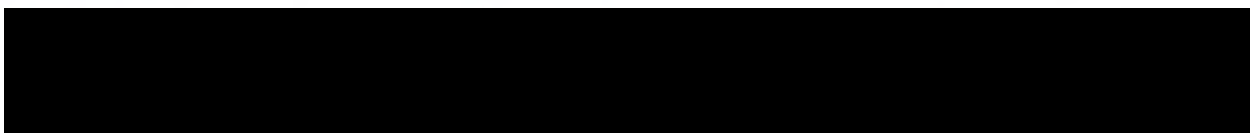


**REPRESENTATIONS TO WARRINGTON
UPDATED PROPOSED SUBMISSION
VERSION LOCAL PLAN**

Prepared on behalf of

Oyster Capital Industrial Ltd

November 2021



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1 INTRODUCTION

- 1.1. This representation has been prepared by Grimster Planning on behalf of our Client, Oyster Capital Industrial Ltd (hereafter referred to as the “Client”), in response to the current consultation on the Proposed Submission Version Local Plan (“PSVLP”).
- 1.2. This representation provides the comments of our Client in relation to this document and has been prepared having regard to their specific land interests adjacent to Omega North, Warrington. They are submitted further to the previous representations submitted on behalf of my Client in response to the earlier draft Local Plan consultation held by Warrington Borough Council.
- 1.3. The current consultation represents the Regulation 19 stage of consultation. This is intended to be the final stage of consultation prior to the submission of the PSVLP for Examination, currently scheduled for Summer 2022.
- 1.4. Before the PSVLP can be adopted, it will be examined by an appointed Inspector on behalf of the Secretary of State whom will consider the consistency and ‘soundness’ of the PfEDPD and its supporting evidence as defined by paragraph 35 of the National Planning Policy Framework (NPPF) 2021, namely that it is:
 - a) **Positively Prepared** – providing a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs; and is informed by agreements with other authorities, so that unmet needs from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
 - b) **Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
 - c) **Effective** – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by a *statement of common ground*; and
 - d) **Consistent with national policy** – enabling delivery of sustainable development in accordance with the policies of this Framework and other statements of national planning policy, where relevant.
- 1.5. In preparing the PSVLP it is important that the Council has regard to the guidance set out in national planning policy, both in the NPPF and the National Planning Practice Guidance (“NPPG”). Section 3 of the NPPF contains detailed guidance on the plan-making process; this includes the preparation of strategic and non-strategic policies, the duty to co-operate, and the need for all policies to be underpinned by relevant and up-to-date evidence.

- 1.6. The comments set out within this representation are intended to assist the combined authorities in preparing a 'sound' Development Plan Document. Our Client welcomes its ongoing preparation.
- 1.7. This representation is structured to respond to the policies set out in the PSVLP only where they are relevant to our Client's commercial land interests adjacent to Omega North.

2 VISION AND SPATIAL STRATEGY

- 2.1. Our Client fully supports the need to ensure that Warrington is well-placed and capable of attracting and sustaining economic investment within the Authority area. The ability to delivery long-term economic growth should be at the heart of the PSVLP vision, particularly given that job creation and retention goes hand in hand with housing growth and delivery.

Vision

- 2.2. This Policy sets out the ambition to ensure that Warrington's long-term growth is positively planned, and that jobs and businesses are supported by major improvements to the Borough's infrastructure. Our Client supports this approach.
- 2.3. Moreover, they also support the need for Warrington to consolidate its position as one of the most important economic hubs in the UK, which will involve the development of major new employment locations to support a range of economic activities in the B1, B2 and B8 sectors. This includes manufacturing and logistics, amongst others.
- 2.4. Local job creation is an important ingredient in creating and shaping sustainable communities. It is important that job creation is evenly balanced across the Borough. This will also help to support smaller businesses, including start-ups, as opposed to focusing solely on larger scale B2 and B8 employment uses (which our Client accepts is also required taking account of Warrington's excellent linkages to the strategic highway network).
- 2.5. To facilitate the creation of sustainable communities, new employment development should be directed towards those locations which are well-related to existing urban areas, reducing the distance travelled between home and the workplace. To this end, the Council's development and spatial strategy should focus on the future development of land which provides new employment opportunities close to people's homes to reduce the need for significant travel. Whilst it will still require a conscious choice from people to travel by public transport, walking or cycling as an alternative to the private car, the location of employment opportunities relative to their home will ultimately have a role to play in informing that decision.

Plan Objectives

- 2.6. Our Client supports Objective W1, and the need for 316.26 hectares of employment land between 2021 and 2038. However, it is considered that the words "*at least*" should be inserted into the objective before "*316.26 hectares.*" It is important the PSVLP plans positively to meet current and future needs, and should not place a 'cap' on otherwise sustainable development. It is noted that

the word “minimum” is used when setting the housing target, and it is considered that a comparable approach should be adopted when expressing the employment land requirements.

- 2.7. Objective W2 seeks to maintain the permanence of the Green Belt in the long-term. Our Client has no objection to this approach; however, it is imperative that the PSVLP removes land from the Green Belt now in order to meet housing and employment needs up to 2038, whilst also identifying safeguarded land for future development consistent with paragraph 143(e) of the National Planning Policy Framework (NPPF). We expand on this later in this representation.

Spatial Strategy and Key Diagram

- 2.8. It is noted that the Key Diagram identifies the existing employment areas in Warrington, and those sites proposed to be allocated for employment uses at Fiddlers Ferry, Appleton, and west of Omega (south) in the Borough of St Helens.
- 2.9. An explanation for the proposed employment land allocations is provided in paragraph 3.3.23 of the PSVLP.
- 2.10. Firstly, this confirms that a 31.22 hectare parcel of land to the west of Omega (south), located in the Borough of St Helens, is proposed to be allocated and will count towards Warrington's employment land needs.
- 2.11. Fiddlers Ferry Power Station is proposed to be allocated for 101 hectares of employment land, comprising a mix of industrial and distribution uses.
- 2.12. The South East Warrington Employment Area at Appleton is proposed to be allocated for 136.92 hectares of employment land, and is expected to meet a large proportion of the Borough's B8 land-use requirements. It is noted that this site was previously refused planning permission by the Secretary of State in November 2020 (Appeal Ref. APP/M0655/W/19/3222603 and APP/M0655/V/20/3253083).
- 2.13. In total, these three strategic sites are expected to deliver 237.92 hectares of employment land, leaving a residual shortfall of around 8 hectares against the employment land requirement (when one takes account of the existing supply already available). It is suggested in the PSVLP that this need will be met through windfall sites in locations such as Appleton Thorn, Warrington Town Centre, and the wider urban area during and after the Plan period.
- 2.14. Our Client has concerns with this approach, which we comment on later in this representation.
- 2.15. It is also noted that paragraph 3.3.25 of the PSVLP list alternative employment sites which have been discounted by the Council. This does not include our Client's land adjacent to Omega North.

