



Supporting Planning Statement

Land off Cronton Road, Halsnead

September 2022

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For and on behalf of Avison Young (UK) Limited

1. Introduction

1.1 This Supporting Planning Statement ('SPS') has been prepared by Avison Young in support of a full application made by Maro Developments Ltd ("the Applicant") for the construction of a new single warehouse unit (Use Class B8 with ancillary office use), on land to the north of Cronton Road and south of M62, Widnes ("the Site").

1.2 The planning application is submitted in full and proposes the erection of a Class B8 warehouse with ancillary office accommodation. The description of development as presented on the application form is:

"Full planning permission for the erection of a single unit (Use Class B8) with ancillary offices, ancillary outbuildings, access, landscaping, service yard, car parking, servicing and all ancillary enabling works."

1.3 The scheme proposals are summarised in Chapter 3 of this Statement and are described fully in the Design and Access Statement ('DAS') prepared by Fletcher Rae Architects and presented on the application drawings. The DAS should be read in conjunction with this SPS.

Environmental Impact Assessment

1.1 The EIA Regulations require that for certain planning applications, an Environmental Impact Assessment (EIA) must be undertaken. Schedule 1 of the EIA Regulations lists developments that always require EIA and Schedule 2 of the EIA Regulations list developments that may require EIA if it is considered that they could give rise to significant environmental impacts. In this instance, further to pre application discussions with the Council, the applicant has opted to volunteer the production of an EIA.

1.4 Egniol Consulting Ltd, who are competent EIA experts and members of the Institute of Environmental Management and Assessment ("IEMA") have been commissioned by the Applicant to co-ordinate the EIA process and produce the Environmental Statement for the proposed development.

1.5 Through a detailed analysis of the site context and following discussions with Knowsley Metropolitan Borough Council (KMBC) at a number of pre-application meetings, it has been concluded that an appropriate scope for the EIA comprises of the following disciplines:

- Air Quality and Dust.
- Ecology and Nature Conservation.

- Transport and Access.
- Water Resources and Flood Risk.

Structure of the SPS

- 1.6 This SPS intends to address the relevant planning considerations and in particular the case for development at the Site. It considers the proposals in light of national and local planning policy and assesses compatibility in planning policy terms.
- 1.7 The application is accompanied by a comprehensive suite of supporting documents which have been prior agreed with the Council. A list of supporting documents and application drawings that accompany the planning application is contained at **Appendix I**.

2. Site Location and Description

- 2.1 This chapter discusses the Site's location and characteristics. It provides a description of the Site's current status and physical attributes.

Site Location and Accessibility

- 2.2 The Site is located to the east of Junction 6 of the M62, bound by Tarbock roundabout to the west, the M62 to the north, Cronton Road to the south and undeveloped land to the east. The Site is irregular in shape and comprises approximately 8.95ha of undeveloped land, an aerial view is shown in Figure 1.
- 2.3 The Site is located approximately 9 miles to the east of Liverpool and approximately 9 miles to the west of Warrington. Widnes and Runcorn are located approximately 5 miles to the south east of the Site, whilst St Helens is located approximately 5 miles to the north east. The Site is owned and operated by the Applicant, Maro Developments Ltd.



Figure 1: Aerial Site View

- 2.4 The Site is located within the Halsnead Garden Village Sustainable Urban Extension (SUE), an allocated strategic development Site within the adopted Knowsley Local Plan Core Strategy (2016). The southern part of the SUE within which the Proposal is situated (Policy SUE2c Sustainable Urban Extension –

South of Whiston and Land South of M62), is allocated to provide a minimum of 22.5ha of logistics development.

- 2.5 The proposals are entirely Plan led and conform with the Development Plan in terms of the proposed site layout and principle of major development being firmly established through the allocation.

