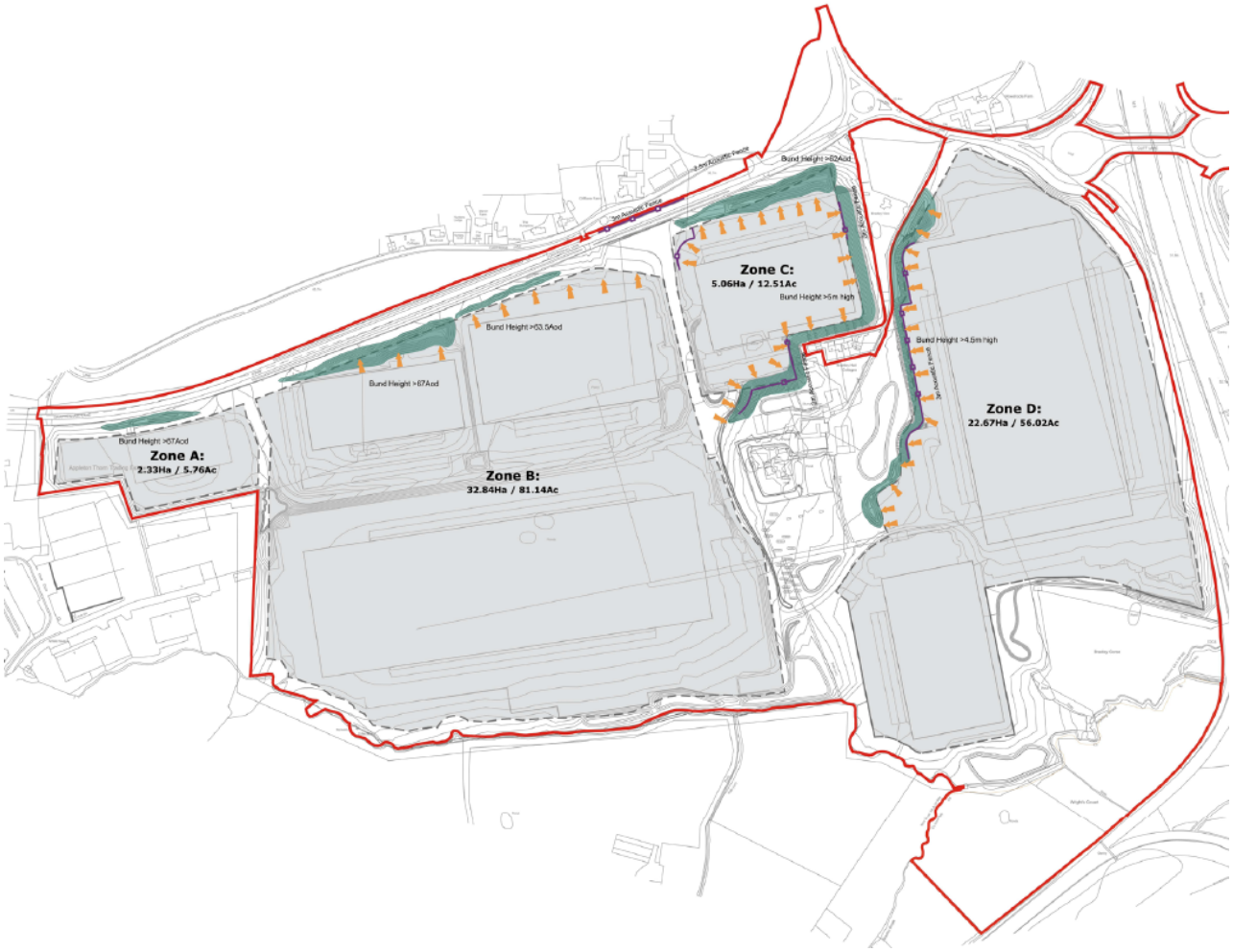
Extract from the green infrastructure parameters plan



