

Knowsley Metropolitan Borough Council
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For the Attention of Clare Appleyard

Our ref: DPA/JWIL/JFAR/U0008399

Your ref: 20/00494/HYB

15 March 2024

Dear Clare,

**Section 6, Town and Country Planning (Development Management Procedure) (England) Order (2015)
Application for the Approval of Reserved Matters pursuant to Hybrid Planning Permission 20/00494/HYB
Land South of M62 Motorway, Halsnead Garden Village, Cronton**

Gerald Eve LLP ("Gerald Eve") is instructed to submit an application on behalf of its client, Tritax Symmetry Merseyside 1 Ltd ("the Applicant" or "TSL") for the approval of the reserved matters of scale, access, appearance, layout and landscaping pursuant to Hybrid planning permission 20/00494/HYB ("the Hybrid Permission") at the former Cronton Colliery on land south of the of M62 Motorway ("the Site").

The description of the proposed development is:

"Application for the approval of reserved matters (scale, access, appearance, layout and partial landscaping) pursuant to hybrid planning permission 20/00494/HYB, comprising the development of 495,720 sq. ft (GIA) of storage and distribution floorspace (Use Class B8) and ancillary offices (Use Class E(g)) across two warehouse units, together with landscaping and the provision of infrastructure."

This reserved matters application has been submitted electronically via the Planning Portal (Portal reference: PP-12517209). The following documents have been submitted in support of this application:

- Planning Application Form (signed and dated)
- Site Location Plan (1:1250) – Reference: 22605-UMC-XXXX-SI-DR-A-0502-P02
- Design and Access Statement – Reference: 22605-UMC-XXXX-XX-DN-A-2001-P03

Drawing Pack prepared by UMC Architects

- Proposed Illustrative Masterplan – Reference: 22605-UMC-XXXX-SI-DR-A-0671_P09
- Unit 03 Site Plan – Reference: 22605-UMC-XXXX-SI-DR-A-0672_P06
- Unit 03 Building Plan - Reference: 22605-UMC-XXXX-00-DR-A-1001_P06
- Unit 03 Office Plan – Reference: 22605-UMC-XXXX-ZZ-DR-A-100_P07_P06
- Unit 03 Roof Plan – Reference: 22605-UMC-XXXX-RF-DR-A-1003_P06
- Unit 03 Elevations – Reference: 22605-UMC-XXXX-ZZ-DR-A-1302_P04
- Unit 03 External Finishes – Reference: 22605-UMC-XXXX-SI-DR-A-0701_P06
- Unit 03 Fencing Details – Reference: 22605-UMC-XXXX-SI-DR-A-0702_P07
- Unit 03 Gatehouse Details – Reference: 22605-UMC-XXXX-ZZ-DR-A-0811_P01
- Unit 03 Cycle Shelter – Reference: 22605-UMC-XXXX-SI-DR-A-0703_P06
- Unit 03 Sprinkler Tank and Pump House – Reference: 22605-UMC-XXXX-SI-DR-A-0705_P06
- Unit 03 Bin Store – Reference: 22605-UMC-XXXX-SI-DR-A-0704_P06
- Unit 03 Building Sections – Reference: 22605-UMC-XXXX-ZZ-DR-A-1101_P05
- Unit 03 Site Cross Section – Reference: 22605-UMC-XXXX-SI-DR-A-0707_P05
- Unit 04 Site Plan – Reference: 22606-UMC-XXXX-SI-DR-A-0673_P06
- Unit 04 Building Plan - Reference: 22606-UMC-XXXX-00-DR-A-1001_P05
- Unit 04 Office Plan – Reference: 22606-UMC-XXXX-ZZ-DR-A-1002_P06
- Unit 04 Roof Plan – Reference: 22606-UMC-XXXX-RF-DR-A-1003_Unit 04_P06
- Unit 04 Elevations – Reference: 22606-UMC-XXXX-ZZ-DR-A-1302_P04
- Unit 04 External Finishes – Reference: 22606-UMC-XXXX-SI-DR-A-0701_P06
- Unit 04 Fencing Details– Reference: 22606-UMC-XXXX-SI-DR-A-0702_P06
- Unit 04 Gatehouse Details – Reference: 22606-UMC-XXXX-ZZ-DR-A-0811_P02
- Unit 04 Cycle Shelter – Reference: 22606-UMC-XXXX-SI-DR-A-0703_P06
- Unit 04 Sprinkler Tank and Switch Room Details – Reference: 22606-UMC-XXXX-SI-DR-A-0705_P06
- Unit 04 Bin Store – Reference: 22606-UMC-XXXX-SI-DR-A-0704_P06
- Unit 04 Building Sections – Reference: 22606-UMC-XXXX-ZZ-DR-A-1101_Unit 04_P05

Landscape Drawings prepared by Enzygo

- Soft Landscape Plan (page 1 of 3) Reference: MAN.1453.008.ENZ.XX.00.DR.L.45.101
- Soft Landscape Plan (page 2 of 3) Reference: MAN.1453.008.ENZ.XX.00.DR.L.45.102
- Soft Landscape Plan (page 3 of 3) Reference: MAN.1453.008.ENZ.XX.00.DR.L.45.103
- Planting Schedule Reference: MAN-1453-008-ENZ-XX-01-L-SC-45-001
- Photos of Existing Landscaping surrounding Old Halsnead

Supporting Documents

- Noise Impact Assessment prepared by E3P
- Transport Statement prepared by Vectos including:

- Proposed Access Junction Arrangement and Visibility Splays (Unit 3 HGV Yard) – Ref: VN232867-D100 Rev. B
- Proposed Access Junction Arrangement and Visibility Splays (Unit 3 Car Park) – Ref: VN232867-D101 Rev. B
- Proposed Access Junction Arrangement and Visibility Splays (Unit 4) – Ref: Vn232867-D102 Rev. B
- Unit 3 Service Yard Access Swept Path Analysis – Ref. VN232867-TR100 Rev. B
- Unit 3 Car Park General Arrangement and Swept Path Analysis – Ref: VN232867-TR101 Rev. B
- Unit 4 Access Road Turning Head, Service Yard and Car Park Swept Path Analysis – Ref: VN232867-TR102 Rev. B
- Substations, Electricity Pylon and Pond Maintenance Access Arrangements Swept Path Analysis – Ref: VN232867-tr103
- Mainline HGV Tracking – Ref: VN232867-TR104
- Landscape Technical Note Reference: 12267_R09a_JJ

This reserved matters application also comprises sufficient detail to enable the discharge of the following conditions attached to the Hybrid Permission (20/00494/HYB) in relation to this reserved matters submission. The following table sets out the information submitted to discharge each of the relevant conditions:

Condition	RM or Additional Documents Submitted
Condition 36 (Boundary Treatments to M62)	• Illustrative Masterplan – Reference: 22605-UMC-XXXX-SI-DR-A-0671_P09 • Unit 03 Fencing Details – Reference: 22605-UMC-XXXX-SI-DR-A-0702_P07 • Unit 04 Fencing Details– Reference: 22606-UMC-XXXX-SI-DR-A-0702_P06
Condition 40 (Remediation Works and Mitigation Measures)	• Ground Investigation Report ref: TE1163GIR1.6 • Specification for the Stabilisation of Shallow Mineworkings ref: TE1163-TE-00-XX-CM-GE-002-V01 • Supplementary Ground Investigation and CMRA ref: TE1163-TE-00-XX-RP-GE-003-V01
Condition 42 (Arboricultural Impact Assessment)	• Arboricultural Impact Assessment and Method Statement R10a prepared by Tyler Grange
Condition 45 (Finished Levels)	• L005-TIE-ZZ-XX-DR-C-6034 - RM XL unit 3 and 4 Levels_P11 • L005-TIE-ZZ-XX-DR-C-6035 - RM XL Earthworks_P11 • L005-TIE-ZZ-XX-DR-C-6040 - Phase 2 Country Park Earthworks_P3 • L005-TIE-ZZ-XX-DR-C-6060 - Phase 2 - Country Park Levels_P2
Condition 46 (Highways Connection Details)	• Illustrative Masterplan – Reference: 22605-UMC-XXXX-SI-DR-A-0671_P09
Condition 47	• Illustrative Masterplan – Reference: 22605-UMC-XXXX-SI-DR-A-0671_P09

(Ancient Woodland Buffer)	
Condition 48 (Biodiversity Mitigation Strategy)	• Biodiversity Mitigation Strategy – Reference: 7367.041 – BMS • Bat and Bird Box Scheme – Reference: 7367.042 • Bat Favourable Conservation Status Mitigation Strategy – Reference: 7367.043
Condition 49 (Electric Vehicle Charging Point)	• Unit 03 Site Plan – Reference: 22605-UM-XXXX-SI-DR-A-0672-P06 • Unit 03 EV Charge Strategy Reference: 02514-HAN-PL-04-DR-E-009052 Rev. 2 • Unit 04 Site Plan – Reference: 22606-UMC-XXXX-SI-DR-A-0673-P06 • Unit 04 EV Charge Strategy Reference: 02514-HAN-PL-04-DR-E-009052 Rev. 2
Condition 50 (Updated Heritage Impact Assessment)	• Heritage Impact Assessment
Condition 51 (Updated Overshadowing Assessment)	• Overshadowing Assessment ref: IS05-17049
Condition 52 (Temporary Drainage Measures)	• Temporary Drainage Works ref: L036-TIE-52-EX.00-D-C-005130_P1
Condition 53 (SUDS Drainage Scheme)	• Drainage Layout – Reference : L036-TIE-52-EX.00-D-C-005530 P2 • Flood Exceedance – Reference : L005-TIE-ZZ-XX-DR-C-6036 P2 • Surface Water Calculations (1 in 100 + 40%CC) • Impermeable Areas Plan – Reference: L036-TIE-52-EX.00-D-C-005534 P1 • Drainage Construction Details Sheet 1 – Reference: L036-TIE-11-EX.00-D-C-005532 P1 • Drainage Construction Detail Sheet 2 – Reference: L036-TIE-11-EX.00-D-C-005532 P1 • SuDS Maintenance Plan – Reference: T_18_2126_SuDS_002
Condition 58 (Remediation Works and Mitigation Measures)	• Symmetry Park Phase 1 - Waste Code Declaration Receipt • Symmetry Park Phase 1 & 2 - Waste Code Declaration Receipt • Ground Investigation Report ref: TE1163GIR1.6 • Materials Management Plan ref: TE1163MMP1.5 • Preliminary Risk Assessment ref: TE1163PRA1.2 • Enabling Works Strategy Units 3 & 4 ref: TE1163-TE-00-GE-EWS-006-001 - • Ground Gas Verification Plan Units 3 & 4 ref: TE1163-TE-00-XX-GE-GVP-007-001

	• Updated asbestos risk assessment ref: TE1163-TE-00-XX-RP-GE-001-V01 - • Supplementary Ground Investigation Units 3 & 4 ref: TE1163-TE-00-XX-RP-GE-003-V01 • Supplementary Ground Investigation Report and Coal Mining Risk Assessment ref: TE1163-TE-00-XX-RP-GE-001-V01 •
Condition 61 (External Lighting)	• External Lighting Planning Statement reference: 02514-HAN-PL-03-RP-E-006301 Rev 2

A payment in the amount of £138,066.00 has been made via the Planning Portal, this being the requisite application fee in this instance for a total proposed floorspace of 46,956 m² sqm (GEA).

Background

Planning History

The Hybrid Permission was approved by the Council on 4th March 2022 for the redevelopment of the former Cronton Colliery comprising the following description of development:

“Hybrid planning application comprising: full application for the development of 161,900sqft (15,041sqm) (GIA) of storage and distribution floorspace (Use Class B8), including ancillary offices (Use Class B1), security gatehouse, site access road, engineering earthworks to form a part country park, public car park to serve country park, and associated works; and outline application with details of point of access (Details of part-access, landscaping, appearance, scale and layout are reserved) the development of up to 838,100sqft (77,862sqm) (GIA) of storage and distribution floorspace (Use Class B8), with ancillary offices and light industrial (Use Class B1); engineering earthworks to form country park and drainage attenuation ponds; pedestrian/cycle/equestrian route connecting existing M62 footbridge with proposed country park; and associated works”,

The Hybrid Permission covers an area of approximately 50.8 hectares (ha) and is split into two distinct phases of development (i.e. the full element and the outline element).

In the full area, permission has been granted for the development of ‘Unit 01’ which is nearing completion and has been pre-let to Yodel.

In the outline area, a Reserved Matters application (reference: 22/00162/REM) (“RM1”) was submitted immediately following the grant of the Hybrid Permission for 33,959sqm across two units comprising Unit 02 in the northern plot and Unit 03 in the southern plot. RM1 was granted approval on 30 June 2023.

Following a combination of an updated project programme (in terms of the order of delivery), design evolution and a strong market appetite for a larger unit, the Applicant then sought approval for a second reserved matters application (“RM2”) for a slightly larger unit in the southern plot. For the avoidance of doubt, the southern plot was previously

identified as 'Unit 03' under RM1, but under RM2 it is referred to as 'Unit 02'.

RM2 relates to a single unit only (Unit 02) and is currently pending determination. Subject to approval, RM2 will supersede the RM1 permission, with works commencing under the RM2 permission only.

Pre-Application Discussions

Prior to submission of this current Reserved Matters application ("RM3"), the Applicant has engaged in various discussions with the LPA to agree the principle of development. Discussions have primarily centred around the relationship between the proposed Unit 03 and Old Halsnead; a Grade II Listed Building to the east of the Site. Given the proximity between Unit 03 and Old Halsnead, the Applicant is keen to ensure that the distance between Unit 03 and the heritage asset is acceptable.

Following initial advice from the LPA, the Applicant has made various amendments to the layout, including moving Unit 03 further away from Old Halsnead, resulting in a separation distance of c. 62m between the facing elevations of the listed building and the proposed warehouse. The Applicant has also reconfigured the car parking layout to ensure that there will be no parking along the elevation fronting Old Halsnead, to further minimise the impact on the Listed Building.

In addition to the above, the Applicant also met with the Council's Environmental Sustainability Officer (ESO) to discuss the landscaping strategy for the Site. It was clear that the key focus of the landscaping strategy should be to reinforce the existing woodland to the east of Unit 03 in order to strengthen the landscape buffer between the Site and Old Halsnead. The submitted landscaping strategy reflects the discussions with the ESO Officer and includes appropriate types of tree and plant species. Further details on the design and landscaping strategy is included in the Proposals section of this Cover Letter below.

Current Application

As noted above, this current application comprises the third reserved matters application ("RM3") and relates to the reserved matters of access, landscaping, appearance, scale and layout associated with the remaining land in the northern parcel of the outline element of the Hybrid permission.

