



WARRINGTON

Borough Council

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St Helens Council

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Professor Steven Broomhead
Chief Executive

Steve Park
Director of Growth

East annexe
Town Hall
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12.8.20

Dear Jennifer

Re: Adjacent Authority Application (St Helens Council) - Erection of a B8 logistics warehouse, with ancillary offices, associated car parking, infrastructure and landscaping; and Outline Planning Permission for Manufacturing (B2) and Logistics (B8) development with ancillary offices and associated access infrastructure works (detailed matters of appearance, landscaping, layout and scale are reserved for subsequent approval) St Helens Council Ref P/2020/0061

Warrington Development Management Committee considered the above application and the adjacent authority consultation on 5.8.20 and resolved to offer no objections to the application described above subject to the following requirements:

- Assurances that an agreement is in place with the Liverpool City Region regarding the 44.08 ha of employment land and unmet need for strategic B8 uses in the wider Liverpool City Region.
- Determination of the application in accordance with the policy on Green Belt development in the National Planning Policy Framework
- Financial contributions from the applicant towards public transport improvements and travel plan coordinator through S.106 agreement between St. Helens, OWL and WBC:
 1. £180,000 per year for five years as funding towards a diversion/enhancement of the B52 service to allow suitable connection to public transport.
 2. A figure of £10,000 per year for a minimum period of ten years is sought to allow a co-ordinated approach to Travel Planning and alignment with the existing Omega Travel Plan
- A commitment from OWL to not undertake any further development on the Omega Warrington site under planning permission 2017/30371 that would result in the vehicular trips associated with the B1a office reducing the capacity of the local highway network to accommodate the proposed development.
- A commitment to explore opportunities to reduce the developments impact upon climate change.

- Planning Permission being granted subject to the suggested conditions at section 11 of the WBC DMC report to ensure highway impacts upon the local highway network and amenities of local residents and adjoining businesses are adequately addressed. These conditions are appended to this letter.
- The impact of the height of the proposed building (maximum 41metres) on the visual amenity of areas within Warrington is taken in to account in the decision making process.
- Consideration is given to any impact on the erosion of the green buffer between the Warrington and St Helens developed areas that would result from the development.
- The impacts on the local highway network in Warrington is considered during times when the M62 is not a viable option for traffic generated by the proposal either because of unplanned closures or significant hold-ups.
- Attention is drawn to the ancient woodland within the St Helens boundary and it is requested that the value of this is recognised and assessed appropriately.

In addition I attach all representations received by WBC LPA in relation to the adjacent authority consultation. It is requested that these are taken in to account in the decision making process. Please note that we have provided un-redacted copies, and trust that you will treat these sensitively in terms of data protection requirements.

Yours sincerely

Niki Gallagher
Development Manager
Development Management

Conditions

WBC conditions required to satisfy Warrington Highway issues and Environmental Protection requirements if the application is to be recommended for approval by St Helens Borough Council;

Highways conditions;

1. Prior to occupation of Unit 1 the Phase 1 roads as shown on WSP Drawing No. 5969-Z8-GA-117/B shall be built to the approved standards and available for use. No development except site clearance and remediation shall commence on other units 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.

Reason: To ensure that roads serving the development are completed and thereafter maintained to an acceptable standard in the interests of safety; to ensure a satisfactory appearance to the highway infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway.

2. The roads shall be maintained in accordance with the management and maintenance details outlined in The Management & Maintenance of Omega Roadways Document (July 2020) 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 the Highways Act 1980.

Reason: To ensure that roads serving the development are maintained to an acceptable standard in the interests of safety; to ensure a satisfactory appearance to the highway infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway.

3. 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 B2 - 61650sq.metres;
- ☐ Use Class B8 - 143850sq.metres.

Reason: To ensure that the highway network is adequate to cater for the proposed development.

4. The development shall provide internal connected pedestrian/cycle links north to the M62 overbridge of PRoW 102, west to Catalina Way and west to Omega Boulevard/Orion Boulevard to the principles of Chetwoods Drawing No. 4150-CA-00-00-DR-A-05100/SK9 in accordance with a timetable for implementation to be submitted and approved in writing by the Local Planning Authority.

Reason: To ensure adequate accessibility to the wider area and encourage non-car modes of transport.

5. Except for site clearance and remediation no development shall commence on units other than Unit 1 until a scheme for the design and construction of off-site highway improvement works, including timetable for implementation, has been submitted to and approved in writing by the Local Planning Authority. For avoidance of doubt, the works shall include:

- i. Reallocation of road space at M62 J8 to the principles of WSP Drawing No. 11191042_SK326/A
- ii. Widening of Skyline Drive between M62 J8 and Fairchild Road to the principles of WSP Drawing No. 11191042_SK329/A

- iii. Pedestrian/cycle infrastructure works necessary to facilitate the highway works
- iv. Replacement/upgrade of street lighting necessary as part of the detailed design.
- iv. Drainage works necessary to facilitate the highway works.