Extract from the access and circulation parameters plan

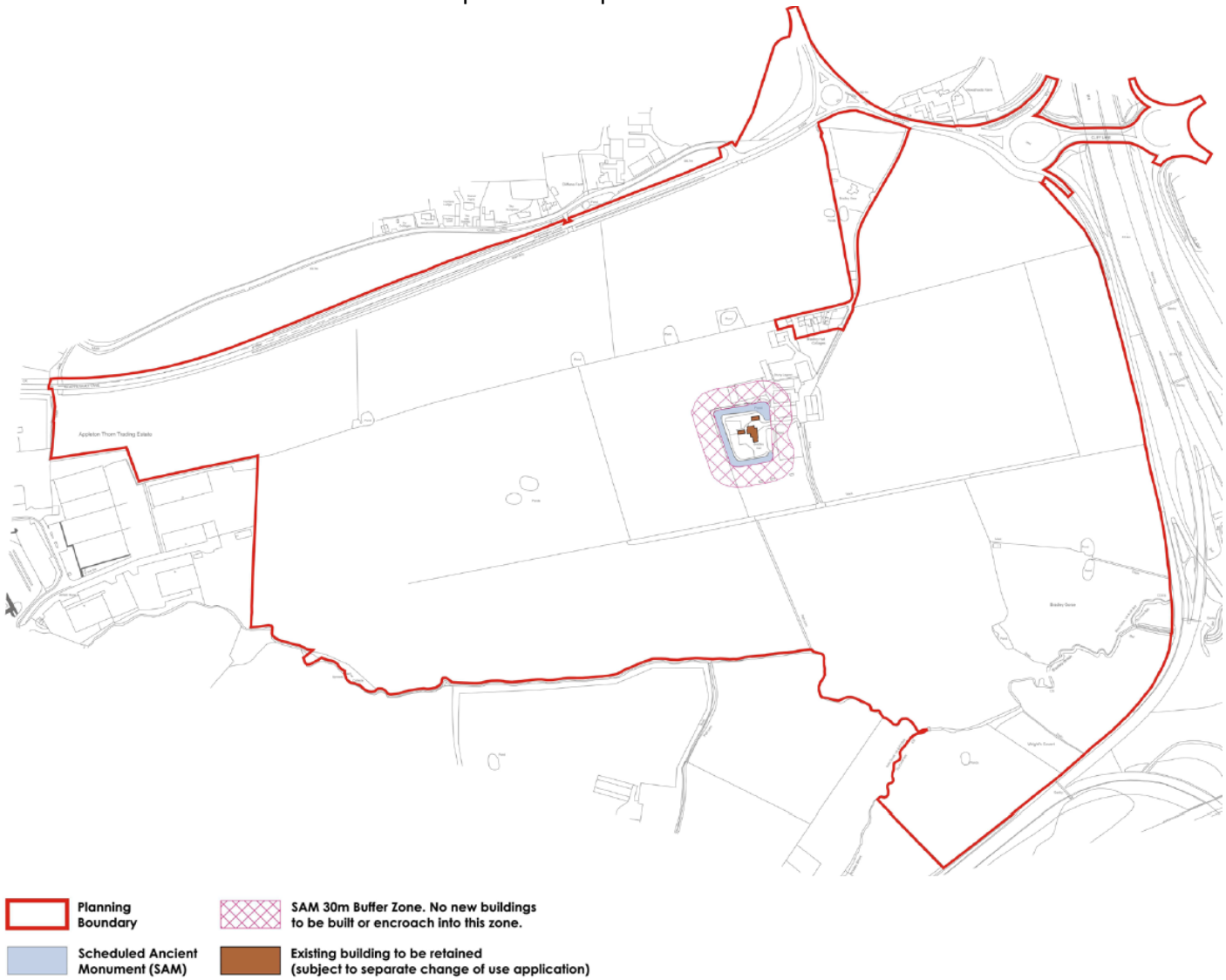


Extract from the drainage parameters plan

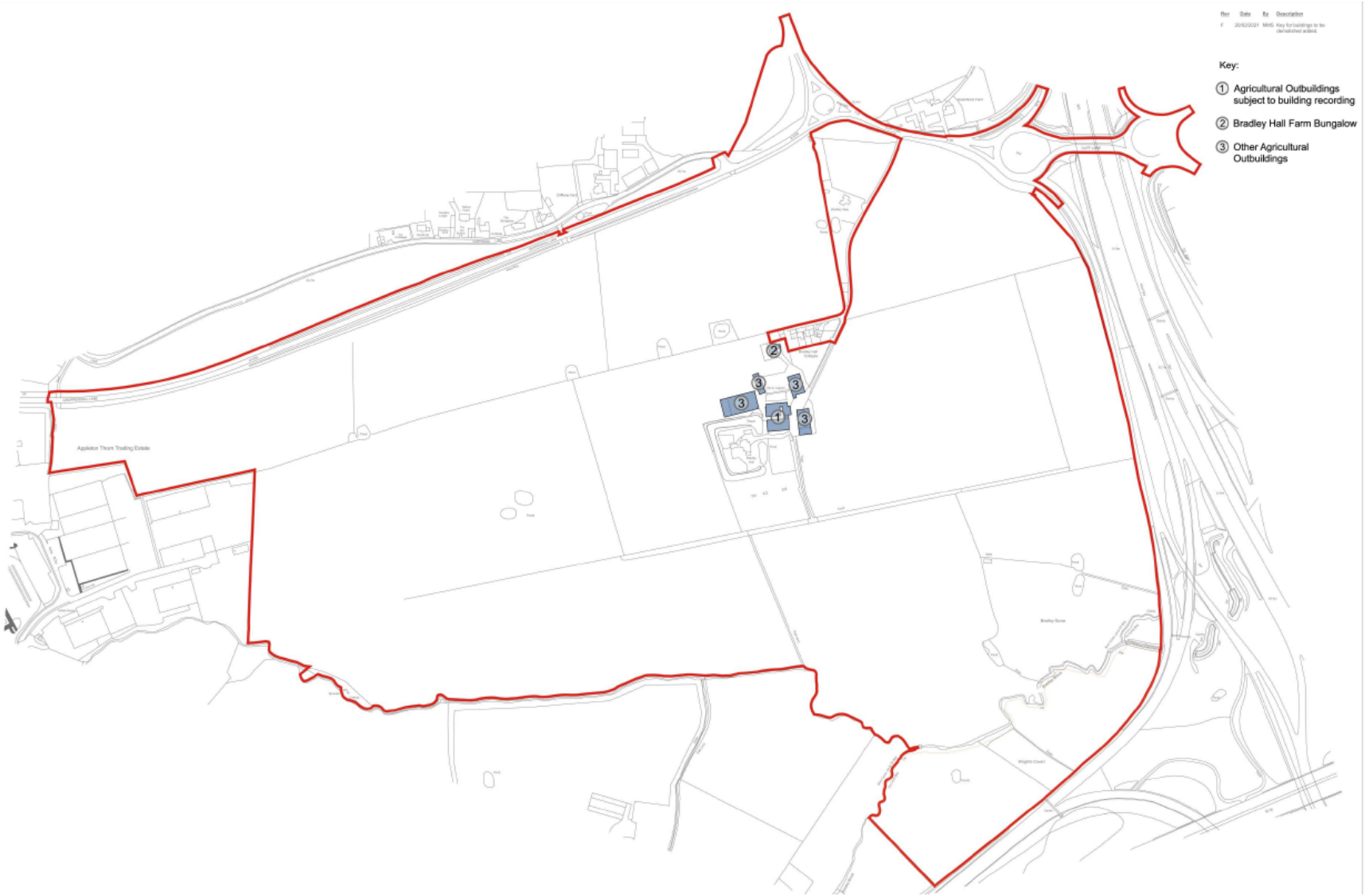


No loading bays shall be orientated towards noise sensitive receptors along the development cell boundary (identified with orange arrows) unless it can be demonstrated that mitigation measures can be put in place to avoid significant adverse effects at noise sensitive receptors (refer to Cundall noise receptor plan for receptor locations)