The proposal comprises 495,720 sq ft (GIA) of floorspace across two units, referred to as Unit 03 and Unit 04. If approved, RM3 will sit alongside RM2 and these will collectively form the extant approvals for the outline area of the Hybrid Permission.

For the avoidance of doubt, **Appendix A** of this Covering Letter contains the Illustrative Masterplan showing the final form of development in the outline area i.e. Unit 02 in the south (details submitted under RM2) and Units 03 and 04 in the north (this current RM3 application).

Landowner Responsibilities

It is important to note the relationship between the Applicant and the adjacent landowner. The Applicant has entered

into an Option Agreement with the adjacent landowners (The Land Trust), which enables the Applicant to deliver industrial and logistics development at the Site (subject to the grant of planning permission). The delivery of employment floorspace through this agreement results in a capital receipt for The Land Trust that is expected to directly fund the delivery of a Country Park on the adjacent site (land to the east of the RM3 application site). The Land Trust has submitted a separate full planning application (reference: 20/00578/FUL) for the Country Park which includes detailed planting proposals, hard and soft landscaping proposals and details of community facilities, amenities and paths etc. This application is pending determination.

To assist the Council in understanding RM3 in the context of the wider responsibilities of each part in delivering the employment and country park development, a summary of responsibilities is re-listed below:

TSL Delivery Responsibilities

- Employment floorspace and associated infrastructure;
- Hard and soft landscaping surrounding the development plots (Unit 03 and Unit 04) and primary estate road(s)
- Earthworks and drainage strategy including the creation of new ponds and land-form within the Country Park (i.e. excluding detailed planting proposals and external finishes)

The Land Trust's Delivery Responsibilities

- All hard and soft landscaping associated with the Country Park, including (but not limited to) detailed planting proposals, biodiversity improvements, street furniture, lighting, foot/cycle ways and associated infrastructure.

For the avoidance of doubt, and as previously submitted to, and approved by the Council, TSL will carry out earthworks across the entire site to form the Country Park.

Site Description

The application site measures approximately 9.59 ha, is situated within the outline area of the Hybrid Permission and currently comprises agricultural land.

The Site lies immediately south of the M62 motorway and to the east of Junction 6 known as Tarbock Island. It 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 southeast of the Site, whilst St Helens is located approximately 5 miles to the northeast.

The Site is surrounded by a mix of existing land uses. Beyond the motorway to the north is the northern element of the Sustainable Urban Extension (SUE) allocation, which is allocated for approximately 1,600 homes as well as a network of open spaces, and which is neighboured by the existing settlement of Whiston.

To the east, development is nearing completion of the first unit to be delivered by the Applicant within the detailed area of the Hybrid Permission, which has been pre-let to Yodel. Beyond this industrial unit, are several private residential

dwellings situated on a private access road which joins Fox's Bank Lane to the east, including the Grade II Listed Building known as Old Halsnead. Fox's Bank Lane runs north from Cronton Road towards Whiston, where a small number of dwellings exist along with a small holiday resort. The land beyond Fox's Bank Lane comprises open agricultural fields.

To the south, the Site is bound 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.

To the west of the Site, beyond Tarbock Island is the existing Huyton Quarry Industrial estate, which extends to the northwest of the Site and west of the M57 motorway. Established residential areas exist beyond the industrial estate, including Tarbock and Huyton.

Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act (2004) indicates that decisions to be made under the planning Acts must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. In this instance, the Development Plan comprises:

- Knowsley Local Plan Core Strategy (January 2016);
- Saved Policies of the Knowsley Replacement Unitary Development Plan (UDP) (June 2006); and
- Merseyside and Halton Joint Waste Local Plan (July 2013).

The following adopted detailed planning policies are considered to be particularly relevant to this proposal.

Core Strategy Policies

- SD1: Sustainable Development
- CS2: Development Principles
- CS4: Economy and Employment
- CS7: Transport Networks
- CS8: Green Infrastructure
- SUE2: Sustainable Urban Extensions – Development Principles
- SUE2c: Sustainable Urban Extensions – South of Whiston and Land South of M62
- CS19: Design Quality and Accessibility in New Development
- CS20: Managing the Borough's Historic Environment
- CS21: Greenspace and Trees
- CS22: Sustainable and Low Carbon Development
- CS24: Managing Flood Risk

Replacement Unitary Development Plan Policies

- TS: Location of Major Traffic Generating New Development
- T7: New Development and Walking & Cycling Routes

- T8: Transport Assessments
- T9: Travel Plans
- DQ4: Trees and Development
- ENV2: Noise and Vibrations
- ENV3: Light and Pollution
- ENV4: Hazardous Substances
- ENV5: Contaminated Land

A summary of the key policies is provided below.

Core Strategy Policy SD1 confirms that the Council will take a positive approach in determining planning applications, reflecting on the presumption in favour of sustainable development. The Council will work with applicants in a proactive manner in order to identify joint solutions to enable planning permission to be granted wherever possible. Where planning applications accord with the Local Plan policies, planning permission will be granted without delay (unless material considerations indicate otherwise).

Core Strategy Policy CS2 provides a comprehensive list of development principles which new development proposals will be expected to support. There are 5 key principles identified, each with a list of measures to assist in meeting the principles. The principles include: promoting sustainable economic development; reducing carbon emissions and adapting to climate change effects; reducing the need to travel and increasing accessibility; recognising environmental limits, protecting and enhancing assets, enhancing the local character and promoting quality of place; and making the most efficient use of available resources and infrastructure by prioritising locations consistent with the spatial strategy.

Core Strategy Policy CS4 sets out the Council's strategy for employment development. Part 1 of the policy lists how planning, site assembly and other interventions will be used to, inter alia, support sustainable economic growth, provide sufficient land to meet employment development needs to 2028 and improve accessibility to jobs. Part 2 of the policy confirms that provision will be made for at least 164ha of land to be developed for employment uses to 2028. Part 3 of the policy makes reference to Sites identified within Policy SUE1 which have been removed from the Green Belt and allocated to meet the need for a high-quality business park, large scale distributions/logistics and other appropriate uses to meet needs up to 2028. Part 7 confirms that land allocated for employment development will be safeguarded from changes to other types of development, unless there is no demand for employment use on that land.

Core Strategy Policy CS7 considers the Council's transport strategy and the location, design and management of new development. Efficient movement of goods will be supported in accordance with the policy, and a sustainable and integrated transport system will be used to ensure "people can get to where they need to by a choice of walking, cycling and public transport". In order to achieve the transport strategy, the policy indicates that development proposals will be assessed against the location and accessibility, a submitted transport assessment and/or travel plan, the Council's parking standards, proposed measures to mitigate carbon emissions, and the safety and integrity of Liverpool John Lennon Airport.

Policy CS7 goes on to consider how the Council will work with national, regional and subregional partners to deliver schemes which support the Local Transport Plan, including by inter alia, enhancing provision for buses, bus stops,

walking and cycling routes.