Exceptional Circumstances for Green Belt release

- 2.16. Our Client supports the Council's position set out in paragraphs 3.4.7 to 3.4.10 of the PSVLP in relation to the exceptional circumstances for Green Belt release. It is imperative that a positive approach to Green Belt release is adopted if Warrington is to have any prospect of achieving the vision and strategic objectives set out within the PSVLP.
- 2.17. As demonstrated through the Council's PSVLP evidence base documents, there is a shortage of alternative non-Green Belt land on which to meet the Borough's future housing and employment land requirements up to 2038 and beyond. Accordingly, a positive approach is needed to meet these needs, and inevitably this will require Green Belt release owing to the tightly drawn Green Belt boundaries across the Borough. The requirements of paragraphs 140 and 141 of the NPPF are therefore considered to have been followed.
- 2.18. However, that is not to say that our Client agrees with all of the proposed Green Belt land releases set out in the PSVLP, which we come on to later in this representation.

3 STRATEGIC POLICIES / OBJECTIVES

- 3.1. This Section of the representation provides our Client's comments on the detailed strategic employment policies set out within the PSVLP.

Objective W1 – Planning for Warrington's Economic Growth

- 3.2. As set out earlier in this representation, our Client is fully supportive of the need and aspiration for Warrington to remain a key employment hub in the North-West of England, and the UK. The town benefits from exceptional strategic linkages and a highly skilled workforce; the opportunity to build further upon this should be grasped through the PSVLP. This includes ensuring the sufficient, modern and high-quality employment premises are available throughout the Borough to meet B1, B2 and B8 demands, providing for both existing and future employers.
- 3.3. There is increasing demand for employment occupiers across the North-West of England, and it is important that Warrington remains economically competitive in response. This means ensuring that sufficient employment land is made available during the Plan period up to 2038 and beyond. This means releasing Green Belt land now, as well as safeguarding future land for development consistent with paragraph 143(c and e) of the NPPF. A failure to do so will mean that a future Green Belt release will be required as part of a future Local Plan review, which directly conflicts with national planning policy.
- 3.4. Turning to Policy DEV4, our Client's comments on the need for the employment land requirements to be expressed as an "at least" figure are already documented in this representation.
- 3.5. Our Client has no objection to the continued development of Employment Area listed in Part 3 of the Policy, which it is noted includes Omega. That said, it is clear that the significant expansion of the Omega strategic employment area can only be realised through Green Belt release. To this end, our Client is disappointed to note that the Council has opted to focus the majority of its major employment growth towards Fiddlers Ferry and the South East Warrington Employment Area.
- 3.6. Both of these locations are subject to constraints which will inform how quickly they can come forward for development during the Plan period. This includes site clearance, remediation and infrastructure works at Fiddlers Ferry, and highways improvements at both Fiddlers Ferry and the South East Warrington Employment Area. Both locations will require significant infrastructure investment, impacting on their viability and delivery rates. Our Client considers this to be a high-risk strategy which overlooks the development potential of immediately available Green Belt land around Omega, including our Client's land interests at Omega North.
- 3.7. It is also noted that the expansion of Omega (south) to the west will actually involve the release of Green Belt land in the St Helens administrative area, outside of Warrington. It is unclear why this

approach has been taken given that there is alternative Green Belt land to the north of junction 8 of the M62 which is available and lies within Warrington Borough. Our Client is firmly of the view that this should be revisited, and a review of alternative Green Belt land within Warrington undertaken, before proceeding with the PSVLP as drafted. There is no reason why the Borough's employment needs cannot be met through more Green Belt land release within the boundary of Warrington itself.

- 3.8. Our Client's concerns extend to the Council's expectation that the residual employment land requirements will be met through windfall sites across the Borough. There is no certainty that they will, and the tightly drawn Green Belt boundaries around the Borough mean that there is very little room for manoeuvre to meet any shortfall in the event that they don't. Accordingly, it is considered that the PSVLP should plan positively to meet the full employment needs of the Borough up to 2038 consistent with the spatial strategy, with any windfall sites that do come forward instead viewed as a positive further addition to the supply.
- 3.9. They also note the comments at paragraph 4.2.22 of the PSVLP, whereby the Council confirms its intentions not to allocate any safeguarded sites. Given the Green Belt constraints around the Borough as set out previously in this representation, our Client has deep concerns with this strategy which is considered to be contrary to the guidance contained in paragraph 143(c and e) of the NPPF.
- 3.10. Finally, our Client notes the lack of recognition with this Policy of the need to deliver a diverse range of employment sites and accessible premises. This includes opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand, and larger-scale inward investment. Our Client advocates such an approach, which should form part of wider employment strategy to delivery new, modern, fit-for-purposes premises which are equally capable of supporting the re-location of existing businesses alongside new inward investment.
- 3.11. In summary, and as drafted, our Client objects to the Council's proposed employment strategy insofar as it relates to proposed employment land allocations. A robust and deliverable supply of employment land has a crucial role to play in the continued economic growth success of Warrington as a whole moving forward, and it is important that a balanced approach is taken to the spatial distribution of deliverable employment land across the Borough. Our Client's land interests are located immediately adjacent to the established Omega North employment area, with the potential to support c. 45,000 square metres of B2 and B8 uses. It is considered that they should be allocated for employment uses, for the reasons set out in Section 5 of this representation.

Objective W2 – Warrington's Green Belt

- 3.12. As documented in this representation, our Client supports the need for a review of the Green Belt boundaries around Warrington as part of the PSVLP. There are exceptional circumstances which

justify this approach. However, it is also considered that the Green Belt review should extend further to the designation of safeguarded land for development beyond the Plan period after 2038 to ensure that boundaries can endure consistent with paragraph 143 of the NPPF. As drafted, this is viewed as a significant shortcoming of the PSVLP, and our Client objects to the Council's failure to identify and designate safeguarded land for employment uses. This is particularly pertinent when one takes account of paragraph 5.1.19 of the PSVLP, where the Council accepts that there is uncertainty over Warrington's longer-term employment land supply, and is already suggesting that a review of the employment land needs will have to be undertaken before the end of the Plan period.