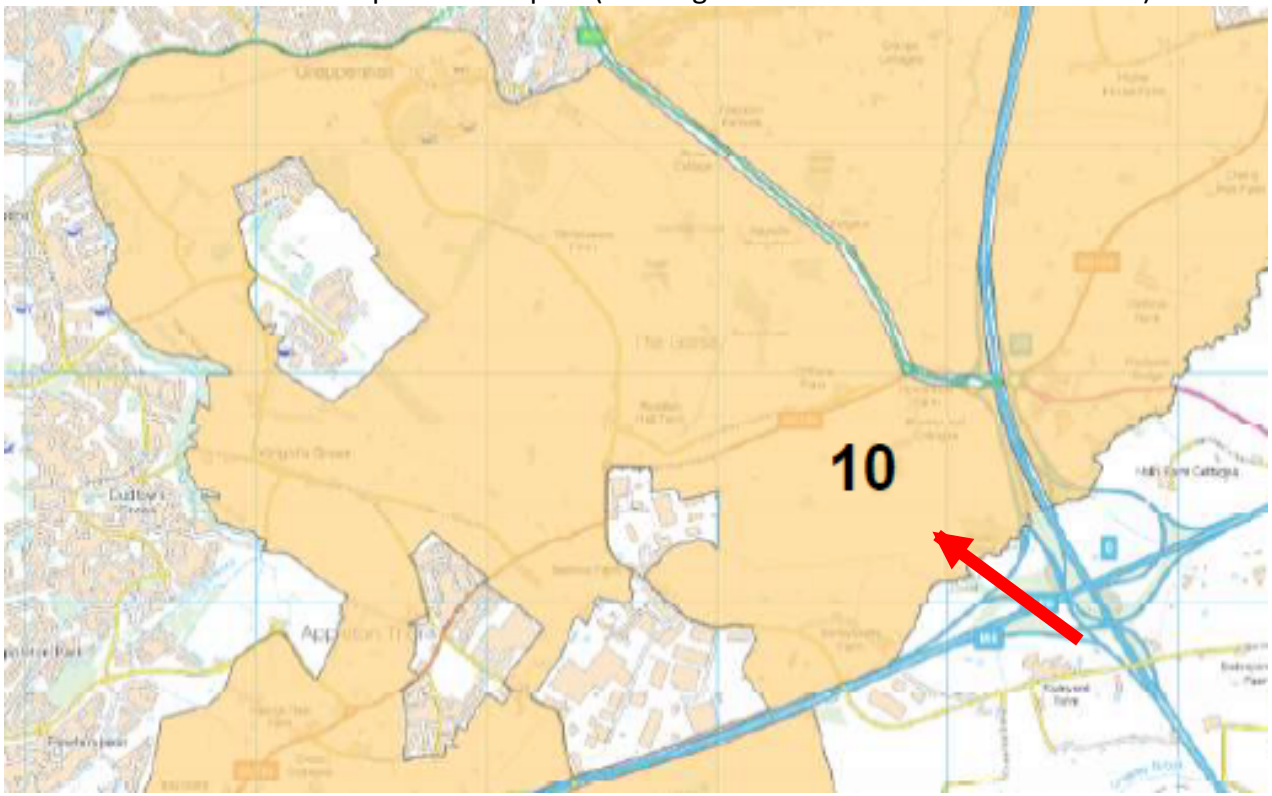
Extract from the acoustic considerations parameters plan