Core Strategy Policy CS8 relates to the Council's Green Infrastructure. The Policy seeks to protect, manage and enhance existing Green Infrastructure in order to, inter alia, ensure neighbourhoods are cleaner and more attractive, sustain and promote biodiversity, preserve the character of historic environments and landscape and provide sustainable transport links between neighbourhoods and employment and services. To achieve the aims of the Policy the Council lists eight measures, including [summarised]:

- a) *Protecting and enhancing important areas of greenspace*
- b) *Ensuring appropriate quantity and quality of locally important open spaces*
- c) *Promoting effective movement of wildlife through a network of strategic green links;*
- d) *Protecting, enhancing and/or introducing biodiversity into existing areas of Green Infrastructure;*
- e) *Improving access for communities to greenspaces;*
- f) *Protecting green paths and cycleways links residential areas to greenspaces, employment, community and leisure facilities and services;*
- g) *Working with other districts and relevant bodies to minimise the impact of development on existing biodiversity and geological assets; and*
- h) *Delivering new Green Infrastructure to help mitigate and adapt to climate change.*

Policy CS8 goes on to identify strategic green links. Part 6 of the policy requires new development to be served by Green Infrastructure and meet the needs of residents and the local environment to contribute to creating high quality residential environment(s), provide access to high quality open space, protect, maintain and enhance biodiversity and provide mitigation or compensation for Green Infrastructure or biodiversity loss where harm is unavoidable.

Core Strategy Policy SUE2 sets out the development principles relating to the Sustainable Urban Extensions (SUE) identified in Policy SUE1. In accordance with part 1 of the policy, development within the identified SUEs must comply with the following criteria [summarised]:

- a) *Deliver sustainable development*
- b) *Demonstrate comprehensive development and infrastructure provision, including provision of appropriate contributions towards infrastructure;*
- c) *Include high design quality to enhance local distinctiveness and provide high level of physical and visual integration and connectivity with adjacent urban development;*
- d) *Accord with the development principles;*
- e) *Deliver development to help meet borough-wide and local needs;*
- f) *Include appropriate provision of public open space, walking and cycling routes;*
- g) *Provide good transport links with relevant SUEs and surrounding areas;*
- h) *Protect historic and architectural assets where appropriate;*
- i) *Address flood risk; and*
- j) *Provide a defined edge to the developed area.*

Core Strategy Policy SUE2c Sustainable Urban Extension – South of Whiston and Land South of M62 is considered to

be the most relevant policy in this instance.

Policy SUE2c provides the site-specific requirements for the SUE at land south of the M62 motorway. Part 1 of the policy sets out the overall development strategy [emphasis added]:

- 1) *The comprehensive development of Land South of Whiston and Land South of the M62 will be supported. The sites are allocated for:*
 - a) *New housing development (north of the M62) comprising approximately 1,500 dwellings, to provide a wider choice of housing;*
 - 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); and*
 - c) *A country park within the broad extent of the former Cronton Colliery including public open space and the creation of associated footpaths, cycle ways and bridleways.*

Part 2 of Policy SUE2c requires proposals to deliver safe and convenient highways access, the provision of public transport, walking and cycling links, public open space and key infrastructure and services.

Core Strategy Policy CS19 expects new development to [summarised]:

- a) Respond to the character of the immediate surroundings, and integrate such characteristics into the proposal;
- b) Complement and where possible enhance the existing landscape, topography, Green Infrastructure, locally important and historically interesting features;
- c) Consider providing landmark buildings and detailing at main gateways;
- d) Create places and spaces as a focal point, accommodation social interaction and active lifestyles;
- e) Provide safe, secure and convenient walking, cycling and public transport routes;
- f) Integrate with existing development and link to existing shopping and service provision; and
- g) Demonstrate community engagement during the design phase of major development proposals

Part 2 of Policy CS19 requires proposals to maintain a good standard of amenity for all existing and future occupants. Part 3 sets out measures which should be implemented to address climate change, including integrating biodiversity, sustainable design principles, flood risk mitigation, waste recycling and energy and resource efficiency.

Core Strategy Policy CS20 outlines how the Council intends to manage the boroughs historic environment. Historic and architectural assets should be preserved and enhanced through preserving local distinctiveness and character, preventing demolition or substantial harm or loss, assessing any harm that will occur to designated heritage assets and their settings and facilitating long term conservation and enhancement through Conservation Area Management Plans. Vacant and underused historic assets will be encouraged for re-use. Proposals which include, or are considered to have potential to include, heritage assets or archaeological interest will need to be support by a heritage impact statement.

Core Strategy Policy CS21 supports the function of the Council's wider Green Infrastructure. The policy seeks to protect urban greenspace, secure greenspace standards in substantial residential areas and encourage improvements to existing and new areas of greenspace. Importantly, the policy also seeks new development to retain "existing trees, woodland, vegetation and other habitat features which offer a positive contribution to the local environment in terms of visual amenity, recreation value or biodiversity/wildlife interest" and incorporate tree planting, soft landscaping and other features which benefit biodiversity. Where trees loss is unavoidable. Replacement planting of two trees for every one tree lost will be encouraged.

Core Strategy Policy CS22 requires new development to meet high standards of sustainable design and construction. This will be achieved by meeting the list of criteria set out in the policy including, inter alia designing buildings for flexible uses throughout their lifetime, ensuring effective use of resources, limiting energy use by incorporating high standards of insulation, heat retention and natural ventilation, using locally sourced sustainable materials and managing flood risk through SUDS. Building Regulations will control development contributing towards the Government targets for carbon reduction. The policy identifies Priority Zones which will facilitate renewable and low carbon infrastructure; the Site is not identified as being located within a Priority Zone.

Core Strategy Policy CS24 outlines how development will be expected to manage flood risk. Where an unacceptable risk of flooding will result from the development proposal, planning permission will not be granted. The policy directs development to areas with the lowest probability of flooding, and proposals within medium/high risk of flood areas will be required to demonstrate that the development could not be practicably located elsewhere with a lower flood risk. Flood Risk Assessments are required for proposals over 1ha. The policy states that flood mitigation measures will be required for new developments, where necessary, and such measures will be derived from the Strategic Flood Risk Assessment. Mitigation should contribute towards biodiversity (if feasible), incorporate SUDS and be maintained by the developer.

UDP Policy T8 indicates that proposals which would prejudice the function of any part of the highway networks by generating a material increase in traffic generation which would overload the network, will not be permitted unless mitigation measures are undertaken. Major traffic generating development and proposal which are likely to increase noise/air pollution will be required to be supported by a Transport Assessment.

UDP Policy DQ4 states that proposals should include an appropriate amount of planting which has regard to the character of the surrounding area. The policy seeks to retain existing trees and vegetation, and a detailed survey of all existing trees and the likely impacts will be required to support development proposals. Where tree loss is accepted by the Council as being unavoidable, applicants will be required to provide two trees for every one tree lost, taking into account size and species.

UDP Policy ENV2 confirms that planning permission will not be granted for development that would result in an unacceptable increase in noise or vibration, or indeed where the proposed use itself would be subject to unacceptable levels from an existing source. Effective noise insulation or other mitigation may be required and secured by condition.

UDP Policy ENV3 requires proposals which include external lighting to 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.

UDP Policy ENV4 notes that proposals within consultation zones around hazardous installations will be granted planning permission where there is an acceptable level of risk to occupiers, visitors or users, or the proposal includes measures to mitigate any likely risks.

UDP Policy ENV5 confirms that planning permission will not be granted on sites with existing contamination where development could result in unacceptable risk to occupiers or users, ecological systems, the water environments or surrounding land uses. Proposals should be supported by a site investigation report and a schedule of remediation measures. Where remediation measures are necessary a verification report must be submitted before the first use of the development.

The Proposal

The proposed Units 03 and 04 will be delivered on a speculative basis and have been designed to the Applicant's base specification in line with the design features identified within the Design and Access Statement prepared by UMC Architects. In the context of current market conditions, occupier interest remains positive, and the Applicant is confident that sufficient demand for both units.