- 3.13. This uncertainty can be removed by positively planning for safeguarded employment sites now; this will provide the Council with much greater flexibility in the event of ever-increasing demand, and/or the failure of allocated sites to come forward as anticipated during the Plan period. This would then allow for safeguarded land to come forward to effectively 'plug' the shortfall in employment land delivery, and ensuring that the vision and strategic objectives of the Borough can continue to be realised.

Objective W4 – Sustainable Travel and Transport

- 3.14. As set out earlier in this representation, to facilitate the creation of sustainable communities, new employment development should be directed towards those locations which are well-related to existing urban areas, reducing the distance travelled between home and the workplace. To this end, the Council's development and spatial strategy should focus on the future development of land which provides new employment opportunities close to people's homes to reduce the need for significant travel. Whilst it will still require a conscious choice from people to travel by public transport, walking or cycling as an alternative to the private car, the location of employment opportunities relative to their home will ultimately have a role to play in informing that decision.
- 3.15. Our Client's land interests at Omega North are located off the existing J8 of the M62, with immediate access to the strategic highway network. It is also easily accessible for residents living in Burtonwood and Winwick, and those living to the south of the M62 at Omega South, Gemini and Westbrook. It is accessible via private car, foot and cycle. It would represent a sustainable location for new employment uses, without the need for significant infrastructure investment and improvements, albeit our Client is open to funding any improvements which might be reasonably required to facilitate its release and future commercial use.

4 PROPOSED SITE ALLOCATIONS

- 4.1. We now go on to set out our Client's more detailed comments on the proposed employment land allocations in the PSVLP.

Policy MD3 – Fiddlers Ferry

- 4.2. It is proposed that 101 hectares of land will be allocated for employment uses at the site of the former Fiddlers Ferry Power Station. This will require the preparation of a detailed Development Framework for the site, comprising a mix of residential, employment and community facilities.
- 4.3. Whilst our Client does not object per se to the proposed allocation (given that it partly involves the re-use and regeneration of a brownfield parcel of land), they do have concerns over the timescales for delivery taking account of the works required to clear and remediate the site, as well as the significant infrastructure works required to deliver the site. There is also the requirement to demonstrate that the development of the site would not impact on the ecological value and integrity of the Mersey Estuary SPA. It is considered that this survey work should be undertaken now to inform the proposed allocation, as opposed to leaving this for a later date when the results of the survey could have fundamental implications on the scale of delivery/quantum of development at the site (and with it the Council's development strategy).
- 4.4. Furthermore, from an employment perspective, the site does not benefit from the same access to the strategic highway network as per that enjoyed by our Client's land interests at Omega North. It is unclear therefore what demand (and evidence there is) for B2 and B8 uses in this location, and it would appear that the site has been identified for employment use merely because it is a brownfield site as opposed to necessarily taking account of occupier demand to be located close to the strategic highway network.

Policy MD6 – South East Warrington Employment Area

- 4.5. It is proposed that 137 hectares of land will be allocated for employment uses in South East Warrington, comprising B2 and B8 uses. Again, development will be informed by a comprehensive Development Framework.
- 4.6. Our Client does not object to the allocation of this site. However, as with Fiddlers Ferry, they do have concerns over the deliverability of the site during the Plan period, particularly when one takes account of the comments relating to the need for funding to facilitate improvements at junction 20 of the M6. It is considered unlikely that the full 137 hectares of employment land will come forward

during the Plan period given the scale of the development and infrastructure involved, contrary to paragraph 10.6.6 of the PSVLP.

- 4.7. It is also noted that the site has formerly been refused planning permission by the Secretary of State in November 2020 (Appeal Ref. APP/M0655/W/19/3222603 and APP/M0655/V/20/3253083). Our Client therefore has concerns over the deliverability rate at the proposed South East Warrington employment area during the Plan period up to 2038.
- 4.8. In view of the above, our Client considers that further information is required in relation to the anticipated delivery rates of the employment uses on the proposed allocations, with a trajectory of delivery. As drafted, the PSVLP is too 'broad brush' in commenting on anticipated rates of delivery without taking account of the upfront time and works required in securing planning permission, discharging planning conditions, and undertaking upfront infrastructure works before any construction of the actual employment accommodation commences. This approach will ensure that the spatial and development strategy adopted by the Council is as sound as possible.

Employment Land west of Omega South

- 4.9. It is noted that the PSVLP does not include a specific policy in relation to the proposed allocation of land to the west of Omega South. This is presumably because the site lies within the neighbouring Borough of St Helens. However, given that this allocation is expected to contribute towards Warrington's employment needs, one would expect some sort of policy recognition within the PSVLP.
- 4.10. Furthermore, our Client objects to this land forming part of Warrington's employment land supply when alternative employment land opportunities exist (albeit not the allocation itself as that forms part of the emerging St Helens Local Plan). It is considered that these alternatives, including our Client's land at Omega North, should be fully explored and assessed before relying on a neighbouring authority to meet the Borough's future employment needs, and as a minimum considered as potential safeguarded land opportunities.

5 LAND ADJACENT TO OMEGA NORTH, WARRINGTON

- 5.1. This Section provides details of our Client’s land interests located to the north of junction 8 of the M62, immediately adjacent to the existing Omega North employment area. A Site Location Plan can be found at **Appendix 1** of this Representation.

- 5.2. Our Client owns a total of 13.42 hectares of land bounded by Wrights Lane, Joy Lane and Burtonwood Road. The land lies within the Green Belt at present. It is noted that the Site has **not** been formally assessed by the Council as part of the PSVLP evidence base documents.

Site Location

- 5.3. The Site lies to the immediate north of the existing Omega North employment area. An aerial image of the Site’s location is shown on Figure 2 below:

Figure 2: Aerial Image of Land at Omega North



Credit: eSCAPE

- 5.4. The Site lies c. 1.1km to the south of the large settlement of Burtonwood which is accessible via Clay Lane. Other residential areas are located to the south of the M62, including new-build residential development taking place at Omega South and beyond. The location of the Site would mean that it is sustainably located, providing people with good access to jobs in a sustainable location, as per the existing B8 land-uses on the adjoining land occupied by Travis Perkins, Hermes and Brakes Brothers.

