

SCHEDULE OF CONDITIONS – 9th January 2024

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
- 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-75014-P02 (Pedestrian and Cycle Improvements)
- 64076-CUR-00-XX-DR-TP-75011-P06 (Potential Improvements)

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. Each subsequent Reserved Matters application shall resubmit an updated phasing plan for approval and be implemented in accordance with the approved plan thereafter.

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 DC6.

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 DC2.

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 with ancillary office B1 (a) 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 DC6.

11. Prior to the commencement of the development on any phase of development (as defined by the phasing plan required by condition 5), a scheme for the protection of all trees/ shrubs/ and vegetation to be retained both within and adjoining that phase of development and within any adjoining phase of the 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 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 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 DC6. 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 DC6.

Environmental - general

13. Each Reserved Matters application shall be accompanied by a lighting strategy and impact assessment for the phase 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 in the form of isolux drawings or lighting contour plots
- c) any overspill lighting beyond the physical 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 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 DC4 and DC6.

- 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, 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 and Local Plan Policy ENV1.

- 15) Prior to the commencement of any works on site for any individual 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 to the LPA for written approval. The CHEMP shall review all demolition and construction operations proposed in that phase, taking into account the content of any CHEMPs for other phases of development on the 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 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 CEMP shall be implemented for that individual phase in accordance with the requirements therein and shall be reviewed on a monthly basis and in case of receipt of any justified complaint. The CEMP and agreed requirements

therein shall remain in force for the duration of all construction activities in that phase of the development.

Any changes to the identified CHEMEP mitigation measures from either the monthly review process or following receipt of a complaint shall be forwarded to the Local Planning Authority within 24 hours of a change being agreed or implemented. That phase of the development shall be carried out in accordance with the approved CHEMEP for that phase, 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 ENV8, DC6 and INF1. This condition is required to be pre-commencement as it relates to the construction phase of development.

Environmental - ecology

- 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 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 DC4.

- 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 DC4.

- 18) No development shall take place (including demolition, ground works,

vegetation clearance) on any one phase (as defined by the phasing plan required by condition 5) until a biodiversity construction environmental management plan (CEMP (biodiversity)) for that phase 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
- k. Identification of features likely to be subject to Natural England protected species mitigation licences

The approved CEMP (biodiversity) shall be adhered to and implemented throughout the construction period for that phase 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 DC4. This condition is required to be pre-commencement as it relates to the construction phase of development.

- 19) No development shall commence unless and until a strategy to deliver a minimum of 10% Biodiversity Net Gain has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of ecology and biodiversity, in accordance with Local Plan Policy DC4. This condition is required to be pre-commencement as it framework for each phase of development.

- 20) Each reserved matters application shall be accompanied by an updated Biodiversity Net Gain Assessment. Such Biodiversity Net Gain Assessment,

along with an update to the Biodiversity Net Gain Strategy referred to in Condition 19 of this permission demonstrating a minimum 10% Biodiversity Net Gain will be delivered over the course of the development hereby approved, shall be approved in writing by the Local Planning Authority prior to the approval of the relevant reserved matters application.

Reason: In the interests of ecology and biodiversity, in accordance with Local Plan Policy DC4.

- 21) The approved Biodiversity Net Gain Strategy required by Condition 19 of this permission and as updated as required by Condition 20 of this permission shall be implemented over the lifetime of the development hereby approved.

Reason: In the interests of ecology and biodiversity, in accordance with Local Plan Policy DC4.

Environmental - contamination

- 22) No development (other than demolition and site clearance works) shall take place on any individual 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 shall 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 shall only 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 (if required) 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 ENV8.

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

- 23) No occupation of any phase of the development shall take place until the following requirements have been met and the required information submitted to and approved in writing by the Local Planning Authority (LPA) for that phase:

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 shall 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.

Each phase shall not be occupied until remediation and verification for that phase 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 ENV8.

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

- 24) An acoustic assessment shall be submitted with any Reserved Matters application for any individual phase (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 that phase 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 and shall be retained in use thereafter.

Reason: In the interests of residential amenity, in accordance with Local Plan Policy ENV8.