Scale and Layout

The Hybrid Permission approves up to 838,100sqft (77,862sqm) of industrial and logistics floorspace across the outline element (i.e. the Application Site). RM2 has approval for 272,091 sq ft, whilst this application (RM3) is for a total of 495,720 sq ft.

If approved, RM2 and RM3 would amount to a total of 767,811 sq ft across the entire outline area of the wider Site which clearly fits within the approved parameter of up to 1 million sq ft established by the Hybrid Permission and specifically within the parameters of the outline area which has permission for 838,100sqft.

The proposed location of units 03 and 04 also clearly fit within the approved parameters of the outline element, with both units sitting comfortably within the development zone identified on the Parameters Plan.

Unit 03 comprises the following details (floor areas are provided as Gross Internal Area (GIA) unless otherwise stated):

- Single industrial unit (Unit 03) comprising:
 - Warehouse area (266,970 sq ft)
 - Ancillary office accommodation (14,000 sq ft)

- Two-storey Transport Office (3,400 sq ft)
- Security Gatehouse (300 sq ft)
- Vehicular access off the primary estate road (via the junction off Cronton Road)
- 20 Loading Docks (including 08 Euro Docks)
- 04 Level access bays (including 01 Jumbo Door)
- 44 HGV Parking spaces
- 294 car parking spaces (including 15 Accessible Spaces and 60 EV charging spaces)
- 100 cycle spaces (10 shelters)
- 6 Active Cycle Sheltered Parking spaces
- 13 Motorcycle parking spaces
- Hard and Soft Landscaping
- Drainage attenuation

Unit 03 is positioned with an approximate northwest to southeast orientation and has a maximum height (apex) of circa 17.5m, albeit the height of the unit will appear much lower than this when viewed from Old Halsnead as the ground levels will be reduced by circa 5.3m. The height of unit 03 is also well below the approved parameters of the outline element of the hybrid consent, which restricts the height of new units to 61.5m AOD.

The service yard has purposefully been designed on the western side of Unit 03 to reduce the potential for noise impacts to the residential dwellings to the east and, similarly, the car park has been located to the north of the unit, adjacent to the motorway, to minimise the impact of noise. Note that the car parking area for Unit 03 overlaps slightly into the full area of the Hybrid Permission so an NMA will be submitted in due course to regularise this change.

Unit 04 comprises the following details (floor areas are provided as Gross Internal Area (GIA) unless otherwise stated):

- Single industrial unit (Unit 04) comprising:
 - Warehouse area (193,195 sq ft)
 - Ancillary office accommodation (14, 225 sq ft)
- Two Storey Transport Office (3,330 sq ft)
- Security Gatehouse (300 sq ft)
- Vehicular access off the primary estate road (via the junction off Cronton Road);
- 20 Loading Docks (including 08 Euro Docks)
- 04 Level access bays (including 01 Jumbo Door)
- 32 HGV Parking spaces
- 194 car parking spaces (including 10 Accessible Spaces and 38 EV charging spaces)
- 80 cycle spaces (08 shelters)
- 6 Active Cycle Sheltered Parking Spaces
- 10 Motorcycle parking spaces
- Hard and soft landscaping
- Drainage attenuation

Unit 04 has a maximum height (apex) of circa 17.5m, which sits well below the approved parameters of the outline element of the hybrid consent, which restricts the height of new units to 61.5m AOD.

Inclusive access throughout the site (to both units) is achieved, where applicable, with minimum 2m wide paths leading pedestrians from the car parks to the ancillary offices sufficient for both disabled and able-bodied pedestrians.

Access

Access to Units 03 and 04 will be via the internal primary internal estate road off the signalised junction on the A5080 Cronton Road. The primary estate road and the access junction with Cronton Road has previously been approved under the original Hybrid Permission. RM3 includes details of an extension to the internal estate road.

Unit 03 will be located on the northern side of the internal access road with separate accesses to the service yard and staff car parks via priority junctions directly onto the internal access road. The proposed arrangement of these junctions to provide access to Unit 3 is shown in Drawings VN232867-D100 and VN232867-D101. The drawings show that suitable visibility splays will be achieved at each access point (2.4m x 70m), and that there will be suitable space for articulated HGV movements.

Unit 04 will be located on the northern side of the internal access road, to the west of the Unit 03 access. There will be a shared access to the service yard and staff car park via a priority junction directly onto the internal access road. The proposed arrangement of this junction to provide access to Unit 04 is shown in Drawing VN232867-D102. The drawing shows that suitable visibility splays will be achievable at the access (2.4m x 70m). The access will comprise of a 16m corner radius on the eastern side and 12m radius on the western side. The access will be wide enough to accommodate two-way movements for HGVs.

Pedestrian access to both Units 03 and 04 will be via the footway / cycleway running along the northern side of the internal access road and linking to the footway on Cronton Road. This shared facility is to be 3m wide and dropped kerbs and tactile paving will be provided at the entrances along the internal road, to assist pedestrians and cyclists on the off-carriageway segregated facilities crossing the vehicle access points safely. The Unit 03 service yard entrance includes a connection for cyclists to access the cycle store easily. Pedestrians can access Unit 03 from the car park access where there is footway leading into the site and crossing points marked within the car park providing a direct route to the main entrance. Pedestrians can access Unit 4 from the unit access where there is footway leading into the site and a crossing point marked across the car park entrance providing a direct route to the main entrance.

A potential link to the neighbouring development site is also identified on the submitted masterplan.

Appearance

Both Units 03 and 04 have been designed to the Applicant's base specification in line with the design features identified within the Design and Access Statement prepared by UMC Architects. Their appearance reflects a high quality, but standard design that is typical of what would be expected of a Use Class B8 logistics warehouse of the proposed scale.

The Units themselves will be clad using a mix of horizontally (at upper level) and vertically (at lower level) laid trapezoidal cladding in Albatross (RAL 240 80 05) and Alaska Grey (RAL 7000) respectively. The proposed roof will be profiled steel outer sheet finished in Anthracite and at least 10% photovoltaic panels. The eaves and soffit are proposed to be pressed metal finished in Anthracite. The proposed loading doors and level access doors will also be finished in Anthracite.

The proposed appearance is consistent with both approved Units 01 and 02, and will result in a consistent and coherent employment development scheme.

Full details of the proposed materials and finishes are provided within the submitted Design and Access Statement and the proposed elevation drawings (Unit 03 – Elevations reference: 05-UMC-XXXX-ZZ-DR-A-1302_P03 and Unit 04 – Elevations reference: 06-UMC-XXXX-ZZ-DR-A-1301).

In terms of the hard surfacing, the car park surfacing will comprise road grade block paving in a Charcoal colouring. Pedestrian areas will be identified using a natural colour pre-cast concrete paving slabs. The surface yard will be concrete which is suitable to endure HGVs. Further details are also included on the External Finishes Plans (reference: Unit 03 External Finishes Plan reference: 22605-UMC-XXXX-SI-DR-A-0702 and Unit 04 External Finishes Plan reference: 22606-UMC-XXXX-SI-DR-A-0702).

Landscaping and Visual Impact

While partial landscaping details are submitted for the Country Park area (limited only to the extent of earthworks and re-profiling to create the Country Park plateaus), full landscaping details are proposed for Units 03 and 04 and their immediate surroundings.