Site Description

- 5.5. The Site currently comprises undeveloped agricultural land in private ownership, split centrally into two parcels owing to the routing of Wrights Lane.
- 5.6. The northern boundary of the Site is formed by Joy Lane, whilst Burtonwood Road forms the eastern boundary. Wrights Lane runs the length of the southern boundary. All of these roads are adopted.
- 5.7. There is an existing 30m landscape buffer between the land and the existing Omega North employment area, and which would be retained. This is outwith the ownership of our Client.
- 5.8. The Site is flat in nature, with no topographical constraints to development. Joy Lane and Wrights Lane are not subject to any significant vehicular movements.
- 5.9. There are no public rights of way (PROW) within the Site, albeit route no. 25 runs to the north of the Site to Burtonwood village.
- 5.10. There are no heritage assets within or in close proximity to the Site, and the Site is not located within a Conservation Area.

Potential Use

- 5.11. The Site is suitable for employment uses, predominantly for B8 uses but potentially also smaller B2 general industrial units. Both uses would be capable of accommodating ancillary B1 office use associated with the main use. That way, the Site would lend itself to small and medium sized enterprises as well as larger logistics operators. The exact nature of the employment units to be delivered on the Site can be informed through discussions with Warrington Council's Economic Development Team in the event that the Site is considered to represent a logical allocation for employment uses.

- 5.12. To demonstrate the deliverability of the Site for employment uses, the following plans have been prepared (alongside a series of contextual plans). These can be found in **Appendices 1 and 2** of this representation:
- **Drawing Ref. 021-028-P005 Constraints and Opportunities Plan**
 - **Drawing Ref. 021-028-P006 Parameters Masterplan**
 - **Drawing Ref. 021-028-P007 Illustrative Masterplan**
- 5.13. These plans clearly show the indicative development potential of the Site for total floorspace in the region of 45,000 square metres (484,000 square feet) of employment uses, potentially set across 5 no. buildings ranging from c. 3,500 square metres to 15,000 square metres, all of which could comprise of ancillary office/personnel space.
- 5.14. They also illustrate the following:
- The developable area of the Site would extend to 9.23 hectares, set within a green infrastructure network of 4.19 hectares;
 - Building ridge heights on the Site would range between c. 9m and 11m, taking account of comparable ridge heights on the adjoining Omega North employment area
 - The ability to secure access via a new roundabout at the junction of Burtonwood Road and Tan House Lane to serve the full Site;
 - The ability to secure pedestrian and cycle connections into the Site from Burtonwood Road and linking through to Wrights Lane and Joy Lane;
 - The ability to create a 15m landscape buffer along the northern edge of the Site, adjacent to Joy Lane; and
 - The provision of sustainable urban drainage systems within the Site;
- 5.15. It is clear from the submitted plans that the Site is capable of being developed for employment uses, and which would represent a logical extension and organic growth of the existing Omega North employment area.
- 5.16. The submitted Illustrative Masterplan offers a further level of detail in respect of how the potential development of the Site would sit within its surrounding context based on the parameters masterplan.

Locational Sustainability

- 5.17. The Site occupies a sustainable location, adjacent to the existing Omega North employment area. As outlined earlier in this representation, the Site lies c. 1.1km to the south of the settlement of Burtonwood which is accessible via Clay Lane. Other residential areas are located to the south of the M62, including new-build residential development taking place at Omega South. The location of the Site would mean that it is sustainably located, providing people with good access to jobs in a sustainable location, as per the existing B8 land-uses on the adjoining land fully occupied by Travis Perkins, Hermes and Brakes Brothers.
- 5.18. Further details demonstrating the Site’s sustainability are set out in the accompanying Highways Technical Note.

Technical Sustainability

- 5.19. In order to establish the Site’s suitability for development, we have considered a number of key technical matters which need to be taken into account to inform the Site’s potential. We have set these out in Table 1 on the following page:

Table 1: Technical Sustainability

TECHNICAL CONSIDERATION	COMMENTARY
<p>Transport and Accessibility</p>	<p>The Site is accessible off Joy Lane. Joy Lane does not operate at capacity, and increased vehicle movements along this route would not lead to a severe adverse impact on the local highway network. No upgrades to the local highway network should be necessary; however, this will be a matter for discussions with the Local Highways Authority in the event of any development proposals on the Site. Consistent with national planning policy, and as a further demonstration of the Site’s sustainability, electric vehicle charging infrastructure would be provided.</p> <p>Any development would ensure that the adjacent Omega North employment area fully accessible, and Oyster Capital Industrial Ltd would be committed to enhancing accessibility through off-site improvements where these are justified and meet the CIL Regulations.</p> <p><u>It is noted that paragraph 6.25 of the Council’s Development</u></p>

TECHNICAL CONSIDERATION	COMMENTARY
	<p><u>Options and Site Assessment Technical Report published in September 2021 refers to the potential to a small extension to Omega North at Joy Lane, but that this was ruled out due to concerns over the ability to deliver the required infrastructure improvements to the local and strategic highway network. The highways information submitted alongside this representation demonstrates that these concerns can be suitably addressed.</u></p>
<p>Flood Risk and Drainage</p>	<p>The Site is located in Flood Zone 1 and is at low risk of flooding. An appropriate scheme for surface water drainage can be implemented to no detriment to surrounding land-uses, utilising sustainable drainage systems where the opportunity exists to do so within the Site. Foul water can connect into the existing mains sewer.</p>
<p>Ecology / Nature Conservation</p>	<p>The Site is not identified as having any ecological importance or conservation status/designations. Prior to any development taking place, the appropriate ecological surveys would be undertaken across the Site and where necessary, mitigation measures proposed, including means by which to secure a net gain in biodiversity.</p>
<p>Trees and Hedgerows</p>	<p>The Site comprises a number of existing trees and hedgerows at its perimeter, which would be retained as far as possible as part of any development. Furthermore, and as shown on the submitted parameters masterplan and illustrative masterplan, there is the potential to create a 15m landscape buffer along the northern edge of the Site to screen it from Burtonwood to the north. This would replicate the provision of a landscape buffer around the existing Omega North employment area adjacent to the Site.</p>
<p>Landscape and Visual Impact</p>	<p>It is accepted that the Site lies within the Green Belt at present, and any development on the Site will inevitably result in a landscape and visual impact and change. The Site is not designated as a 'valued' landscape. The Site itself is already screened to the south by the existing landscape buffer along its southern edge. As shown on the submitted plans, the development of the Site is capable of creating a new landscape buffer along its northern edge to mirror the existing landscape buffer to the south. Given the flat nature of the Site, this would ensure that the</p>