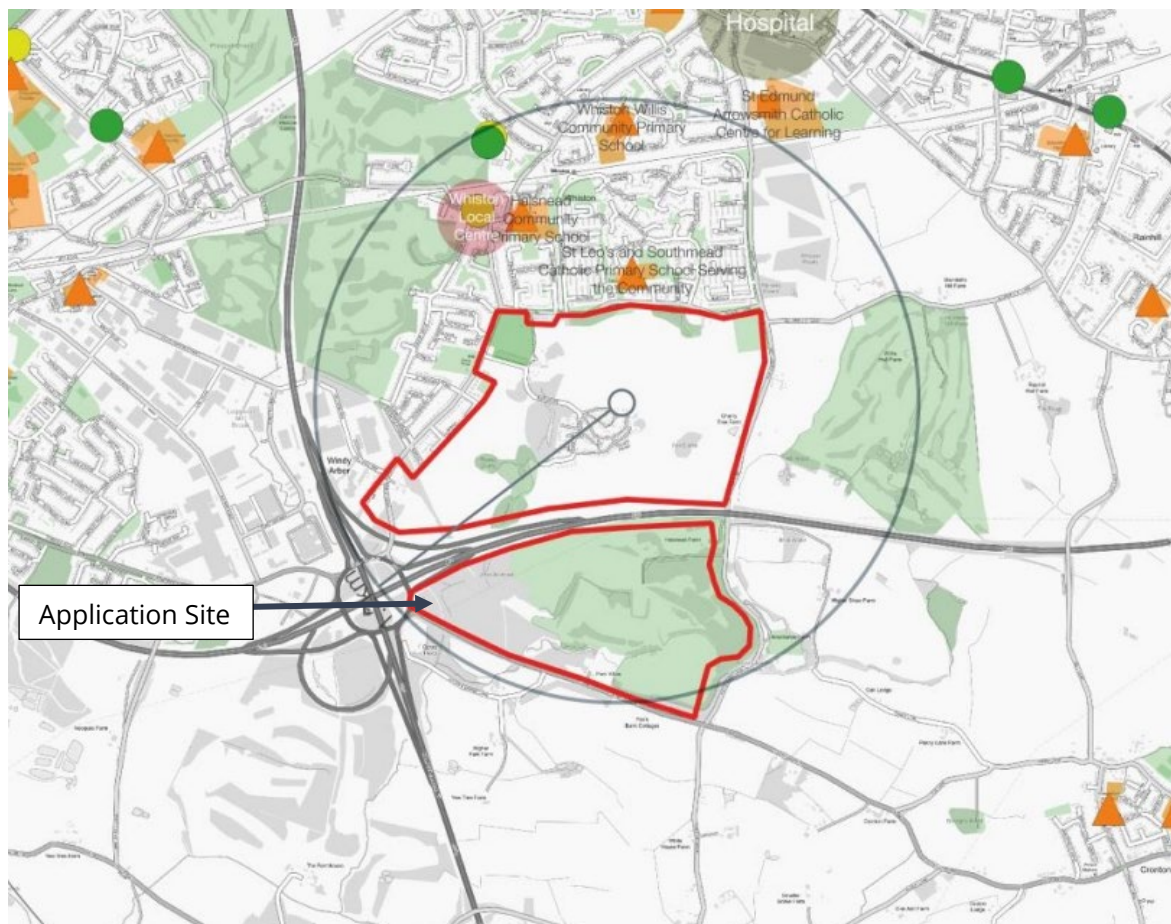


Figure 2: SUE2c Site Allocation

Site Characteristics and Surroundings

- 2.6 The Site is strategically placed in terms of access to the strategic highway network with immediate access to the M62 and M57 motorways, as well as other trunk roads including the A5300 Knowsley Expressway to the south. The M57 provides links between Tarbock and Aintree to the north, and the M62 provides national links including Liverpool (9 miles to the west), Greater Manchester (approximately 25 miles to the east) and north and south of the UK via the M6 motorway, which is located approximately 10 miles to the east.
- 2.7 The Site is surrounded by a mix of existing land uses. Immediately to the north of the Site runs the M62 beyond which lies the northern element of the SUE allocation, which is allocated for approximately 1,600 homes as well as a network of open spaces, which is neighboured by the existing

settlement of Whiston. Adjacent to the northern boundary is an area of ancient woodland. Another area of ancient woodland is positioned adjacent to the eastern boundary, beyond the Site's red edge.

- 2.8 Land adjacent to the east of the Site has been subject to two large development proposals: construction of a new country park, which awaits determination (ref: 20/00578/FUL); and a hybrid application which seeks full consent for the development of 15,273sqm of storage and distribution floorspace (Use Class B8) and outline consent for a further 77,629sqm of storage and distribution floorspace (Use Class B8) (ref: 20/00494/HYB) which was approved 4th March 2022. Reserved matters applications associated with the outline consent have also been submitted and await determination (ref: 22/00162/REM). These developments, once brought forward in accordance with the adopted Halsnead Garden Village Masterplan SPD will significantly change the character, use and appearance of the area. The proposed site layout for this area is shown in Figure 3, being delivered by Tritax.
- 2.9 The Site is bound to the south by Cronton Road (A5080), where a small number of private dwellings are located, and beyond which the predominant land use remains as agriculture with a small mineral extraction site.
- 2.10 Beyond Tarbock Island to the west of the Site is the existing Huyton Quarry Industrial Estate, which extends to the north west of the Site and west of the M57 motorway. Established residential areas exist beyond the industrial estate including Tarbock and Huyton.
- 2.11 The nearest train station is Whiston Station (approximately 2km north), providing regular rail services towards Manchester and Liverpool. Other local train stations include Widnes, Huyton and Hough Green also providing services to Liverpool and Manchester.
- 2.12 There are several bus stops situated along Cronton Road, operating bus services to Warrington and Liverpool.

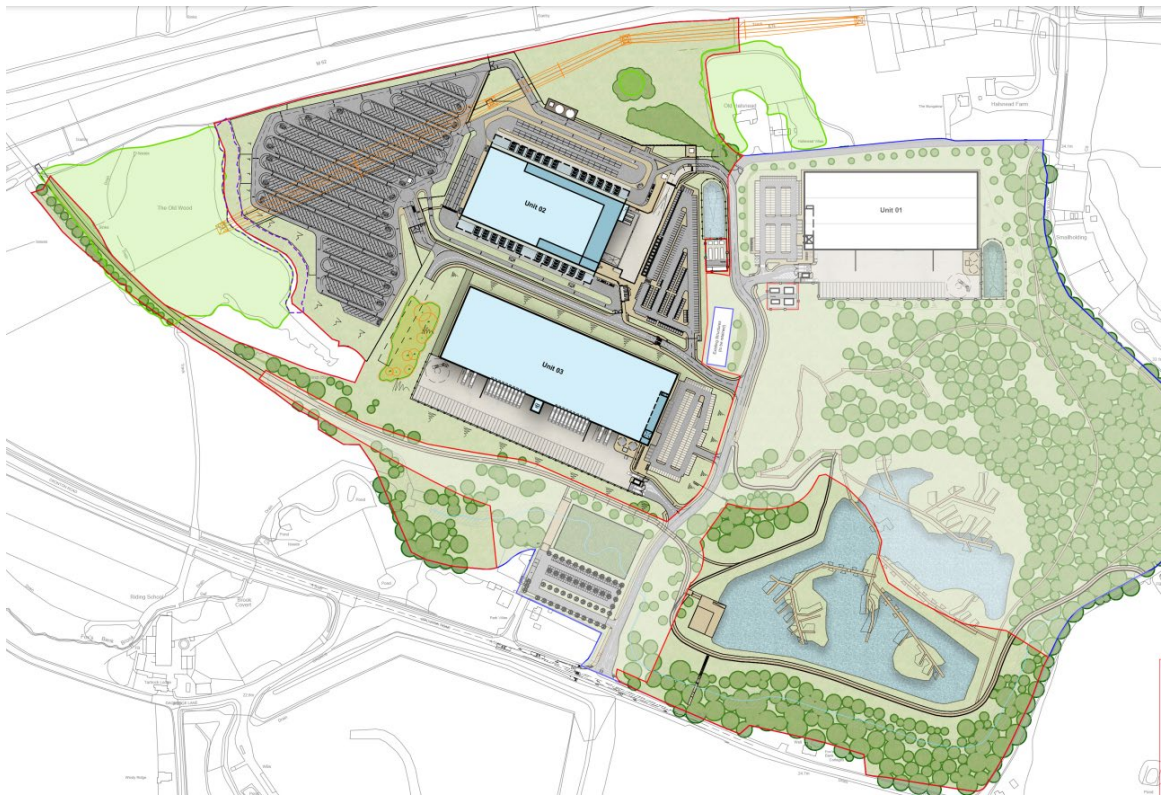


Figure 3: 20/00494/HYB Illustrative Masterplan

Planning History

- 2.13 The Site itself has not been subject to a detailed planning application within the past 10 years. There was an outline application submitted in 2003 which included the site and wider area for development of a business park to include B1/B8/C1/A3 and supporting ancillary uses (ref: 03/01148/OUT). However, this application was subsequently withdrawn in 2004.

Summary

- 2.14 The application Site is sustainably situated within an allocated area for employment/ industrial uses. The planning history for the area and strategic allocation demonstrates that the principle of major employment development is acceptable in this location.

3. Proposed Development

- 3.1 This chapter describes the application proposals and the relationship with the characteristics of the Site. The Proposed Site Plan shows the layout and configuration of the development proposals and is attached at **Appendix II** of this SPS.

Description of Development

- 3.2 The submitted planning application seeks full planning permission for:
- "Full planning permission for the erection of a single unit (Use Class B8) with ancillary offices, ancillary outbuildings, access, landscaping, service yard, car parking, servicing and all ancillary enabling works."*
- 3.3 The proposed development represents the latest major investment in the area to ensure the delivery of the Halsnead Masterplan as a major employment site for the local area.