The approved scheme 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.

6. Except for site clearance and remediation no development shall commence until a scheme for the design and construction of off-site highway improvement works, including timetable for implementation, has been submitted to and approved in writing by the Local Planning Authority. For avoidance of doubt, the works shall include:

- i. Creation of a pedestrian/cycle/emergency link between the site and Omega Boulevard/Orion Boulevard.
- ii. Replacement/upgrade of street lighting necessary as part of the detailed design.
- iii. Drainage works necessary to facilitate the highway works.

The approved scheme shall include Road Safety Audit and subsequently be implemented prior to first occupation of the development hereby approved.

Reason: To ensure adequate access for emergency services, accessibility to the wider area and encourage non-car modes of transport.

7. Except for site clearance and remediation no development commence until a scheme for the design and construction of the site access point to Catalina Way has been submitted to and approved in writing by the Local Planning Authority. The access shall be designed in accordance with the principles set out in the approved drawings.

For the avoidance of doubt, the site access shall include pedestrian/cycle linkage and details of the interface between the respective highway boundaries.

The approved schemes shall subsequently be constructed and completed prior to first occupation of the development hereby approved. The access shall be kept available for use at all times.

Reason: In order that the Council is satisfied that the highway works are carried out to the appropriate standard and to enable vehicles to enter and leave the premises in a safe manner without causing a hazard to other road users in the interests of road safety.

8. The development shall not be implemented until the surface water drainage of the site has been designed to prevent the discharge of water on to the public highway within Warrington. The drainage design shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent unnecessary surface water from being deposited on to the highway thus causing a potential source of danger to other road users.

9. Prior to the commencement of any works on site, the developer shall provide in writing a Construction, Highways & Environmental Management Plan (CHEMP) to the LPA for written approval. The CHEMP shall review all demolition and construction operations proposed on site including logistics. It shall cover as a minimum the following areas of work on a phase by phase basis, 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.
- 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 materials and large/heavy vehicles/machinery on site.

C Environmental Controls

- Proposed Construction Hours, Proposed delivery hours 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, etc.
- Environmental mitigation measures, including noise & vibration, 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.

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 plan, unless otherwise agreed in writing with the 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.

10. Prior to occupation of the development hereby permitted bus stop/shelter infrastructure shall be provided within the development site in accordance with precise scheme details relative to the phasing of development that have first been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To establish measures to encourage more sustainable non-car modes of transport and ensure that the development is sustainable.

11. The development shall not be occupied until the owners and occupiers of the site 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.

12. Within 3 months of each unit of development being brought into use a Travel Plan 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 the above
- j) Mechanisms for monitoring, reviewing and implementing the travel plan

Each 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.

Reason: To maximise opportunities for travel by modes of transport other than the private car, and to ensure that the development is sustainable.

13. A scheme for the provision of electric vehicle charging points, or passive provision, shall be submitted to and agreed in writing with the Local Planning Authority. The agreed scheme shall be provided prior to first occupation of each unit and retained as such thereafter.

Reason: To ensure that appropriate provision for current and future electric and electric/hybrid vehicles and encourage more sustainable means of transport.

Environmental Health Conditions

External Lighting Assessment Condition

14. Prior to the erection of any external lighting on site for any individual plot, the developer shall submit a comprehensive assessment of lighting details for the entire plot. The scheme shall show

levels of illumination around the plot (isolux drawings) but shall also show any overspill lighting beyond the physical site boundary which reaches nearby sensitive sites. Mitigation measures or installation requirements shall be clearly identified within the scheme as shall control measures such as time clocks/light sensors or other control methods. Once approved, the agreed scheme shall be implemented in full prior to the commencement of use of that lighting and shall be retained as approved thereafter.

Reason: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site.

In accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 180(c) of the National Planning Policy Framework (February 2019); and Section 5 of the Environmental Protection Supplementary Planning Document (May 2013)

Noise Condition: Insulation of Buildings (Activities, Plant and/or Equipment) Scheme

15. All reserved matters plots shall be acoustically insulated to a scheme submitted to and approved in writing by the LPA before the use on that plot commences. The scheme shall include all proposed activities and any associated plant and/or equipment associated with that plot. The scheme shall ensure, through an appropriate noise assessment, that the cumulative rated specific sound level from all proposed activities, plant and/or equipment does not exceed the existing background sound level at the boundary of the nearest noise sensitive property – in accordance with BS4142:2014 methodology where appropriate. Any mitigation or other control methodologies identified by the approved scheme shall be implemented in full prior to the commencement of the use of that plot and shall be maintained and retained, in full, for the duration of the use.