TECHNICAL CONSIDERATION	COMMENTARY
	<p>development would not be visible from long distance views, as well as receptors utilising Wrights Lane, Joy Lane and Burtonwood Road once the landscaping is fully established. Accordingly, with the implementation of these measures, which would also offer a wider environmental benefit, it is not considered that the development of the Site would result in any major landscape and visual impacts such that they would be harmful and outweigh the benefits associated with the Site's potential allocation and use.</p> <p>To fully assess the landscape and visual impacts of the proposed development, a Landscape and Visual Appraisal has been prepared and can be found at Appendix 4 of this representation. It should be read in detail alongside this representation and the submitted plans.</p> <p>The Appraisal has concluded that the Site's landscape character and its surrounding area have no sense of wildness or tranquility and are associated with the warehousing and wider transport and logistic activity of Omega North and the M62 corridor. The Site has a low landscape value within an urban-rural fringe character. A series of landscape principles are set out within the Appraisal, which have been applied to the parameters masterplan and illustrative masterplan for the Site.</p>
<p>Best and Most Versatile Agricultural Land</p>	<p>The agricultural land classification of the Site has not been established. Nevertheless, the loss of 13 hectares of agricultural land for employment uses (not all of which would be developable) would not have an unacceptable impact on the availability of best and most versatile agricultural land within the Borough.</p>
<p>Ground Contamination</p>	<p>The Site comprises undeveloped greenfield land. Geo-environmental surveys will be carried out in due course but the Site is not likely to be subject to any form of ground contamination which would preclude its development.</p>
<p>Air and Noise Pollution</p>	<p>The Site is located adjacent to an existing employment area, and the strategic and local highway network. The Site is not within an Air Quality Management Area. Whilst it would be necessary to undertake noise and air quality assessments as part of any planning application for development on the Site, it is not considered that either would give</p>

TECHNICAL CONSIDERATION	COMMENTARY
	cause to any significant adverse impacts such that they would preclude the development of the Site.
Residential Amenity	There are very few residential properties/areas near to the Site. This is a positive attribute of the Site, allowing for development to take place such that it would not adversely impact on residential amenity, whilst allowing vehicle movements to and from the strategic highway network without having to pass through built-up residential areas. Furthermore, as outlined above any requirements for off-site highway improvements/measures can be discussed with the Local Highways Authority at the time of any development.

5.20. In view of the above, the Site is not subject to any insurmountable technical constraints which would preclude it from coming forward for development.

Green Belt Assessment

5.21. Given the Site's current location in the Green Belt, we have assessed the Site against the five purposes of Green Belt as expressed in paragraph 138 of the NPPF. In doing so, we have had reference to the Council's Green Belt Assessment undertaken in October 2016 (and updated in 2017). Within this, the Site is identified as reference R18/066.

5.22. In undertaking this exercise, it has been demonstrated that the Site is considered to by our Client to make a **weak** contribution to the Green Belt, and not a **moderate** contribution as concluded by the Council's own Green Belt Assessment.

Table 2: Assessment against the five purposes of Green Belt

Green Belt Purpose	Warrington Green Belt Assessment October 2016	Assessment
To check the unrestricted sprawl of large built-up areas	No Contribution	No Contribution

Green Belt Purpose	Warrington Green Belt Assessment October 2016	Assessment
		It is agreed that in view of the Site's separation from the Warrington Urban Area, it does not fulfil this Green Belt function.
To prevent neighbouring towns merging into one another	Weak Contribution	No Contribution Owing to the presence of existing and permanent road infrastructure along the northern, western and eastern edges of the Site, and the significant open countryside that would remain between the Site and Burtonwood village to the north, and St Helens to the north-west, it is not considered that the Site makes any contribution towards preventing coalescence.
To assist in safeguarding the countryside from encroachment	Strong Contribution	Moderate Contribution It is accepted that the development of the Site would result in the loss of agricultural land/countryside. However, one has to take into account the physical characteristics and surroundings of the Site, including the existing employment area and built form to the immediate south/south-west. The Site is bounded on all sides by permanent and durable road infrastructure, and is thus naturally contained. Furthermore, the provision of a 15m landscape buffer along the northern edge would preclude any future development to the north. The Site represents a logical extension to the Omega North employment area, and a rounding off of the land in this location. It is not considered that it makes a strong contribution to preventing encroachment into the countryside, which the land to the north of Joy Lane, for example, does.
To preserve the setting and special	No Contribution	No Contribution

Green Belt Purpose	Warrington Green Belt Assessment October 2016	Assessment
character of historic towns		It is agreed that the Site does not perform this Green Belt function.
To assist in urban regeneration, by encouraging the recycling of derelict and other land	Moderate Contribution	Weak Contribution It is accepted that the development of the Site would result in the loss of Green Belt land. However, given that the Council has accepted that exceptional circumstances exist for the release of Green Belt land to meet future housing and economic needs, it is not considered that anything other than a weak or no contribution would be appropriate when assessed against this purpose.

5.23. Whilst it is our Client’s conclusion that the Site, overall, makes a **weak** contribution to the Green Belt, even if it were concluded that the Council’s moderate assessment is robust, it remains that the Site does not make a strong contribution to the Green Belt. Accordingly, the release of the Site for employment use would not have a harmful impact on the Green Belt and its five purposes.

Deliverability

5.24. The following table considers the deliverability of the Site for employment uses:

Table 3: Technical Sustainability

ASSESSMENT	COMMENTARY
Availability	The developable part of the Site is subject to a single land ownership (Oyster Capital Industrial Ltd) and is not subject to any covenants or restrictions that would preclude development or access. The Site is available now for development.
Suitability	The Site’s location adjacent to the existing Omega North employment area lends itself as a natural extension; the Omega North employment area is fully occupied by Travis Perkins, Hermes and Brakes Brothers, and has no room for expansion. The proposed employment use of the

ASSESSMENT	COMMENTARY
	<p>Site would not lead to any 'bad neighbour' issues.</p> <p><u>It is noted that the Council's Economic Development Needs Assessment (August 2021) has assessed the Site's credentials for employment use, and concluded that it has a potential future grade of B+. This is considered somewhat conservative (as a minimum it is B+ given that the adjacent Omega North is clearly a Grade A employment location), but even so the Assessment accepts that the Site could support B2/B8 uses. Whilst reference is made to the narrow configuration of the Site, the parameters masterplan and illustrative masterplan submitted as part of this representation demonstrates the capability of the Site to accommodate in the region of 45,000 square metres of employment space. The highways concerned identified in the Assessment have been considered as part of the highways technical work submitted alongside this representation.</u></p>
Achievability	<p>Based on the scale of the Site, it is capable of coming forward for development within 3-5 years. As outlined above, it is not subject to any technical or availability constraints. Our Client would be committed to building speculatively on the Site given their confidence in attracting end users to occupy commercial accommodation in this location.</p>
Viability	<p>The Site is greenfield in nature and vacant. Geo-environmental surveys will be carried out in due course but the Site is not likely to be subject to any form of ground contamination which would preclude its development and impact on its viability.</p>

- 5.25. In view of the above, and subject to a policy change, the Site is deliverable within 3-5 years, making an early contribution towards meeting the Council's employment land requirements at the start of the Plan period. Furthermore, and as documented above, our Client would be willing to develop the Site on a speculative basis to ensure that development can commence on the Site as soon as possible.