Use and Amount

- 3.4 The proposal consists of a single warehouse building with ancillary office accommodation integrated. The total floor space equals 29,081sqm (Gross Internal Area). The proposal consists of a single warehouse style building with two storeys of integrated office accommodation.
- 3.5 There are a number of existing site constraints which influenced the proposals including overhead powerlines, ancient woodland and ground levels as well as planning policy requirements for two accesses off Cronton Road, sufficient vehicle parking and onsite drainage attenuation. The layout and design have been developed to maximise the Site's potential and provide versatility to meet the needs of future tenants. Figure 3 shows the proposed Site Plan.



Figure 4: Proposed Site Plan

Layout, Scale and Appearance

- 3.6 Significant time was invested in a formal pre application process where several iterations of the scheme layout were discussed and following revisions the optimal scheme has been produced to ensure it complies with both the developers and Council's aspirations for the Site. As shown in Figure 4, the building is positioned centrally within the Site, to allow sufficient parking and manoeuvring space for vehicles with easy access off Cronton Road. A number of various building footprints and yard configurations have been considered leading up to the proposed masterplan which is now considered to be the preferred solution to best maximise the Site's potential.



Figure 5: Proposed Elevations

- 3.7 The appearance of the proposal has been influenced by contemporary styling, with an emphasis on creating a clean and modern aesthetic that is both long lasting and utilises a neutral colour palette. The lower sections of dark and mid-grey cladding vary in height as you travel along Cronton Road, providing an interesting, everchanging facade and the impression of shadows projected from the enhanced planting (views 1-4). This design principle creates a unique, contemporary aesthetic whilst providing a fluid rhythm to the elevation.
- 3.8 Care has been taken with the elevational treatment to break up the verticality of the building, with shifts in colour and texture incorporated to avoid a monolithic appearance. The result is softening of the overall mass of the building through a diverse aesthetic that is flexible enough to suit a wide range of potential occupiers.

Landscaping

- 3.9 The landscaping has been designed to retain as much existing woodland and green infrastructure space as possible. Additional tree planting is also proposed to ensure maximum screening of the warehouse unit from Cronton Road. Overall, the landscape proposals have successfully managed to achieve at least two for one tree replacement planting across the Site, provision of Biodiversity Net Gain, improved useable green infrastructure with recreational footpaths, retention of ancient woodland and provision of an attenuation pond. The choice of planting has also been made in line with the Halsnead Design Guide (July 2020) and to ensure its longevity, a Landscape Environmental Management Plan and Biodiversity Enhancement Management Plan are submitted with this application for adoption.

Access and Servicing

- 3.10 In line with the Halsnead Framework Masterplan two primary access routes are proposed off Cronton Road. The first access closest to Tarbock Island will provide direct access to 295 car parking spaces, 12 of which are accessible. The second access further along Cronton Road will be primarily used for the HGV access to the service yard where there are 42 trailer parking spaces and 30 unloading bays. The second primary access has also been designed to allow a connection through the Site boundary to the adjacent land development, a key component of the Halsnead Framework Masterplan.

Summary

- 3.11 The scheme proposals have regard to and respond positively to the Site's opportunities and constraints; ensuring that the design and layout assimilates into the character and appearance of the area.

3.12 The Applicant has engaged with Planning Officers at KMBC through the pre-application process. The principle of development was discussed and deemed suitable in this location, furthermore no issues were highlighted at the time with the proposed layout and quantum of development.

4. Statement of Community Involvement

- 4.1 In addition to pre-application discussions with KMBC as Local Planning Authority (LPA), the Applicant has also undertaken consultation with the local community and neighbouring building occupiers. This section summarises the process, comments received and responses.

Knowsley's Statement of Community Involvement

- 4.2 Knowsley's Statement of Community Involvement (SCI) came into effect in April 2017 and provides advice to applicants regarding public consultation. In general, the Statement encourages applicants to undertake their own pre-application consultation with the local community.
- 4.3 The applicant has used this guidance as a basis upon which to formulate an appropriate consultation strategy, also in compliance with national policy.

Public Consultation

- 4.4 The applicant is aware of the importance of engaging with the local community during the preparation of the scheme and application. Rather than host a community consultation event, it was considered a better use of resource to make direct contact with all parties in close proximity of the Site, sharing the proposed development details and contact details should they have any queries or concerns.
- 4.5 This approach was considered acceptable due to proposed level of development, there not being a high density of potentially sensitive receptors close to the Site and the previous rounds of consultation local residents and business owners would have been through as part of the Halsnead Masterplan and proposals on the adjacent former Cronton Colliery site.
- 4.6 Information leaflets about the proposals were hand delivered to all businesses and residents identified in Figure 6 on the 10th June 2022. The leaflet included details of the proposals as well as contact details for any queries or questions a copy of which is contained in **Appendix III**.



Figure 6: Consultee Distribution Map

- 4.7 During the consultation period which followed, only one response was received which requested further details on the proposed drainage and highways matters. Avison Young responded on behalf of the Applicant.

Ward Councillors and Cronton Parish Council Consultation

- 4.8 As part of the pre-application consultation process, the Applicant sought to engage with the local ward Councillors and members who form part of the Cronton Parish Council. One response was received from the Parish Clerk requesting details on the proposed vehicular access arrangements, suggesting vehicles came to the Site via Junction 6 of the M62 rather than use Cronton Road from the east. Means of access and highway implications have been fully assessed as part of the Transport Chapter contained in the submitted Environmental Statement.

Pre-Application Consultation

- 4.9 Pre-application meetings have taken place with Officers at KMBC throughout the past 12-18 months. During these discussions the proposals have been amended in line with feedback obtained from the officers. A clear channel of communication has been maintained, which has helped set out the principle of development, the scope for the application and design considerations.

- 4.10 Further information on how the design has evolved through pre-application discussions is set out in the submitted Design and Access Statement prepared by Fletcher Rae Architects.

Summary

- 4.11 In summary, the applicant has carried out consultation with the LPA as well as the local community. The consultation exercise therefore fully accords with national planning policy guidance and the Council's Statement of Community Involvement.

5. Planning Policy Context

- 5.1 This chapter describes the relevant adopted local planning policies as well as national planning policy and other material considerations relevant to the determination of this application.

Development Plan

- 5.2 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.3 For the purposes of this application, the Development Plan comprises the Knowsley Local Plan Core Strategy (CS) (January 2016); Saved Policies of the Knowsley Replacement Unitary Development Plan (UDP) (June 2006); and Merseyside and Halton Joint Waste Local Plan (July 2013).