The soft landscaping proposals are detailed within the suite of Landscape Plans prepared by Enzygo. The submitted landscaping plans include a planting schedule and provide further detail of the planting proposed within and around Units 03 and 04.

The proposed landscaping scheme for Unit 03 has been designed to minimise the impacts on the Grade II listed Old Halsnead to the east of the Site, in accordance with Core Strategy Policy CS20. It is important to note though that there is already substantial existing mature tree planting within the boundary of Old Halsnead (and outside of this RM3 application boundary), as shown in Figure 1 below. This existing tree coverage within Old Halsnead's boundary will not be impacted as a result of this current proposal, and clearly retains a substantial buffer (in terms of visual screening) between the heritage asset and the proposed Unit 03.



Figure 1. Photo showing existing trees surrounding Old Halsnead

The proposed landscaping seeks to enhance this existing mature tree planting through the provision of a dense landscape buffer along the eastern boundary comprising a mix of woodland, understorey planting and smaller nursery stock, and a hedge. The proposed planting in this area maximises the opportunity for additional screening and limits the proximity of the proposed Unit 03 to Old Halsnead.

The enhanced landscaped buffer will serve to increase the visual separation between the heritage asset and Unit 03, will provide a level of visual screening in addition to acting as a noise buffer. The levels in this area of the site will also be reduced making the unit appear lower in height when viewed from the east, which will further strengthen the boundary in this location. Please refer to Cross Section ref: 22605-UMC-XXXX-SI-DR-A-0707 for further details of the reduction in ground levels.

The landscaping strategy for Unit 04, retains a buffer between the 'Old Wood' to the west, the pocket of woodland to the south, and the M62 corridor to the north.

Tyler Grange has prepared a Landscape Technical Note to consider the potential effects of the proposed development on the existing landscape character, with a particular focus on the nearby heritage asset.

The Technical Note concludes that the current Reserved Matters proposal will not result in any altered construction phase effects.

In terms of the operational phase, the Landscape Technical Note confirms that the proposed Units 03 and 04 are smaller in overall height compared to the overall approved outline parameters, and as such *"the level of significance assessed previously will not be altered and the RM layout will not give rise to any additional residual effects"*.

The two AVRs (Photo viewpoints) included within the Technical Note, demonstrate that the proposed height, massing and orientation of Units 03 and 04 would result in a similar perception when compared to the illustrative masterplan submitted and assessed as part of the Hybrid Application.

Other Planning Matters

Heritage

A Heritage Impact Assessment (HIA) has been prepared by Donald Insall Associates to assess the impact the proposed development on the adjacent Grade II Listed Building known as Old Halsnead, which is assessed as being of “high historic value” with “modest architectural value”. The Assessment provides detail on the immediate and wider setting of the Old Halsnead Heritage Asset.

The HIA concludes that the proposed development has the potential to result in a “moderate degree of ‘less than substantial harm’” to the significance of the Grade II-listed building through the adverse impacts on its wider setting. However, it is recognised that the proposed development is associated with significant social, economic and health benefits which are considered to outweigh the potential harm in accordance with Paragraph 202 of the National Planning Policy Framework.

The HIA concludes by stating that *“Using the ‘weighting’ mechanism offered by the NPPF and other policies this means that, on balance, the proposals would be acceptable in terms of national planning policy insofar as they relate to the historic environment.”*

Earthworks Strategy

It should be noted that under RM2, a proposed area of ‘cut’ is identified on the current application site in the broad location of the proposed Unit 04. This area of cut is temporary and was required for to provide the development platform for Unit 02. Following the completion of the earthworks activities under RM2, and assuming that RM3 is approved, a further earthworks exercise will be undertaken to complete the plateaus within the Country Park area. The temporary area of cut under RM2, will be backfilled with materials resulting from RM3, and this area will accommodate Unit 04.

Ground Conditions

An updated Phase II Ground Investigation Report has been prepared by Tier. The Report includes an assessment of the potential risks to human health and controlled waters from potential contamination on the Site, undertakes a ground gas risk assessment and provides sufficient data to assist with foundation and floor slab design.

Transport & Highways

SLR has prepared an updated Transport Statement which considers the detailed proposals submitted as part of this reserved matters approval application.

As noted above, both Units 03 and 04 will be accessed via the signalised junction with the A5080 Cronton Road and the internal access road, which will also provide access to Units 01 and 02 and the country park car park, consistent with the agreed parameters of the approved hybrid planning application with KMBC.

In terms of the proposed trip generation, the hybrid application was granted permission for up to 1,000,000sq.ft (92,903sq.m) of commercial warehousing development.

This reserved matters application (RM3) for Units 03 and 04 (together with Unit 01 and Unit 02) will result in a reduced development scale than agreed with the Highway Authorities and approved by the Hybrid Permission, with the total combined floorspace now proposed at 86,373sqm, which is within the 92,903sqm approved by the Hybrid Permission.

The Transport Statement therefore concludes that the total B8 development floor area of 85,929sqm that is being brought forward under the reserved matters applications for Unit 2, 3 and 4, along with the approved Unit 1 scheme, falls within the traffic generation parameters that were agreed as part of hybrid planning application 20/00494/HYB, and the traffic assessments undertaken as part of the hybrid application were accepted by KMBC Highways and National Highways.

Noise

A Noise Impact Assessment has been prepared by E3P and submitted in support of this proposal. The Assessment concludes that E3P has undertaken detailed 3D noise modelling of all the proposed sources in order to predict noise levels within gardens and at 1st floor windows for the daytime and night-time periods. The assessment determines that the typical background sound level will not be exceeded at either receptor during both daytime and night-time periods and no specific mitigation requires. The proposals are therefore in accordance with UDP Policy ENV2.

Planning Conditions

This application for reserved matters approval also contains details in order to discharge the pre-commencement conditions attached to the outline element of the Hybrid Permission. Details of the conditions and the associated documentation submitted in support of the relevant discharge is set out below.

Condition 36 – Boundary with M62 Motorway

Condition 36 states:

“Any subsequent reserved matters application for new buildings in respect of land that adjoins the M62 motorway corridor, pursuant to this approval shall provide details of boundary treatments along the M62 motorway boundary for the written approval of the Local Planning Authority. The boundary treatment shall be a solid structure not less than two metres in height and located at least 1 metre within the site boundary. The agreed details shall be implemented in full and maintained at all times thereafter.”

The proposed boundary treatment comprises 2.0m high close board timber fencing to the full extent of the boundary

adjacent to the M62 motorway as detailed within the following drawings:

- Illustrative Masterplan – Reference: 22605-UMC-XXXX-SI-DR-A-0671_P09
- Unit 03 Fencing Details – Reference: 22605-UMC-XXXX-SI-DR-A-0702_P07
- Unit 04 Fencing Details– Reference: 22606-UMC-XXXX-SI-DR-A-0702_P06

Condition 40 - Remediation Works and Mitigation Measures

Condition 40 requires details of any remediation works and/or mitigation measures that may be needed, stating:

“No development approved as part of any subsequent reserved matters application shall commence until details of any remediation works and/or mitigation measures to address land instability / mine gas arising from coal mining legacy, as may be necessary, have been submitted to and approved in writing by the Local Planning Authority. The agreed mitigation shall be implemented in full in order to ensure that the site is made safe and stable for the development proposed.”