Sustainability

- 5.26. Having regard to the three dimensions of sustainable development as expressed in paragraph 8 of the NPPF, we set out in Table 4 below the key economic, social and environmental considerations associated with the Site's potential development:

Table 4: Technical Sustainability

ASSESSMENT	COMMENTARY
Economic	The proposals for the Site prepared by our Client to date would provide for new, modern premises for businesses, including grow-on space for new businesses. In doing so, this could create new full-time employment opportunities. Accordingly, the development of the Site has the ability to align with the economic aspirations for Warrington, providing new employment premises for existing and new investors into the town, and new employment opportunities for the skilled local workforce.
Social	The development of new employment opportunities within close proximity of people's homes, and which are easily accessible, has a role to play in delivering strong, vibrant and health communities. The development of the Site would provide just that, reducing the distance which people need to travel between home and the workplace, and which is sustainably located.
Environmental	<p>The Site is not subject to any landscape and ecological designations. There are no existing trees and hedgerows within the Site, and those at the perimeter will be retained wherever possible consistent with paragraph 131 of the NPPF. There is also the ability to deliver a 15m landscape buffer along the northern edge of the Site.</p> <p>The Site is not located in an Air Quality Management Area and is located on a route already utilised for employment uses. It is also accessible by foot and cycle, reducing pressure on the private car and providing people with a conscious choice. To this end, the development of the Site would, in a small part, help to alleviate some of the pressure associated with the Council's proposed Green Belt releases/allocations to meet future needs, and with it the need for significant new infrastructure.</p>

ASSESSMENT	COMMENTARY
	From a landscape perspective, the Site is not a 'valued' landscape in planning terms, and the development of the Site would not give cause to any major or significant adverse landscape and visual effects, with any impact being localised and mitigated over time.

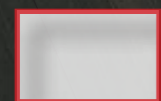
- 5.27. Overall, the Site represents a logical extension to the existing Omega North employment area, extending the built form north up to the boundary formed by Joy Lane and Burtonwood Road. The Site has the potential to align with the Council's economic development strategy and cater for local employment needs. There are no significant constraints, technical or otherwise, associated with the Site which would preclude it from coming forward for development, and it would be deliverable within 3-5 years.
- 5.28. It is also salient to note that our Client controls the land to the north of Joy Lane. Our Client would be willing to deliver a wider environmental benefit in this location as part of any development, including the creation of a Country Park for the community. This could involve transferring the land to the Council, and it could provide an exciting opportunity to increase biodiversity and mitigate any loss of habitat arising from the future employment development of our Client's land.
- 5.29. In addition to the above, our Client is firmly committed to making a financial contribution(s) by way of a Section 106 Agreement to fund off-site infrastructure works where these are justified and consistent with Regulation 122 of the CIL Regulations. This includes any schemes around Omega / North Warrington as identified in the Council's Infrastructure Delivery Plan (September 2021) upon which the proposed development of our Client's land could have an impact/would place a direct requirement. Potential S106 contributions could include:
- Staff shuttle bus from nearby residential communities, forming part of a sustainable travel plan for the Site;
 - Improvements to public footpaths and cycleways to support sustainable travel; and
 - Off-site highway improvements, including (not no exhaustive) the provision of a new roundabout off Burtonwood Road and associated road widening to improve safety and visibility.
- 5.30. In view of the above, the Site should be recognised as having development potential for the employment uses proposed as part of this representation.

6 CONCLUSIONS

- 6.1. Our Client welcomes the opportunity to submit this representation in response to the current consultation on the PSVLP.
- 6.2. Our Client is firmly of the view that the town of Warrington has the potential to realise significant economic growth over the next 15-20 years and beyond provided that positive decisions are made during the ongoing preparation of the PSVLP.
- 6.3. This will require a pro-active approach from the Council to the release and allocation of land for new development, including a mix of brownfield and greenfield land. This includes our Client's land interests adjacent to Omega North as set out in this representation.
- 6.4. The Council should adopt an aspirational approach to economic growth, directing new development to the most sustainable and well-connected locations in the town, and specifically sites which are free of any significant constraints, and which are well-related to urban areas and existing employment areas. A balanced approach to delivery should be provided for through the PSVLP without onerous policies which could impact on the deliverability and viability of sites.
- 6.5. As drafted, it is our Client's consideration that a number of amendments are required to the PSVLP in order for it to pass the tests of 'soundness' set out in Section 1 of this representation. Most notably, this includes:
 - A review of the proposed Green Belt allocations at Fiddlers Ferry and South-East Warrington in relation to the amount of employment land which is deliverable at each location during the Plan period up to 2038, taking account of required remediation and infrastructure works;
 - A review of alternative employment sites in Warrington Borough, prior to proceeding with plans to rely on land to the west of Omega (south), which lies within the neighbouring authority area of St Helens. There is no requirement to rely so heavily on land in the neighbouring authority when suitable land is available adjacent to Omega North; and
 - The identification of safeguarded land for future housing and employment needs, such that the Green Belt boundaries will be permanent and durable beyond the Plan period consistent with national planning policy. Given the nature of the tightly drawn Green Belt boundaries around Warrington, our Client is concerned that a further Green Belt review will be required in due course, and the Council itself has acknowledged uncertainty over longer-term employment land needs and availability.
- 6.6. Until such time that these concerns are addressed, our Client objects to the PSVLP as drafted.