Local Plan Core Strategy (2016)

- 5.4 The CS was adopted in January 2016 and sets the strategic framework for the growth and development of Knowsley up to 2028 and beyond. All other policies contained within CS that are relevant to the determination of this application are summarised and an assessment of the proposals against these policies is detailed in the Policy Assessment Schedule provided at **Appendix IV**. These policies are:

- **CS1 – Spatial Strategy for Knowsley:** states how and where the spatial development of Knowsley will be achieved by 2028.
- **CS2 – Development Principles:** states that development in Knowsley should support the principle of sustainable development including economic, environmental and social factors.
- **CS4 – Economy and Employment:** states that employment development must support sustainable economic growth by providing sufficient land to meet employment demands and enhancing the quality and efficiency of land for employment.
- **CS7 – Transport Networks:** states new development will be required to be located and designed to prioritise accessibility and sustainable methods of transport. Developments should follow adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development and inclusive of measures that will mitigate carbon emissions and improve air quality.

- **CS8 – Green Infrastructure:** states that new development must be served by Green Infrastructure to meet the needs of residents and the local environment.
- **SUE2 – Sustainable Urban Extensions – Development Principles:** states that Development within the Sustainable Urban Extensions must provide of an appropriate proportion, financial and/or 'in kind' contributions towards strategic and/or local infrastructure required to enable the comprehensive development of the sites. They must also be of a high design quality which enhances local distinctiveness and identity and include appropriate provision for public open space.
- **SUE2c – Sustainable Urban Extensions – South of Whiston and Land South of M62:** states the comprehensive development of Land South of Whiston and Land South of the M62 will be supported. The sites are allocated for residential and employment development as well as a country park.
- **CS20 – Managing the Boroughs Historic Environment:** states Development proposals in Knowsley should preserve or enhance the borough's historic and architectural assets, including Listed Buildings, Conservation Areas, Historic Parks and Gardens and archaeological remains, together with other local areas, buildings and structures of historic importance.
- **CS22 – Sustainable and Low Carbon Development:** states that new development will be required to meet high standards of sustainable design and construction and minimise carbon emissions.
- **CS24 – Managing Flood Risk:** states new development shall include flood mitigation measures, where necessary, to manage flood risk associated with or caused by the development.
- **CS27 – Planning for and Paying for New infrastructure:** states that Knowsley's communities will be supported by an appropriate range of infrastructure, including any additional infrastructure which is required as a result of new development.

Knowsley UDP Saved Policies (2006)

- 5.5 The UDP was adopted in June 2006. Through a Plan Review in June 2009 and following the adoption of the CS in 2016 there are now 39 UDP policies which continue to be "saved" and carry material weighting in the determination of planning applications. All other policies contained within the UDP that are relevant to the determination of this application are summarised and an assessment of the

proposals against these policies is detailed in the Policy Assessment Schedule provided at **Appendix**

III. These policies are:

- **T5 – Location of Major Traffic Generating New Development:** states Major developments should be or be capable of being located within safe and convenient walking distance of public transport facilities.
- **T7 – New Development and Walking & Cycling Routes:** states new development should preserve and where possible enhance the walking and cycling network.
- **T8 – Transport Assessments:** states Development proposals that would prejudice the primary function of any part of the highway network (i.e., the motorway, trunk road, primary and local highway network) by generating a material increase in traffic, which would overload the access to, or any part of the network, will not be permitted, unless the necessary mitigation measures required are undertaken.
- **T9 – Travel Plans:** states major traffic generating development and smaller development proposals which, either by themselves or in conjunction with other proposals Travel Plans will be encouraged to be as sustainable and innovative as possible and provide inclusive access for all.
- **DQ2 – Security in the Built Environment:** states new development should be designed to provide good levels of personal and property security.
- **DQ3 – Gateway Sites and Corridors:** states new development proposals which are within or adjacent to, or visible from, any of the following road and rail routes within Knowsley should seek to enhance the visual appearance of the route.
- **DQ4 – Trees and Development:** states proposals for new development should include appropriate planting of trees or other soft landscaping, the location and details of which should be determined as an integral part of the development, and which shall have regard to the character of the surrounding area.
- **ENV2 – Noise and Vibration:** states where developments are permitted, conditions may be attached to the planning permission to ensure effective noise insulation or other required mitigation measures are carried out.
- **ENV3 – Light Pollution:** states development requiring external lighting must satisfy the following criteria: a) The lighting scheme proposed is the minimum required for security and

working purposes to undertake the task; b) There would be no unacceptable impact on visual amenity in the surrounding area; c) The scheme will not have an unacceptable effect on road safety; d) The scheme will not harm wildlife; and e) There will be no unacceptable loss of residential amenity.

- **ENV5 – Contaminated Land:** states new development will not be permitted if there is existing contamination on the site which could, as a result of the proposed development, place the occupiers or users of the development, ecological systems, the water environment or surrounding land uses at unacceptable risk.

Other Material Considerations

5.6 There are a series of other planning policy guidance documents at local and national level that are relevant to the determination of this application which include the:

- Ensuring a Choice of Travel SPD (2010)
- Design Quality in New Development SPD (2016)
- Trees and Development SPD (2016)
- Developer Contributions SPD (2016)
- Adding Social Value to Development: Employment and Skills SPD (2018)
- Halsnead Masterplan SPD (2017)
- National Planning Policy Framework ('NPPF') (July 2021); and
- Planning Practice Guidance ('PPG').

5.7 Each of these documents are summarised below.

Ensuring a Choice of Travel SPD (2010)

5.8 The Ensuring a Choice of Travel SPD was adopted by the Council in September 2010 to provide detailed guidance about the council's transport policies. The main objective of the SPD is to ensure a good choice of travel modes to all new developments in Knowsley. It can be used by developers to ensure that their proposals are accessible, promote sustainable travel patterns and minimise the congestion and pollution caused by vehicles. It will be used to assess planning applications in relation to transport requirements.

Design Quality in New Development SPD (2016)

- 5.9 The Design Quality in New Development SPD was adopted in January 2016 and identifies the overarching context for design in the Borough, and highlights Borough-wide issues which should be taken into account in designing new development.

Trees and Development SPD (2016)

- 5.10 The Trees and Development SPD explains the Council's approach in relation to Trees and Development setting out guidance relating to: Promoting best practice for proposals incorporating trees and landscaping within new developments; development proposals affecting existing trees, woodlands and other vegetation; requirements for detailed survey of all existing trees; and requirements for provision of replacement trees

Developer Contributions SPD (2016)

- 5.11 The Developer Contributions SPD was adopted in June 2016 and supplements the Core Strategy policies by providing detailed guidance on how developer contributions will operate in Knowsley. This guidance is designed to be of particular use to developers, planning officers, stakeholders and local residents, and seeks to provide greater certainty at the earliest stages of the planning process, before a planning application is submitted or a development site is purchased, so that the cost implications of developer contributions can be fully taken into account.

Adding Social Value to Development: Employment and Skills SPD (2018)

- 5.12 The Adding Social Value to Development SPD was adopted in September 2018 and is driven by the Council's aspiration to see additional benefits (known as social value) incorporated into its housing and other development opportunities.