Reason: To prevent an increase in background sound levels and protect the amenity of any residents.

In accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraphs 170(e) & 180(a) of the National Planning Policy Framework (February 2019); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

Construction Phase - Noise Condition: Pile Foundations

16. All Piling operations shall be undertaken using best practicable means to reduce the impact of noise and vibration on neighbouring sensitive properties. All piling operations shall be restricted to the following hours:

- Monday – Friday: 09:00 – 17:30 hrs
- Saturday: 09:00 – 13:00 hrs
- Sunday and Public Holidays: Nil

In addition to the above, prior to the commencement of development the developer shall submit a method statement, to be approved by the Local Planning Authority. The piling work shall be undertaken in accordance with the approved method statement: The method statement shall include the following details:

- Details of the method of piling
- Days / hours of work
- Duration of the pile driving operations (expected starting date and completion date)
- Prior notification to the occupiers of potentially affected properties
- Details of the responsible person (e.g. site manager / office) who could be contacted in the event of complaint

Reason: To minimise any increases in background sound levels and vibration levels and to protect the amenity of any residents or other nearby noise sensitive uses.

In accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraphs 170(e) & 180(a) of the National Planning Policy Framework (February 2019); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

Construction Phase - Noise Condition: Floor Floating (Polishing Large Surface Wet Concrete Floors)

17. All floor floating operations shall be undertaken using best practicable means to reduce the impact of noise and vibration on neighbouring sensitive properties. In addition, prior to the commencement of any floor floating activities, the developer shall submit, in writing, a method statement, to be approved by the Local Planning Authority prior to the commencement of floor floating activities. The floor floating work shall be undertaken in accordance with the approved method statement:

The method statement shall include the following details:

1. Details of the method of floor floating
2. Days / hours of work
3. Duration of the floor floating operations (expected starting date and completion date)
4. Prior notification to the occupiers of potentially affected properties
5. Details of the responsible person (e.g. site manager / office) who could be contacted in the event of complaint

Reason: To prevent an increase in background noise levels and protect the amenity of any residents or other nearby noise sensitive uses.

In accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraphs 170(e) & 180(a) of the National Planning Policy Framework (February 2019); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

B2 Uses – Odour Abatement

18. Prior to the occupation of any individual plot which is proposed to be occupied for uses falling within Use Class B2, a suitable scheme for the extraction and ventilation of any process odours and fumes (including acoustical silencing if deemed necessary) shall be submitted to and approved by the LPA. Before any use commences the scheme shall be installed and commissioned to the satisfaction of the LPA, and agreed in writing by the LPA.

Reason: To protect nearby residents from undue noise and disturbance (including fumes, odours and vibration) that would cause demonstrable harm to residential and commercial amenity and to preserve the quality of the local environment in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning Document (May 2013).

B2 Uses – Vibration

19. Prior to the commencement of any B2 use hereby permitted on any individual plot, the operator shall submit a scheme to the LPA detailing any sources of vibration which may be detectable at other nearby premises. The scheme shall detail any mitigation measures proposed to minimise such vibration to levels that will not cause alarm or distress at neighbouring premises in accordance with British Standards. Once approved in writing by the LPA, all agreed mitigation measures shall be implemented prior to the commencement of use.

Reason: to protect the amenity of neighbouring businesses and residential properties from the impacts of vibration in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning Document (May 2013).

Prior Submission Condition: Construction Environmental Management Plan

20. Prior to the commencement of any works on any individual plot on site, the developer shall provide in writing a Construction Environmental Management Plan (CEMP) to the LPA for written approval. The CEMP shall review all construction operations proposed on that individual plot and shall cover as a minimum the following areas of work on a phase by phase basis, identifying appropriate mitigation measures as necessary: Proposed locations of Site Compound Areas, Proposed Routing of deliveries to Site Compounds or deliveries direct to site, Proposed delivery hours to site, Proposed Construction Hours, Acoustic mitigation measures, Control of Dust and Air Quality on site and consideration for joining a Considerate Contractors Scheme.

The CEMP shall consider in each case issues relating to construction and demolition - noise, dust, odour, control of waste materials and vibration - where not detailed in a separate condition. Once approved in writing, all identified measures within the CEMP 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.

Any changes to the identified CEMP 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.

Reason: To prevent an increase in background noise levels and protects the amenity of any residents.

In accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); Paragraphs 180(a) & 182 of the National Planning Policy Framework (February 2019); and Sections 3 and 6 of the Environmental Protection Supplementary Planning Document (May 2013).