-
- 6.7. For the reasons set out in this representation, our Client considers that their land interests adjacent to Omega North should be allocated for employment uses in the emerging Warrington Local Plan. Whilst the Council's Development Options and Site Assessment Technical Report has previously considered the Site, the highways information now submitted alongside this representation has suitably addressed the Council's previous concerns.
 - 6.8. Our Client looks forward to continuing to engage in the preparation of the PSVLP, with a view to assisting with the preparation of a 'sound' DPD which accords with national planning policy.
 - 6.9. Should you have any queries on any of the information contained within this Representation, or require any further information on our Client's land interests adjacent to Omega North, then we would be happy to assist.

Key

 Site Boundary



n*ORTH

0m 20m 40m 60m 80m 100m

Scale 1:2,500 (@A3)

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e*SCAPE 10 years
urbanists 2009 - 2019

Project Title
Land on Burtonwood Road, Omega

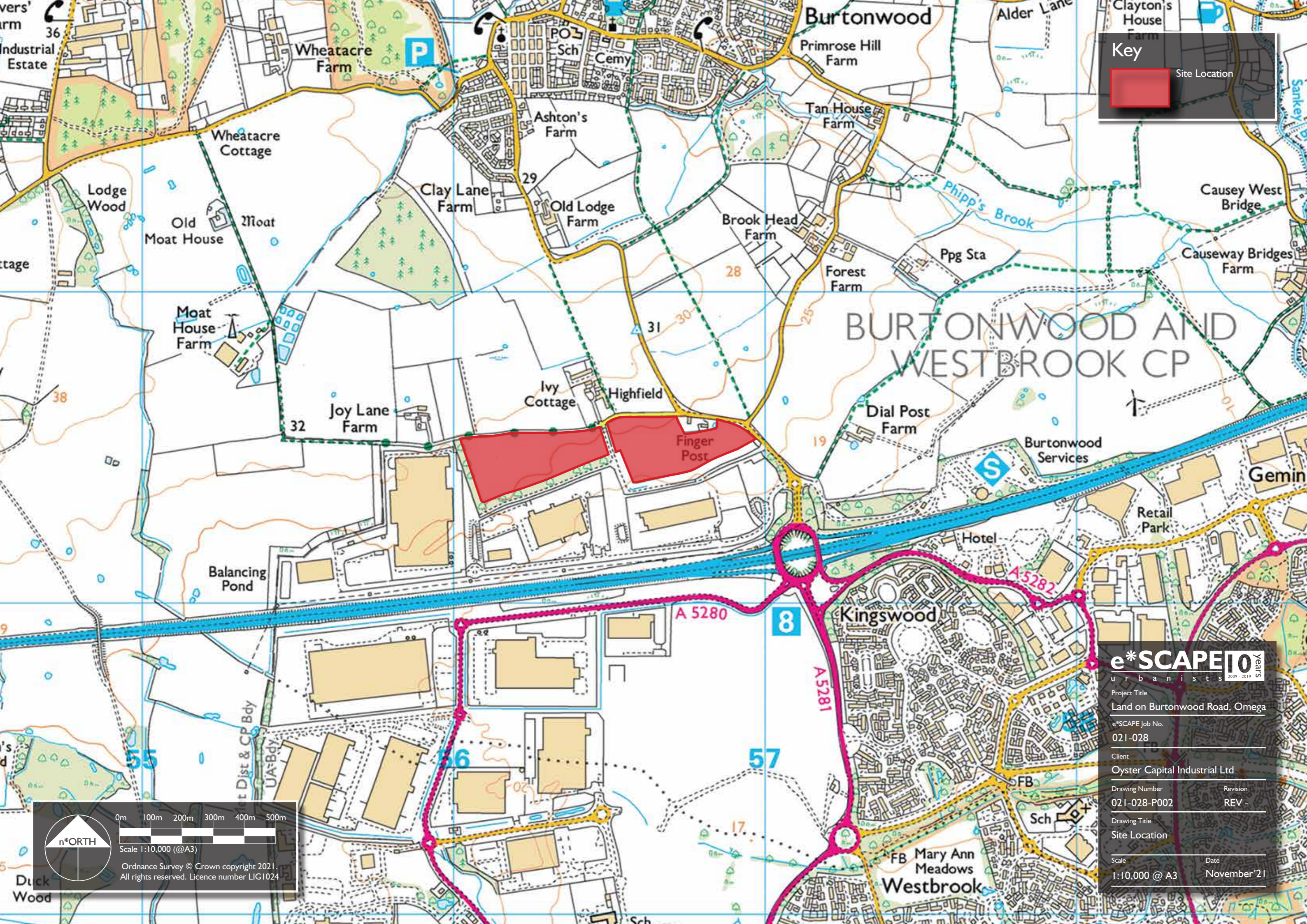
e*SCAPE Job No.
021-028

Client
Oyster Capital Industrial Ltd

Drawing Number Revision
021-028-P001 REV -

Drawing Title
Site Boundary

Scale Date
1:2,500 @ A3 November '21



Key

Site Location

BURTONWOOD AND WESTBROOK CP

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Project Title
 Land on Burtonwood Road, Omega

e*SCAPE Job No.
 021-028

Client
 Oyster Capital Industrial Ltd

Drawing Number
 021-028-P002

Drawing Title
 Site Location

Scale
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Revision
 REV -


Date
 November '21

0m 100m 200m 300m 400m 500m

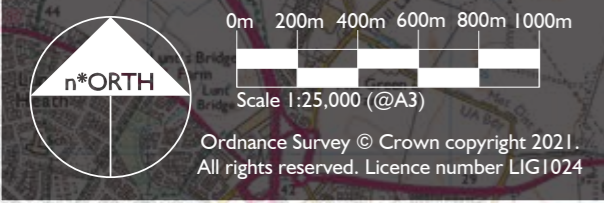
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Key



Site Location

n*ORTH

0m 200m 400m 600m 800m 1000m

Scale 1:25,000 (@A3)

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Project Title
Land on Burtonwood Road, Omega