Halsnead Masterplan SPD (2017)

- 5.13 The Council published the Halsnead Garden Village Masterplan Supplementary Planning Document ("the Halsnead SPD") in June 2017. The Halsnead SPD was produced in line with Core Strategy Policy SUE2 and sets out the Council's vision and objectives for the SUE, establishing key development requirements that planning applications will be expected to incorporate. The masterplan defines the development parameters, including land use, access, movements and green infrastructure.
- 5.14 Within the SPD it contains an illustrative masterplan as shown in Figure 6 below. The purple area is land identified for potential employment with the dark green as protected greenspace.



Figure 7: Figure 5.4 from the Halsnead Masterplan SPD

National Planning Policy Framework

- 5.15 The National Planning Policy Framework (NPPF) dated July 2021, contains the Government's most up-to-date planning guidance. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF is a significant material consideration in the determination of this application. The overall emphasis of the NPPF is to reiterate the Government's key objectives of facilitating economic growth and securing sustainable development.

Planning Practice Guidance

- 5.16 On 6th March 2014 the Department for Communities and Local Government launched the online Planning Practice Guidance (PPG) as a web-based resource to further simplify and bring together planning practice guidance for England in an accessible and usable way. The PPG is intended to assist practitioners and provide further guidance on the interpretation of national planning policy within the NPPF. It is therefore a significant material consideration in the determination of the application.
- 5.17 The NPPG emphasises the importance of good design and making effective use of land. It recognises design as an integral part of sustainable development. Good design '*responds in a practical and creative way to the function and identity of a place*'. With regards to supportive more effective uses of land, the NPPG provides guidance on what tools and evidence should be used in the determination of applications.

Summary

5.18 This chapter has identified a series of Development Plan Documents and other material considerations to be taken into account in the determination of this application. The following Chapter assesses the principle of development against the local and national planning policy framework in greater detail.

6. Planning Appraisal

- 6.1 This chapter assesses the principle of the Site's development against the relevant adopted policies, NPPF and other material considerations.
- 6.2 Under the provisions of Section 38 of the Planning and Compulsory Purchase Act 2004, the Council is required to determine planning applications in accordance with policies contained within the statutory Development Plan, unless material planning considerations indicate otherwise.

Principle of Development

- 6.3 The principle of major employment development at the Site has clearly been established through its allocation within the Development Plan and the accompanying Halsnead SPD. Core Strategy Policy SUE2c specifically sets out that at least 22.5ha of logistics, storage and distribution uses should be delivered on the Site and adjacent land south of the M62. This application will provide circa 8.95ha of B8 development in direct compliance with this policy.
- 6.4 Policy SUE2c also sets out specific development requirements including safe and convenient highways access, provision for public transport, walking and cycling with enhanced linkages and provision of public open space within Green Infrastructure areas. The proposed development seeks to deliver on each of these requirements. One of the two vehicular accesses have been designed to adoptable standards with a link road to the Site boundary to allow for a connection to the wider development as part of the adjacent permitted Tritax scheme. The intention of this is to facilitate the Council's objectives for the provision of a bus loop around the future industrial complex to enhance public transport options in the area. This second access will also promote cyclist and pedestrian safety by having a separate access close to Tarbock Island to be used primarily for the staff car parking. The landscaping proposals not only seek to make the most of the existing green infrastructure but also enhance it through increased planting, ensuring Biodiversity Net Gain and making these areas more accessible and useable by providing recreational footpaths.
- 6.5 In addition to the requirements of CS Policy SUE2c, the Halsnead Garden Village Masterplan SPD was adopted to provide further guidance for the comprehensive development of land south of the M62. This was a requirement of CS Policy SUE2 which states in part 4:

"Proposals for development within each of these locations will only be granted planning permission where they are consistent with a single detailed masterplan for the whole of the Sustainable Urban Extension which is approved by the Council. The master plan should accord with development plan policy and any associated Supplementary Planning Document" [emphasis added]

6.6 The Framework Masterplan is shown below in Figure 8. The purple indicates employment areas, the dark green indicates existing woodland to be retained and the red arrows show proposed primary access points. It is evident that when reviewing the proposed site layout plan alongside the adopted Framework Masterplan the proposals accord entirely with one another. The area of built development does not extend into the woodland marked for retention and two primary access points are provided. It is also worth noting these proposals will only further enhance the delivery of the aspirations for the wider site (provision of through bus, cycle and pedestrian connectivity in particular) and not have a negative impact on any aspects beyond the Site's redline boundary such as the strategic cycle connections which runs parallel to the northern boundary.