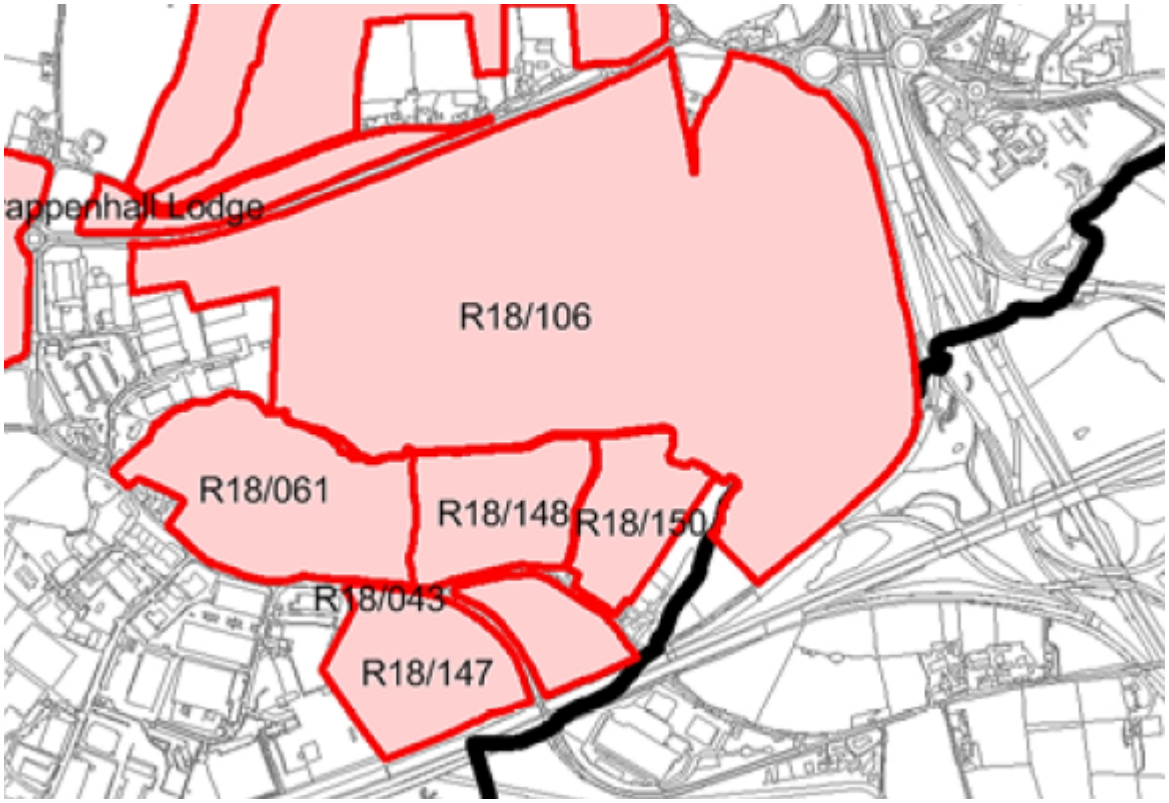
Extract from the heritage parameters plan


Rev Date By Description
F 20/02/2021 MHS Key for buildings to be demolished added
Key:
1 Agricultural Outbuildings subject to building recording
2 Bradley Hall Farm Bungalow
3 Other Agricultural Outbuildings
Appleton Thorn Trading Estate
Bradley Hall Farm Bungalow
Bradley Grove
Wrights Covert