The following information has been submitted to discharge condition 40:

- Ground Investigation Report ref: TE1163GIR1.6
- Specification for the Stabilisation of Shallow Mineworkings ref: TE1163-TE-00-XX-CM-GE-002-V01
- Supplementary Ground Investigation and CMRA ref: TE1163-TE-00-XX-RP-GE-003-V01

Condition 42 – Arboricultural Impact Assessment

Condition 42 states:

“Any subsequent reserved matters application pursuant to this permission shall be accompanied by an Arboricultural Impact Assessment that reflects the proposed development.”

An Arboricultural Impact Assessment (R10a) has been submitted to discharge the requirements of Condition 42.

Condition 45 – Finished Levels Plan

Condition 45 states:

“As part of any subsequent reserved matters application details of the finished levels across the site shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include cross sections and details of how any excess material will be disposed of. The agreed details shall be implemented in full before first occupation of the development approved under each reserved matters application.”

The following documents have been submitted to discharge the requirements of Condition 45:

- L005-TIE-ZZ-XX-DR-C-6034 - RM XL unit 3 and 4 Levels_P11
- L005-TIE-ZZ-XX-DR-C-6035 - RM XL Earthworks_P11
- L005-TIE-ZZ-XX-DR-C-6040 - Phase 2 Country Park Earthworks_P3
- L005-TIE-ZZ-XX-DR-C-6060 - Phase 2 - Country Park Levels_P2

Condition 46 – Highways Connection Details

Condition 46 requires details showing a connection between the site, neighbouring land parcels and the former mineral line and states:

“As part of any subsequent reserved matters application details of how the highways through the site will connect to neighbouring parcels of land, including through to the former mineral line, shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include cross sections, details of the highway construction and a full timetable for implementation. The agreed details shall be implemented in full and maintained thereafter.”

The extent of land reserved to provide a future road connection through to the adjacent development site to the south is shown on the Illustrative Masterplan – Reference: 22605-UMC-XXXX-SI-DR-A-0671_P09

Condition 47 – Ancient Woodland Buffer

Condition 47 states:

“Any subsequent reserved matters application shall allow a 15-metre buffer from the edge of the Ancient Woodland to the west of the site that shall be free of any form of built development or hardstanding.”

The Illustrative Masterplan – Reference: 22605-UMC-XXXX-SI-DR-A-0671_P09 identifies the extent of the 15-metre buffer from the edge of the Ancient Woodland within which no construction or engineering works are proposed.

Condition 48 – Biodiversity Mitigation Strategy

Condition 48 states:

“Prior to the commencement of site clearance works within the area subject to outline planning permission,, a Biodiversity Mitigation Strategy (BMS) shall be submitted to and approved in writing by the local planning authority. The BMS shall include details of the following:

- *Fencing and protection of habitats to be retained*
- *Strategy for the staged clearance works to avoid harm to amphibians, hedgehogs and enable identification of potential badger setts*
- *Pre-commencement badger survey*

- *Pre-commencement surveys of all trees with bat roost potential*
- *Updated ground-based assessment and nocturnal surveys of tree T15*
- *Supervision of all trees with bat roost potential being felled*
- *Nesting bird checks to the end of September*
- *Pre-commencement check for water vole*
- *Bluebell translocation strategy*
- *Bat and bird box scheme*

The development shall be carried out in full accordance with the agreed details in accordance with a previously agreed timetable for implementation.”

The following documents have been submitted to discharge the requirements of Condition 48:

- Biodiversity Mitigation Strategy Ref: 7367.041;
- Bat and Bird Box Scheme – Ref: 7367.042; and
- Bat Favourable Conservation Status Mitigation Strategy – Ref: 7367.043

TEP has prepared a Biodiversity Mitigation Strategy specifically relating to the outline element of the Hybrid Permission (i.e. this current application site). The submitted Strategy provides sufficient detail on the proposed habitat protection scheme, avoidance measures method statement and a bluebell method statement to satisfy the requirements of Condition 48.

Condition 49 – EV Charging Points

Condition 49 states:

“As part of any subsequent reserved matters applications details shall be provided on the number and type of electric vehicle charging points to be provided for by each unit. The development shall be carried out in full accordance with the agreed details and maintained thereafter.”

The following document has been submitted to discharge the requirements of condition 49:

- Unit 03 Site Plan – Reference: 22605-UM-XXXX-SI-DR-A-0672-P06
- Unit 03 EV Charge Strategy Reference: 02514-HAN-PL-04-DR-E-009052 Rev. 2
- Unit 04 Site Plan – Reference: 22606-UMC-XXXX-SI-DR-A-0673-P06
- Unit 04 EV Charge Strategy Reference: 02514-HAN-PL-04-DR-E-009052 Rev. 2

Condition 50 – Updated Heritage Impact Assessment

Condition 50 states:

“Any subsequent reserved matters application shall be accompanied by an updated Heritage Impact Assessment that

considers the impact of the proposed development on the setting of the Grade II listed Building known as Old Halsnead Hall."

The following documents have been submitted to discharge the requirements of Condition 50:

- Heritage Impact Assessment prepared by Donald Insall Associates

Condition 51 – Updated Overshadowing Assessment

Condition 51 states:

"Any subsequent reserved matters application shall be accompanied by an updated Overshadowing Assessment that considers the impact of the proposed development on the amenity of the residential properties along the northern boundary of the site."

An Overshadowing Assessment ref: IS05-17049 has been prepared by GIA to discharge the requirements of condition 51.

Condition 52 – Temporary Drainage Measures

Condition 52 states:

"Prior to the commencement of the reserved matters development details and a method statement for interim and temporary drainage measures during the demolition and construction phases shall be submitted to and approved in writing by the Local Planning Authority. This information shall demonstrate how the site will be drained to ensure there is no increase in the off-site flows, nor any pollution, debris and settlement to any receiving watercourse or sewer system. Where temporary discharges to a sewer are proposed, written confirmation from the sewer owner that these have been accepted, shall be provided. The site works and construction phase shall thereafter be carried out in accordance with approved method statement."

The following documents have been submitted to discharge the requirements of Condition 52:

- Phase 2 - Unit 3 and 4 - Temp-Drainage-Works ref: L036-TIE-52-EX.00-D-C-005130_P1

Condition 53 – SUDS Drainage Scheme

Condition 53 states:

"No development shall commence, with the exception of details approved pursuant to Condition 32, until a detailed SUDS based drainage scheme on the principles of The SUDS Manual (C753) and the criteria as set out within Knowsley Strategic Flood Risk Assessment (SFRA, Levels 2), has been submitted and approved in writing by the Local Planning Authority (LPA) for each phase unless otherwise agreed in writing. The applicant should

provide suitable drainage drawings, summary calculations and results of all investigations detailing the surface water drainage works as set out below. The maximum rate of discharge, off-site, shall not generally exceed a greenfield runoff rate. The works shall be implemented in accordance with the approved scheme before the development is brought into use, or as set out in the approved phasing details.”

The following documents have been submitted to discharge the requirements of Condition 53:

- Drainage Layout – Reference : L036-TIE-52-EX.00-D-C-005530 P2
- Flood Exceedance – Reference : L005-TIE-ZZ-XX-DR-C-6036 P2
- Surface Water Calculations (1 in 100 + 40%CC)
- Impermeable Areas Plan – Reference: L036-TIE-52-EX.00-D-C-005534 P1
- Drainage Construction Details Sheet 1 – Reference: L036-TIE-11-EX.00-D-C-005532 P1
- Drainage Construction Detail Sheet 2 – Reference: L036-TIE-11-EX.00-D-C-005532 P1

SuDS Maintenance Plan – Reference: T_18_2126_SuDS_002

Condition 58 – Remediation Works and Mitigation Measures

Condition 58 states:

“Submission of Remediation Scheme

Where land, as part of any subsequent reserved matter application, affected by contamination is found which poses unacceptable risks, no development shall take place until a detailed remediation scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme must include an appraisal of remediation options, identification of the preferred option(s), the proposed remediation objectives and remediation criteria, and a description and programme of the works to be undertaken including the verification plan. As a minimum, the scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to its intended use.