Figure 8: Halsnead Framework Masterplan

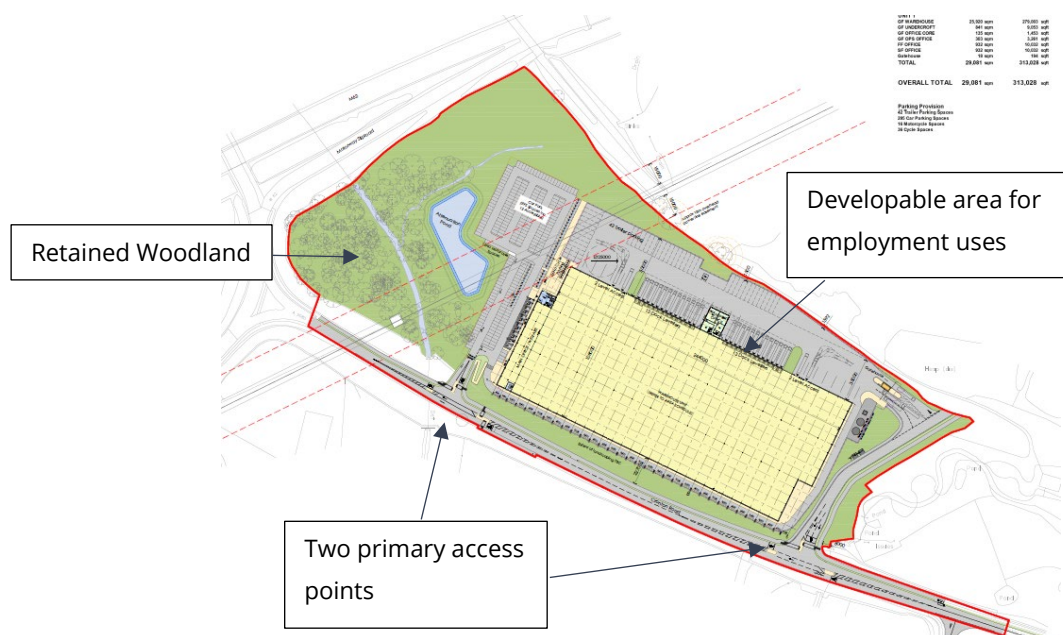


Figure 9: Proposed Site Layout Plan

Design

- 6.7 A Design and Access Statement has been prepared by Fletcher Rae Architects, which addresses the Site's location and context, the design development and the scale, massing and appearance of the proposal. The proposed development will ensure that the existing streetscape is significantly enhanced through the development of a high-quality development on the site.
- 6.8 CS Policy CS19 (Design Quality and Accessibility in New Development) and adopted Design Quality in New Development SPD seeks to ensure that development will achieve a high standard of design and will respond to the surrounding context and enhance the street scene or character of the area. Furthermore, the latest revision of the NPPF poses more emphasis and the weight on the importance of good design for new developments. The scheme has been designed to be fully in accordance with this policy to ensure that the development will make a positive contribution to the existing local character of the area.
- 6.9 As set out further in the submitted Design and Access Statement, the detailed layout and design has been considered to ensure that the proposals make a positive contribution to the form and quality of the surrounding areas by meeting the necessary standards and protecting amenity for nearby buildings. Careful attention has been paid to the creation of a safe, inclusive and accessible development. The proposals have also been informed by an Environmental Impact Assessment which have confirmed that the potential impact on nearby sensitive receptors is acceptable.

- 6.10 Overall, the proposed development will result in creating a high-quality employment development that will overall improve the appearance and sense of character within the local area. The scheme is a plan led development which corresponds with the site specific allocation in the Local Plan Core Strategy and the further guidance set out in the Halsnead SPD.

Summary

- 6.11 In summary, it is strongly considered that the proposals accord with all relevant local and national planning policies. Furthermore, the work that has been done by the Applicant's professional and design team through the design process and over recent months, to respond to pre-application feedback, has been specifically targeted on minimising any harm arising from the proposals.

7. Non-EIA Environmental and Technical Considerations

- 1.2 The compliance of the proposals against environmental and technical-based planning policies is considered within the comprehensive suite of individual technical reports undertaken and submitted with the planning application.
- 1.3 The majority of technical matters are assessed in detail as part of the EIA, and are not therefore considered here. This section is focused on technical matters which are not covered by the EIA, and the acceptability of the proposals in this regard is summarised below.

Ecology and Trees

- 7.1 The application is supported by the following technical documents:
- Preliminary Ecological Appraisal prepared by Urban Green
 - Arboricultural Impact Assessment prepared by Urban Green
 - Biodiversity Net Gain Assessment prepared by Urban Green
 - Biodiversity Enhancement Management Plan prepared by Urban Green
 - Landscape and Ecological Management Plan prepared by Annabelle Langhorn
 - Detailed Planting Plan prepared by Annabelle Langhorn
- 7.2 The purpose of the Preliminary Ecological Appraisal is to identify habitats on Site and determine the Site's potential value for protected and/or notable fauna and flora, with the addition of potential impacts on designated sites. This will inform the need for any further ecological surveys and/or mitigation to minimise the potential impacts on ecology on Site and within the local area. The assessment includes a number of recommended ecological mitigation measures and concludes no further surveys are required to facilitate this development.
- 7.3 The Arboricultural Impact Assessment identifies those trees that are necessary for removal which include one tree, two groups, part of five groups and one small part of the woodland all of which are Category B or C Trees. To mitigate this loss, in line with the Trees and Development SPD the proposed landscape scheme will provide new planting well in excess of the two for one policy requirement.
- 7.4 A Biodiversity Impact Assessment has also been undertaken by the ecologists. A Biodiversity Impact Assessment is required to provide a measurement of the changes in biodiversity and demonstrate if the site will be in net gain or net loss as a result of the proposed development on site. Overall, this

assessment achieves a net gain in biodiversity at 10.71% for area habitats, 100% for linear hedgerow habitats and 17.35% for linear river habitats. Offsite mitigation will not be necessary, and the gain is in line with the emerging Environment Act requirements. To ensure the habitats are maintained, a 30 year management plan has also been prepared and submitted under this application.

Ground Investigation

- 7.5 A Phase 1 Geo-Environmental Investigation has been completed by Integra Consulting. The investigation included an assessment on the probable ground conditions and contaminated land conditions on the Site on the basis of existing and historic site and relevant offsite activities. It concluded that a Phase 2 intrusive environmental ground investigation be undertaken. As such a Phase 2 Geo-Environmental Assessment has been undertaken by BWB Consulting. The Phase 2 investigation does not identify any serious risks of ground gases, contamination, or groundwater conditions that would prohibit the development on this Site.

Heritage Assessment

- 7.6 A Historic Environment Desk-Based Assessment has been prepared by Orion Heritage Ltd. This assessment draws together the available archaeological, historic, topographic and land-use information in order to clarify the heritage significance and archaeological potential of the study site.
- 7.7 With regards to archaeology, a review of the available evidence has confirmed that the study site has a moderate potential to contain Prehistoric and Roman archaeology and high potential for postmedieval finds and features with a low potential for all other periods. Given the moderate to high potential for Prehistoric, Roman and post medieval remains identified, it is anticipated that there will be a requirement for geophysical survey to inform the application for the proposed development. A geophysical survey has been instructed by the Applicant and the results will be submitted to the LPA during the determination period.
- 7.8 With regards to built heritage, this assessment has identified three designated and one non-designated built heritage assets that have the potential to have their significance affected by the proposed development. These are the Grade II listed Old Halsnead, Carr Farmhouse, The Paddocks and the Stables and the non-Designated lodge building located c. 170 metres south of the application site boundary.
- 7.9 Although the study site forms part of the wider semi-rural setting of these assets, it is considered that the contribution the Site makes to the significance of the assets is negligible. In all cases, the significance of the assets derives from their special architectural and historic interest. Due to the

intervening built form, existing natural screening and local topography, all those designated and non-designated assets that have been assessed share limited to no intervisibility with the Site. This combined with the severance of any historic ownership or functional links that the assets may have shared with the application site, it is considered that the proposals as they stand, will have little to no effect on their significance.

Noise Impact Assessment

- 7.10 A Noise Impact Assessment has been prepared by AEC Consultants Ltd. Using previously measured noise level data, calculations have been undertaken based on both HGV deliveries and forklift truck movements. The calculations indicate that there is no significant adverse effect from activities at the proposed development during the daytime and night-time periods at the nearest residential properties.
- 7.11 Based on an assumed worst-case 50 vehicle movements in an hour, car parking noise levels associated with the site will result in a low adverse impact as a result of noise at the worst-case affected residential receivers.

Summary

- 7.12 The proposed development is supported by a comprehensive suite of technical reports which assess the environmental and technical issues relevant to the Site and proposed development. In summary, there are no environmental or technical issues which either give rise to unacceptable impacts, or which cannot be suitably addressed/managed through appropriate mitigation measures or regulated by way of planning condition.