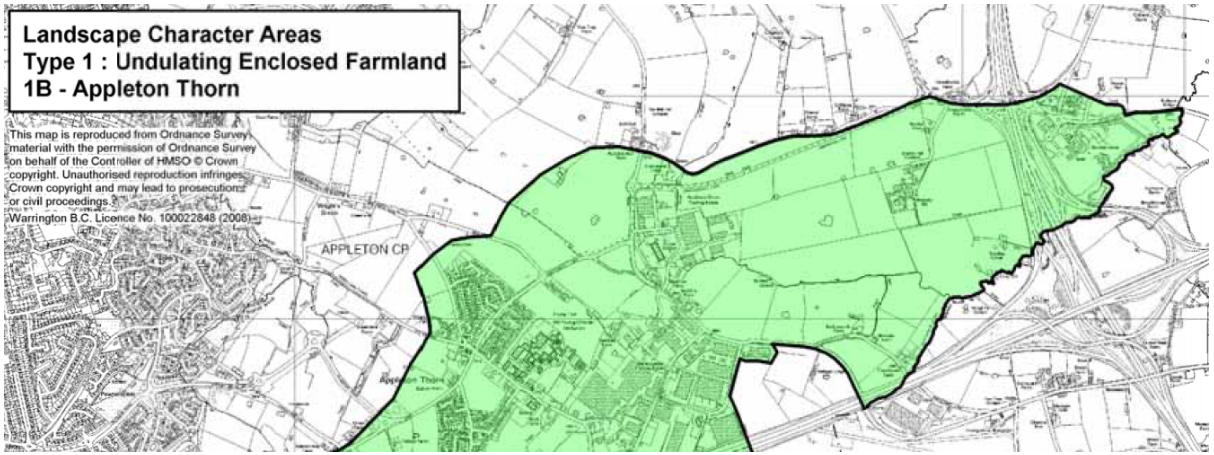
Extract from the demolition parameters plan (buildings to be demolished shown in blue)



Extract from the 2016 Green Belt Assessment general area map. The application site (shown with a red arrow) is within General Area 10.