- 25) Prior to the commencement of any on site clearance or preparation works, including work on the new eastern access roundabout, as shown on drawing no. 64076-CUR-00-XX DR-TP7500I-P03, 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 ENV8. 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.

- 26) Where acoustic fences/bunds/barriers are identified for operational noise control (in accordance with the findings of any acoustic assessment required by condition 24) for any individual 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 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 ENV8.

Highways

27) Except for site clearance and remediation no development on any one phase (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 shall be carried out in accordance with the approved drawings and details prior to first occupation of that phase 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 INF1. 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.

28) Except for site clearance and remediation no development shall commence on any phase 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 a link within the site between the two access points into the site from Grappenhall Lane.

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 INF1. 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) 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 INF1. 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.

- 30) The development hereby approved 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) shall be limited to the following gross floor areas: Use Class B8 – 287,909 sq.metres (including ancillary B1a).

Reason: To ensure that the highway network is adequate to cater for the proposed development, in accordance with Local Plan Policy INF1.

- 31) 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 schemes for the design and construction of highway improvement 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, lighting and drainage;
- 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 INF1. 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) 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 INF1.

- 33) 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 INF1.

- 34) 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 phase to which the application relates in accordance with the Council's current standards. Each phase 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 INF1. 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.

- 35) Within 3 months of any unit within each phase 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 Representative 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 for each individual unit in each phase shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as that unit within that phase of 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 unit 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 INF1.

- 36) No individual unit in each phase of the development shall be occupied until the owners and/or occupiers of the unit have appointed an on-site Travel Plan Representative responsible for liaising with the Council's Smarter Travel Choices Team and internal communication and dissemination of materials and information related to the Travel Plan. The details (name, address, telephone number and email address) of the Travel Plan Representative 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 INF1.

- 37) 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 Representatives. 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 INF1.

- 38) 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 and Local Plan Policy ENV1.

- 39) A scheme for the provision of electric vehicle charging points, or passive provision (details of distribution board (with capacity for Mode 3 charging), the best location of future charging points and details of trunking/ducting), shall be submitted with any subsequent Reserved Matters application(s) which includes vehicle parking provision for that phase. The approved scheme shall be provided prior to first occupation of the phase of development 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 INF1.

- 40) 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 INF1.

41) 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.

- 42) 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.

- 43) 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.

- 44) 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 in Zone D 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.

- 45) 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.

Drainage

- 46) No development on any one phase (as defined by the phasing plan required by condition 5) shall commence until a surface water drainage scheme for that phase 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 ENV2. 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.

47) 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 ENV2.

48) Prior to occupation of each unit in each phase of the development, 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 occupiers' 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.

Each unit within each phase of 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 ENV2.

Heritage

49) No development on any one phase (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 DC2 . 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.

50) 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 DC2 .

51) 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 DC2.

Energy/Carbon

- 52) 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 ENV7 and the NPPF.

- 53) 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 part of the development to which the Reserved Matters application relates.

Reason: In the interests of securing carbon reductions, in accordance with Local Plan Policy ENV7 and the NPPF.

- 54) 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 ENV7.

Demolition and aftercare

55) 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 permanently ceased and a timetable for its demolition submitted to and approved in writing by the Local Planning Authority. This building shall be demolished in accordance with the approved timetable.

Reason: In the interests of residential amenity, in accordance with Local Plan Policy ENV8.

56) 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 ENV8.

Removal of PD rights

57) 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.

Replanting of trees

- 58) Should any of the 30 *tilia cordata* 'greenspire' (lime) trees within the north and south grass verges of Grappenhall Lane be required to be removed as a result of highway improvement works associated with the development hereby approved, they shall be removed with a tree spade and transplanted in the first available planting season following their removal to a location which shall be approved in writing by the Local Planning Authority prior to their removal. Any trees which are damaged or die during the transplanting process or within the five years following shall be replaced on a like for like basis in the first available planting season, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of ecology and biodiversity, in accordance with Local Plan Policies [DC3](#) and [DC4](#)~~CS1~~.