8. Planning Balance

- 8.1 Section 38(6) of the Planning and Compulsory Planning Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise. Case law has established that a proposal does not have to accord with each and every policy to be considered to be in accordance with the development plan when read as a whole.
- 8.2 As demonstrated in this Statement the application proposals accord with the relevant policies of the Development Plan, when read as a whole, and should therefore be approved without delay in accordance with the NPPF.
- 8.3 Notwithstanding the above, if the Council does identify a conflict with any policies of the Development Plan, the potential harm is clearly outweighed by the substantial economic, social and environmental benefits, as set out below, figures of which are extracted from the Economic Benefits Assessment prepared by Avison Young.

Economic Benefits

- 8.4 The proposed development will contribute to building a strong, responsive and competitive economy. In particular, the economic outcomes of the proposed development are:
- The provision of a number of direct jobs throughout the construction phase of the development, the delivery of the scheme is estimated to create 372 construction job opportunities (the precise figure will depend on the specific operator).
 - Support for a number of other off-site employment opportunities in the building trade ranging from suppliers of building materials to architects.
 - An increase in expenditure in the local economy through construction and operational workers helping to support the economy in Knowsley.
 - Support in the number of operational direct jobs at the site itself, including managerial, operational, administration and support staff as well as drivers. Based on the floorspace and density applied the operational development would accommodate 378 full time employment jobs.
 - Within Knowsley, there is an average annual Gross Value Added (GVA) contribution of £29,488 per FTE worker within the Transport and Storage sector. Based on direct employment of 378 FTE jobs, this would mean the site creates £11.1mn per annum in GVA within the District, and a further £4.5mn per annum in the wider area.

- Contribution to building a strong, responsive and competitive economy which will help to support innovation and growth and promote stable economic growth in the Knowsley Borough. In total the development would contribute £15.6 million per annum to the economy.

Social Benefits

8.5 The proposed development will support the creation of strong, vibrant and healthy communities. In particular, the proposed development will:

- Make a significant investment and contribution towards the Council's ongoing aspirations for the masterplan area including the provision of a significant number of new jobs.
- Deliver a sustainable development which has good access to existing transport links.
- Will support the local economy and help to boost the productivity of the local area's labour market. Based on the floorspace and density applied the operational development would accommodate 378 FTE jobs.
- The employment generated onsite would also create additional indirect jobs in the area. Using the 1.4 multiplier generates an estimate of 151 further FTE jobs being created.

Environmental Benefits

8.6 As demonstrated within the accompanying technical reports, the proposed development will not result in significant harm to the natural environment. In particular, the proposed development will:

- Have an acceptable impact on the local highway network.
- Not result in any adverse impacts in terms of flood risk/drainage.
- Drainage conditions of the Site will be improved than existing, not only benefiting the Site use but surrounding land.
- Provide Biodiversity Net Gain on Site of 10.71% overall.
- Not result in any adverse impacts on air quality, noise, flood risk or pollution.
- Represent an efficient use of land for employment development on an allocated employment Site.
- Secure a high quality design in keeping with the surrounding context.
- Sustainable construction materials and techniques will be utilised to minimise the impact upon climate change.

Summary

- 8.7 In summary, the proposed development represents a high-quality sustainable form of development which will deliver further investment in this strategic location for Knowsley. The proposal constitutes sustainable development in accordance with the NPPF and Development Plan when taken as a whole. The proposals would deliver positive economic, social and environmental benefits which should be afforded significant weight in the determination of this planning application.

9. Conclusion

- 9.1 This Supporting Planning Statement has been prepared by Avison Young on behalf of Maro Developments Ltd (the Applicant), in support of a full planning application for the development of land south of the M62 and north of Cronton Road.
- 9.2 The proposed development represents the latest major investment in the southern part of the masterplan area to ensure the delivery of the Halsnead Masterplan as a major employment site for the local area.
- 9.3 In summary, the application proposals will deliver important employment development on a Site that is allocated for employment use in the Development Plan. The proposed developments are in accordance with the Development Plan when read as a whole. Furthermore, the proposals will deliver substantial economic, social and environmental benefits including but not restricted to, the following sustainable benefits:
- The proposed development will contribute to building a strong, responsive and competitive economy.
 - The proposed development will support and enhance an existing strong, vibrant and healthy community.
 - As demonstrated within the accompanying technical reports, the proposed development will not result in significant harm to the natural environment.
- 9.4 Overall, this Planning Statement, the supporting technical surveys/reports and drawings demonstrate that the proposal accords with the principles of sustainable development, makes efficient use of strategic location and will deliver significant benefits to the local area. On this basis, in accordance with the adopted development plans and the presumption in favour of sustainable development, as identified within the NPPF, it is respectfully requested that planning permission should be granted for the proposed development.

APPENDIX I

SUBMISSION SCHEDULE

Document	Reference	Author
Drawings		
Site Location Plan	17021-FRA-AV-XX-DR-A-0101	Fletcher Rae
Existing Site Plan	17021-FRA-AV-XX-DR-A-0102	Fletcher Rae
Proposed Site Plan	17021-FRA-AV-XX-DR-A-0501	Fletcher Rae
Proposed Site Sections	17021-FRA-AV-XX-DR-A-0701	Fletcher Rae
Proposed Site Sections 2	17021-FRA-AV-XX-DR-A-0702	Fletcher Rae
Cycle Shelter Details	17021-FRA-AV-XX-DR-A-0901	Fletcher Rae
Proposed Waste Compound Details	17021-FRA-AV-XX-DR-A-0902	Fletcher Rae
Proposed Gatehouse	17021-FRA-AV-XX-DR-A-0903	Fletcher Rae
Proposed Boundary Treatments	17021-FRA-AV-XX-DR-A-0905	Fletcher Rae
Proposed Ground Floor GA Plan	17021-FRA-AV-XX-DR-A-2001	Fletcher Rae
Proposed Office GA Plans	17021-FRA-AV-XX-DR-A-2002	Fletcher Rae
Proposed Roof Plan	17021-FRA-AV-XX-DR-A-2003	Fletcher Rae
Proposed GA Elevations- CAD	17021-FRA-AV-XX-DR-A-2101	Fletcher Rae
Proposed GA Elevations- Colour	17021-FRA-AV-XX-DR-A-2101	Fletcher Rae
Proposed GA Sections	17021-FRA-AV-XX-DR-A-2201	Fletcher Rae
Detailed Planting Plan	CLDP-075-P01b	Annabelle Langhorne
Standalone Reports		
Arboricultural Impact Assessment	July 2022	Urban Green
Bat and Bird Box Plan	July 2022	Urban Green
Biodiversity Enhancement Management Plan	July 2022	Urban Green
Biodiversity Net Gain Assessment	July 2022	Urban Green
Design and Access Statement	September 20022	Fletcher Rae
Economics Benefit Statement/ Social Value Strategy	July 2022	Avison Young
External Lighting Statement	3944-HAN-ZZ-XX-RP-MEP-006	Hannan Associated
Factual Ground Investigation Report	2956 - 02	Integra
Flood Risk Assessment	2956-FRA	Integra
Historic Environment Desk-Based Assessment	July 2022	Orion
Landscape and Ecological Management Plan	July 2022	Annabelle Langhorne
Noise Impact Assessment	P3603/R4/WJK	AEC
Phase 1 Site Investigation	2956 - 01	Integra
Phase 2 Site Investigation	HG62-BWB-ZZ-XX-RP-YE-0001_Ph2	BWB
Planning Statement	September 2022	AY
Preliminary Ecological Appraisal	June 2022	Urban Green
Environmental Statement		
Volume 1: Non- Technical Summary		Egniol