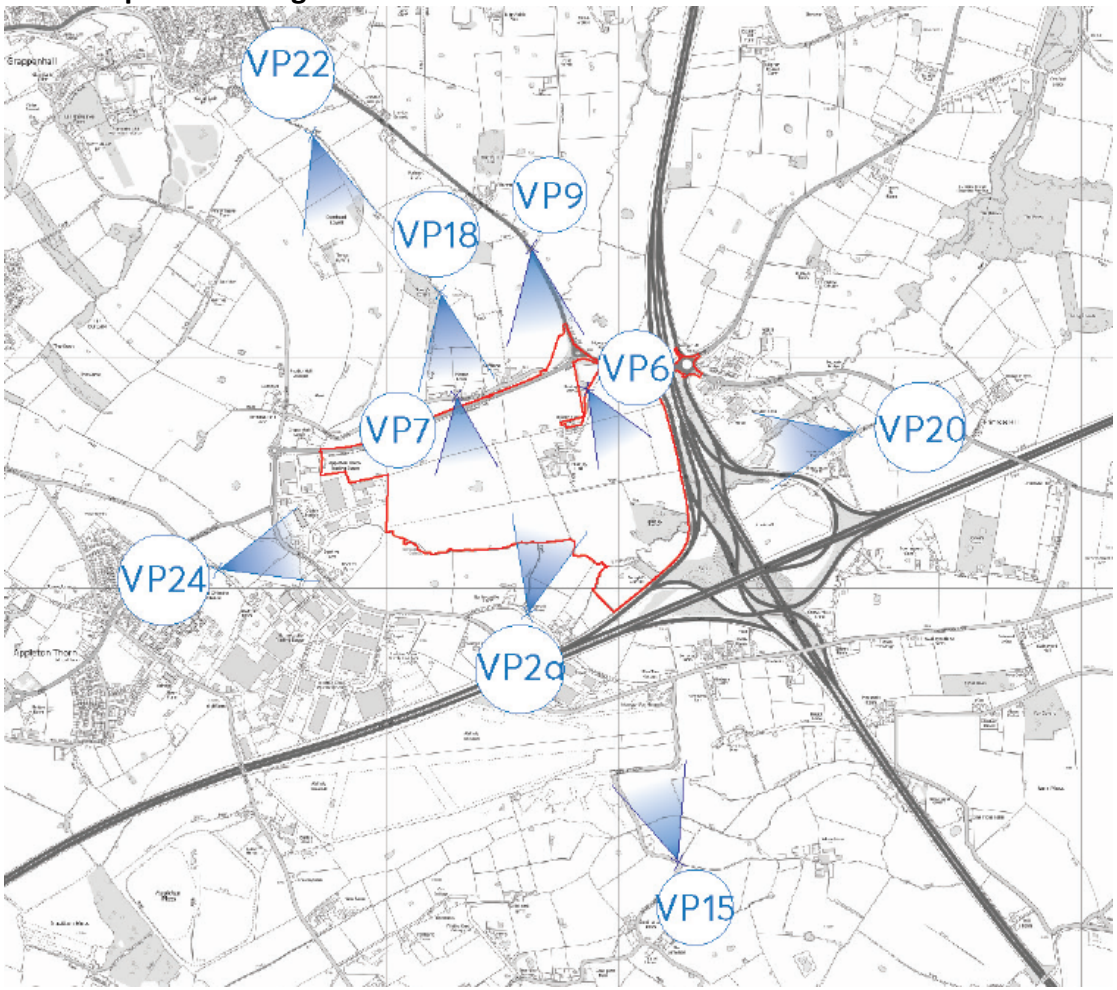


Extract from the 2017 Green Belt Assessment map



Extract from the Council's Landscape Character Assessment showing landscape character area 1B