Implementation of Approved Remediation Scheme and Verification Report

Should a remediation scheme be required the approved scheme shall be implemented, and a verification report submitted to and approved in writing by the Local Planning Authority, prior to the development (or relevant phase of development) being brought into use.

Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the development that was not previously identified it must be reported immediately to the Local Planning Authority. Development on the part of the site affected must be halted and a risk assessment carried out and submitted to and approved in writing by the Local Planning Authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the Local Planning Authority. These shall be implemented prior to the development (or relevant phase of development) being brought into use.

Materials Management Plan

Prior to the reuse of site won materials ('waste' and non-waste) a Materials Management Plan, carried out in line with the CL: AIRE code of practice and signed off by a Qualified Person, shall be submitted to and agreed in writing with the local planning authority. The MMP shall demonstrate that any reuse of contaminated materials does not result in increased risk to the environment or human health.

Importation of Soil/Material

No soil is to be imported to the site until it has been tested for contamination and assessed for its suitability for the proposed development; a suitable methodology for testing this material should be submitted to and agreed by the Local Planning Authority prior to the soils being imported onto site. The methodology should include the sampling frequency, testing schedules, criteria against which the analytical results will be assessed (as determined by the risk assessment) and source material information. The analysis shall then be carried out and evidence submitted to and approved in writing to by the Local Planning Authority."

The following documents have been submitted to discharge the requirements of Condition 58:

- Symmetry Park Phase 1 - Waste Code Management Receipt
- Symmetry Park Phase 1 & 2 - Waste Code Management Receipt
- Ground Investigation Report ref: TE1163GIR1.6
- Materials Management Plan ref: TE1163MMP1.5
- Preliminary Risk Assessment ref: TE1163PRA1.2
- Enabling Works Strategy Units 3 & 4 ref: TE1163-TE-00-GE-EWS-006-001 -
- Ground Gas Verification Plan Units 3 & 4 ref: TE1163-TE-00-XX-GE-GVP-007-001
- Updated asbestos risk assessment ref: TE1163-TE-00-XX-RP-GE-001-V01 -
- Supplementary Ground Investigation and CMRA ref: TE1163-TE-00-XX-RP-GE-003-V01
- Supplementary Ground Investigation Report ref: TE1163-TE-00-XX-RP-GE-001-V01

Environmental Impact

For the avoidance of doubt, the Hybrid Permission was subject to Environmental Impact Assessment and was therefore supported by an extensive suite of technical information and an Environmental Statement. As planning permission has been granted and the scope of the proposed reserved matters fit within the parameters of the Hybrid Permission, it is considered that the impact of the proposed development is acceptable.

Summary

On behalf of Tritax Symmetry Merseyside 1 Ltd, this reserved matters application ("RM3") seeks approval of details of access, landscaping, appearance, scale and layout within the northern parcel of the outline area associated with hybrid planning permission 20/00494/HYB at the former Cronton Colliery Site.

The Site is located south of the M62 motorway, east of Junction 6 Tarbock Island. Should this reserved matters application be approved, the Site will deliver 495,720 sq ft (GIA) of logistics and distribution floorspace (and associated infrastructure).

Alongside seeking approval of the reserved matters, this application also comprises sufficient detail to enable the discharge of the following conditions attached to the outline element of the Hybrid Permission (20/00494/HYB):

- Condition 36 (M62 Boundary Treatment)
- Condition 40 (Remediation Works and Mitigation Measures)
- Condition 42 (Arboriculture Impact Assessment)
- Condition 45 (Finished Levels)
- Condition 46 (Highways Connection Details)
- Condition 47 (Ancient Woodland Buffer)
- Condition 48 (Biodiversity Mitigation Strategy)
- Condition 49 (Electric Vehicle Charging Point)
- Condition 50 (Updated Heritage Impact Assessment)
- Condition 51 (Updated Overshadowing Assessment)
- Condition 52 (Temporary Drainage Measures)
- Condition 53 (SUDS Drainage Scheme)
- Condition 58 (Remediation Works and Mitigation Measures)
- Condition 61 (Lighting)

I trust that you find the above to be in order and sufficient to enable the validation of this planning application. Should you require any additional information or clarification please do not hesitate to contact either myself or Jenna Wilks of this office.

Yours sincerely



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Mobile 0755 797 3907

Appendix A – Illustrative Masterplan

- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.



SCHEDULE OF ACCOMMODATION
(Gross Internal Area unless otherwise stated)

Unit 3	
Warehouse	- 266,970 sq ft (24,802m ²)
GF Office Core	- 1,423 sq ft (132m ²)
Office FF & SF	- 12,577sq ft (1,168m ²)
Transport Office (2 St.)	- 3,400 sq ft (316m ²)
Gatehouse	- 300 sq ft (28m ²)
Total	- 284,670 sq ft (26,447m²)

Car Parking	- 294 (Inc. 15 Acc. + 60 EV)
HGV Parking	- 39
Loading Docks	- 20 (Inc. No. 08 EuroDocks)
Level Access	- 04 (Inc. No. 01 Jumbo Door)
Cycle Parking	- 100 spaces (10 Shelters)
Active Cycle Parking	- 6 spaces (Shelter)
Motorcycle Parking	- 13

Net Plot Area	- 12.92 Acres (5.23 Hectares)
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Unit 4	
Warehouse	- 193,195 sq ft (17,948m ²)
GF Office Core	- 1,410 sq ft (131m ²)
Office FF & SF	- 12,815 sq ft (1,191m ²)
Transport Office (2 St.)	- 3,330 sq ft (309m ²)
Gatehouse	- 300 sq ft (28m ²)
Total	- 211,050 sq ft (19,607m²)

Car Parking	- 194 (Inc.10 Acc. + 38 EV)
HGV Parking	- 32
Loading Docks	- 20 (Inc. No. 08 EuroDocks)
Level Access	- 04 (Inc. No. 01 Jumbo Door)
Cycle Parking	- 80 spaces (08 Shelters)
Active Cycle Parking	- 6 spaces (Shelter)
Motorcycle Parking	- 10

Net Plot Area	- 10.76 Acres (4.36 Hectares)
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- Masterplan Boundary
- Application Boundary
- Existing Overhead Power Lines
- 15m Wood Offset Zone
- TPO Woodland
- Woodland Retention
- Retaining Wall with 1.1m High Handrails

rev	amendments	by	ckd	date

Unit 03, Symmetry Park, Merseyside

Illustrative Masterplan

LOD 2	LOI 2
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TRITAX SYMMETRY
A TRITAX BIG BOX COMPANY



RIBA PoW Stage:	2 - Concept Design
Document Suitability:	S2
Drawn / Checked:	MY / DEB
Date:	30/01/2023
Scale:	As Noted @ A1
UMC Project Number:	22605
Document Reference:	Drawing no: Revision:
22605 - UMC - XXXX - SI - DR - A	0671 P09

Illustrative Masterplan
Scale 1:2000

10m SCALE 1:2000