Document	Reference	Author
Volume 2: Main Text		Egniol
Chapter 1: Introduction		Egniol
Chapter 2: Approach		Egniol
Chapter 3: Site Description		Egniol
Chapter 4: Alternatives		Egniol
Chapter 5: The proposed Development		Egniol
Chapter 6: Ecology		Urban Green
Chapter 7: Flood Risk and Drainage		Integra
Chapter 8: Traffic and Transport		Mott McDonald
Chapter 9: Air Quality		Redmore
Chapter 10: Cumulative Effects		Egniol
Chapter 11: Summary of Mitigation and Residual Effects		Egniol
Volume 3: Appendices		Egniol et al.

APPENDIX II

PROPOSED SITE LAYOUT



SCHEDULE OF AREAS

UNIT 1		
GF WAREHOUSE	25,920 sqm	279,003 sqft
GF UNDERCROFT	841 sqm	9,053 sqft
GF OFFICE CORE	135 sqm	1,453 sqft
GF OPS OFFICE	303 sqm	3,261 sqft
FF OFFICE	932 sqm	10,032 sqft
SF OFFICE	932 sqm	10,032 sqft
Gatehouse	18 sqm	194 sqft
TOTAL	29,081 sqm	313,028 sqft

OVERALL TOTAL 29,081 sqm 313,028 sqft

Parking Provision
42 Trailer Parking Spaces
295 Car Parking Spaces
16 Motorcycle Spaces
36 Cycle Spaces

General Notes

All site dimensions shall be verified by the Contractor on site prior to commencing any works.

Do not scale from this drawing.

Only work to written dimensions.

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Legend

- Planning Boundary
- Proposed secure fence line (2.4m high paladin - colour Green)
- Knee rail Fence
- Timber Post & Rail Fence (1.2m high)
- Retaining Wall - refer to engineer's details
- Existing Trees to be retained
- Proposed Trees
- Proposed hedgerow
- All landscaping shown indicatively only. Please refer to Landscape Architect drawings for full details.
- Proposed Surface pedestrian footpath

P1	PLANNING ISSUE	21.07.2022	AL	MW
Rev.	Description	Date	ISS	APP

Scale: 1:1000@A1
Status: S2 Information
Drawn by: AL
Checked by: MW
Date: 31.05.22
Client:

MARO DEVELOPMENTS

Project:
MERCURY 62, CRONTON

Sheet Name:
PROPOSED SITE PLAN

Project No.	Orig.	Zone	Level	Type	Role	Dwg No.	Rev
17021-FRA-AV-XX-DR-A-0501							P1

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APPENDIX III

Consultee Letter

10 June 2022



Dear Resident

PROPOSED DEVELOPMENT ON LAND TO NORTH OF CRANTON ROAD AND SOUTH OF M62

On behalf of our client, Maro Developments Limited, I write to inform you of a forthcoming planning application for the development of a warehouse unit on land to the north of Cranton Road, as shown in red below.

**Site Location and Description**

The Site is located to the east of Junction 6 of the M62, bound by Tarbock roundabout to the west, M62 to the north, Cranton Road to the south and undeveloped land to the west. The Site is irregular in shape and comprises approximately 8.95ha of land.

Whilst the surrounding area is undeveloped, land adjacent to the east of the Site is subject to two large development planning approvals: construction of a new country park, (ref: 20/00578/FUL); and a hybrid application which seeks full consent for the development of 15,273sqm of storage and distribution floorspace and outline consent for a further 77,629sqm of storage and distribution floorspace (ref: 20/00494/HYB). These developments, once brought forward in accordance with the adopted Halsnead Garden Village Masterplan SPD will inevitably change the character, use and appearance of the area.

A thorough technical review has been undertaken assessing flood risk, heritage, ecology, topography and access and found there to be no potential technical constraints associated with

developing the site for the proposed warehouse use. Full details of which will be submitted as part of the planning application.

Proposed Development

The proposed full application seeks permission for warehouse development with a maximum developable area of c. 29,000sqm. A proposed site layout plan is enclosed with this letter.

Principle of Development

The adopted Development Plan comprises the Knowsley Local Plan Core Strategy (January 2016) and Saved Policies of the Knowsley Replacement Unitary Development Plan (June 2006). The Site is allocated within Core Strategy Policy SUE2c Sustainable Urban Extension – South of Whiston and Land South of M62. Part 1 of the policy sets out the overall development strategy:

1) The comprehensive development of Land South of Whiston and Land South of the M62 will be supported. The sites are allocated for:

b) New employment development (south of the M62) comprising at least 22.5 hectares of logistics, storage and distribution uses (within Use Class B8) or other appropriate employment uses within the Liverpool City Region key economic sectors subject to application of the of the sequential and impacts tests (where required under Policy CS4); and application of the sequential and impact tests (where required under Policy CS4).

This policy is supported by its own Supplementary Planning Document (SPD): Halsnead Garden Village Masterplan SPD (June 2017). The SPD gives a very thorough overview of the site's opportunities and constraints. The Illustrative masterplan from the SPD is shown below. The purple area is land identified for potential employment development with the dark green as protected greenspace.



Figure 1: Halsnead Garden Village - Illustrative Masterplan



Clearly the principle of employment development on the site is compliant with the Development Plan, provided it is suitably designed and all technical matters are robustly addressed including highways, ground conditions, environmental protection and amenity.

Consultation

Prior to consulting on this application, the principle of developing the site has been subject to previous rounds of consultation through the preparation of the adopted Local Plan Core Strategy in 2016, and later in 2017 through the preparation of the Halsnead Garden Village Masterplan. Most recently, Maro have undertaken a long series of pre-application discussions with Planning Officers at Knowsley Borough Council and now wish to share the proposals with local residents and businesses to make them aware and provide an opportunity to speak with the project team prior to an application being formally submitted.

As such, if you have any queries, or wish to provide any comments, please do not hesitate to get in touch with myself on the contact details below.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'J Smith'.

Joseph Smith
Senior Planner

0161 956 4066

joseph.smith@avisonyoung.com

For and on behalf of Avison Young (UK) Limited

Contact Details

Enquiries

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