Selected photomontages



Photomontage locations

Viewpoint 2 (Barleycastle Lane looking north) – existing

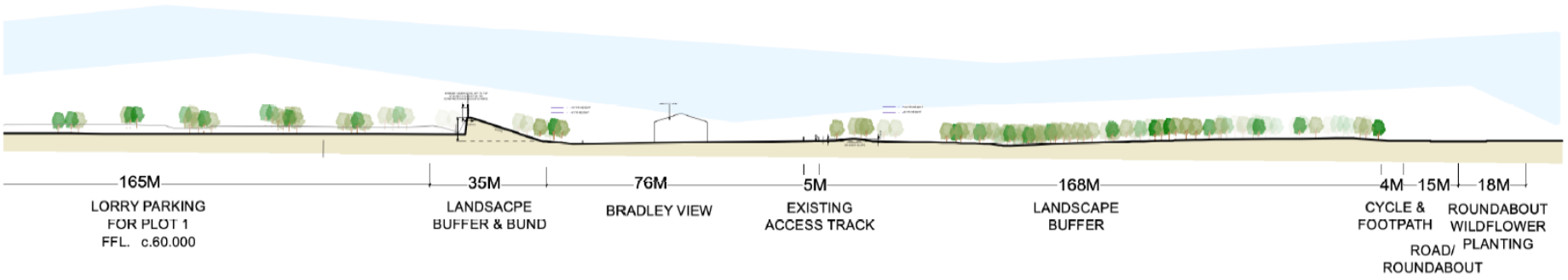
Viewpoint 2 – year 15

Viewpoint 7 (Cartridge Lane looking south) – existing

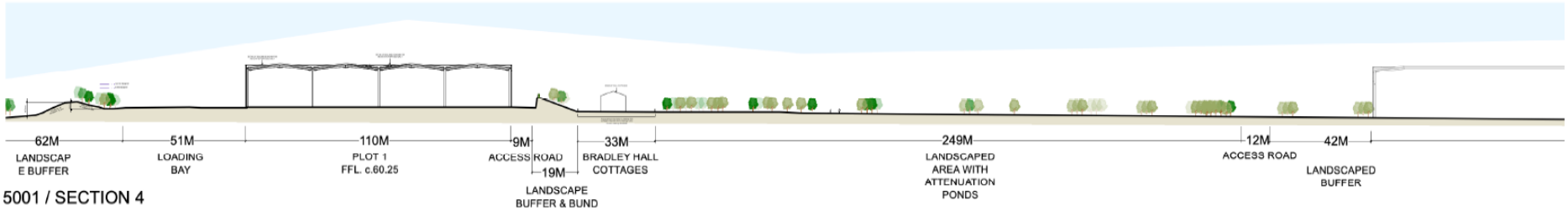
Viewpoint 7 – year 15

Viewpoint 9 (A50 looking south) – existing

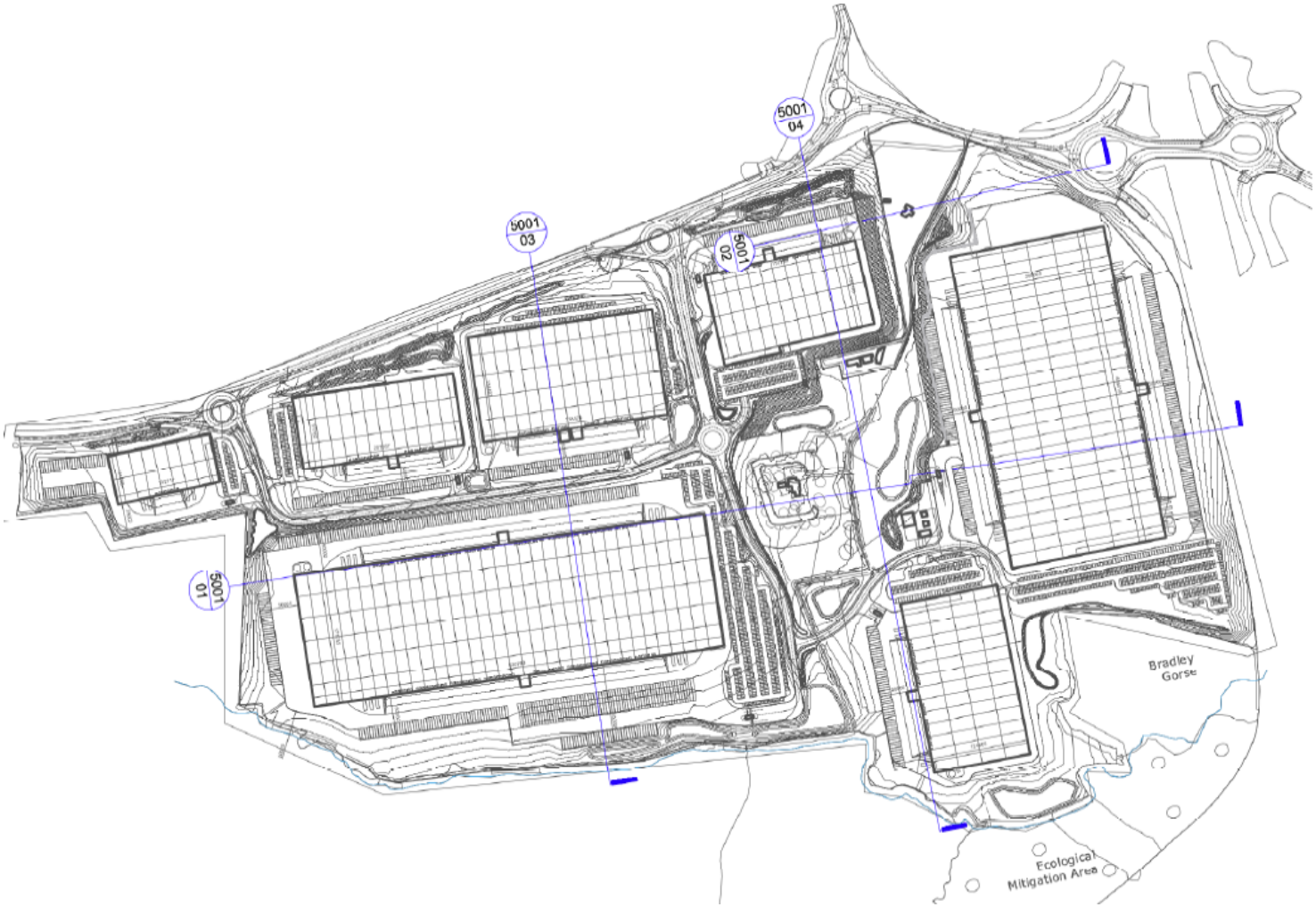
Viewpoint 9 – year 15



Illustrative section 2 showing the illustrative layout including Bradley View



Illustrative section 4 showing the illustrative layout including Bradley Hall Cottages



Location of section