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021-028

Client
Oyster Capital Industrial Ltd

Drawing Number
021-028-P003

Revision
REV -

Drawing Title
Strategic Context


Scale
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Date
November '21



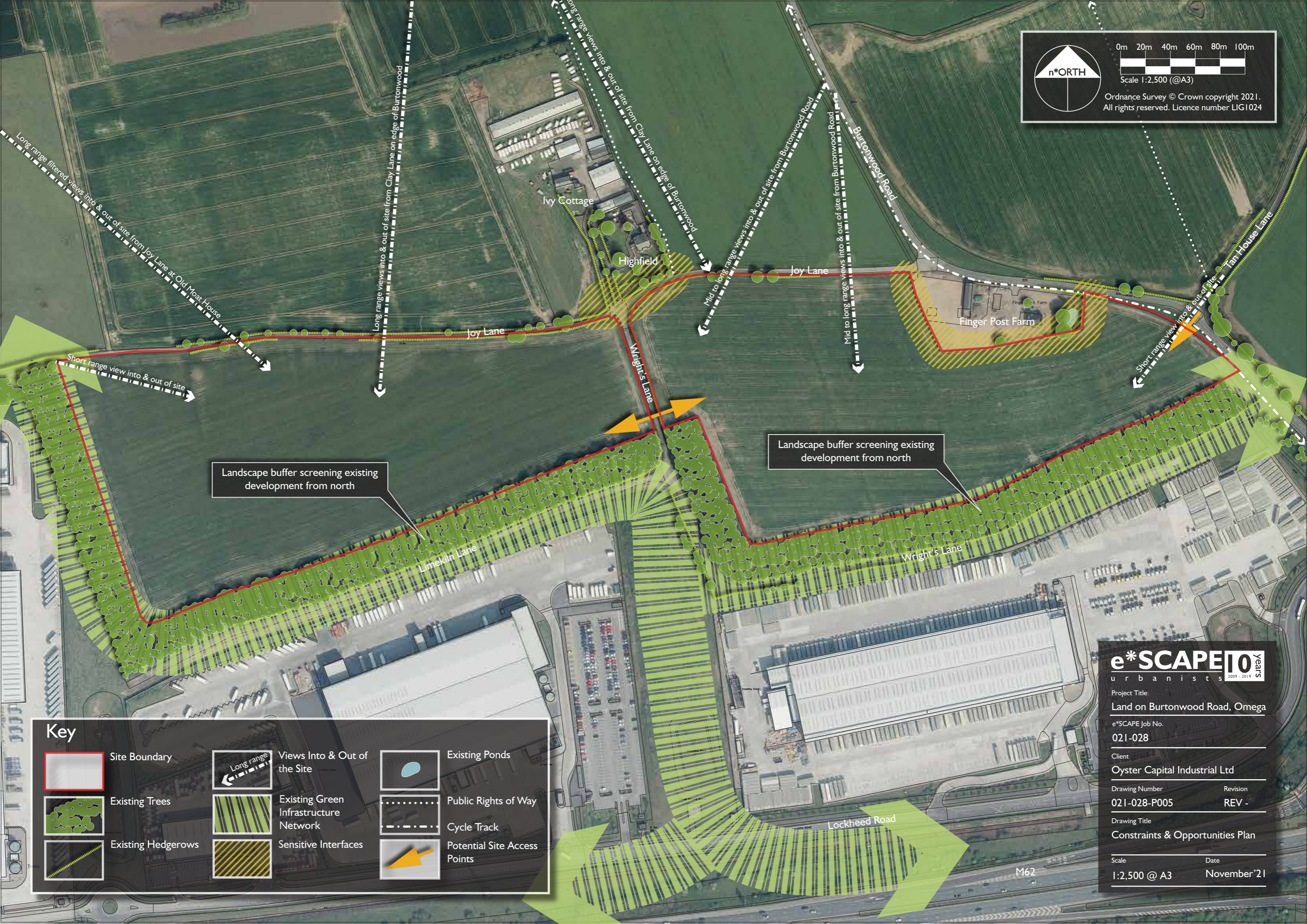
Key

-  Site Boundary
-  Policy CS5 Green Belt
-  Policy MP3 Active Travel Greenway
-  Cycle Tracks
-  Local Authority Boundary

 n*ORTH
 0m 50m 100m 200m 300m
 Scale 1:5,000 (@A3)
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 Project Title
 Land on Burtonwood Road, Omega
 e*SCAPE Job No.
 021-028
 Client
 Oyster Capital Industrial Ltd
 Drawing Number Revision
 021-028-P004 REV -
 Drawing Title
 Local Context
 Scale Date
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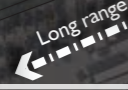
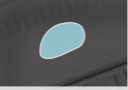








Kingswood



Landscape buffer screening existing development from north

Landscape buffer screening existing development from north

Key

	Site Boundary		Views Into & Out of the Site		Existing Ponds
	Existing Trees		Existing Green Infrastructure Network		Public Rights of Way
	Existing Hedgerows		Sensitive Interfaces		Cycle Track
					Potential Site Access Points

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Project Title
Land on Burtonwood Road, Omega

e*SCAPE Job No.
021-028

Client
Oyster Capital Industrial Ltd

Drawing Number
021-028-P005

Revision
REV -

Drawing Title
Constraints & Opportunities Plan

Scale
1:2,500 @ A3

Date
November '21

Accommodation Schedule

Site Area: 13.42 Hectares
Green Infrastructure: 4.19 Hectares
Development Plateaus: 9.23 Hectares

Potential Building Footprints
Warehousing/Manufacturing: Circa 45,040m²/484,807ft²

n*ORTH

0m 20m 40m 60m 80m 100m

Scale 1:2,500 (@A3)

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Plateau 003
Area: 1.62ha
Floor Space: 7,700m²/82,882ft²

Plateau 002
Area: 2.97ha
Floor Space: 14,868m²/160,038ft²

Plateau 001
Area: 1.11ha
Floor Space: 3,380m²/36,382ft²

Plateau 004
Area: 1.15ha
Floor Space: 5,212m²/56,102ft²

Plateau 005
Area: 2.38ha
Floor Space: 13,880m²/149,403ft²

Key

	Site Boundary		Green Infrastructure & Landscape Buffers		Existing Ponds		Sustainable Drainage (SuDS)
	Existing Trees		Development Plateau		Public Rights of Way & Footpaths		Internal Road Network
	Existing Hedgerows		Indicative Building Footprints		Cycleways		Gateways

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Project Title
Land on Burtonwood Road, Omega

e*SCAPE Job No.
021-028

Client
Oyster Capital Industrial Ltd



Drawing Number
021-028-P006

Revision
REV A

Drawing Title
Parameters Masterplan

Scale
1:2,500 @ A3

Date
November '21

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Key

	Site Boundary		Sustainable Drainage System (SuDS)		Car Parking (Permeable Paving)
	Existing Trees		Avenues		Service Yards
	Proposed Trees & Native Structure Planting		Buildings		

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 Project Title
Land on Burtonwood Road, Omega

 e*SCAPE Job No.
021-028

 Client
Oyster Capital Industrial Ltd

 Drawing Number
021-028-P007

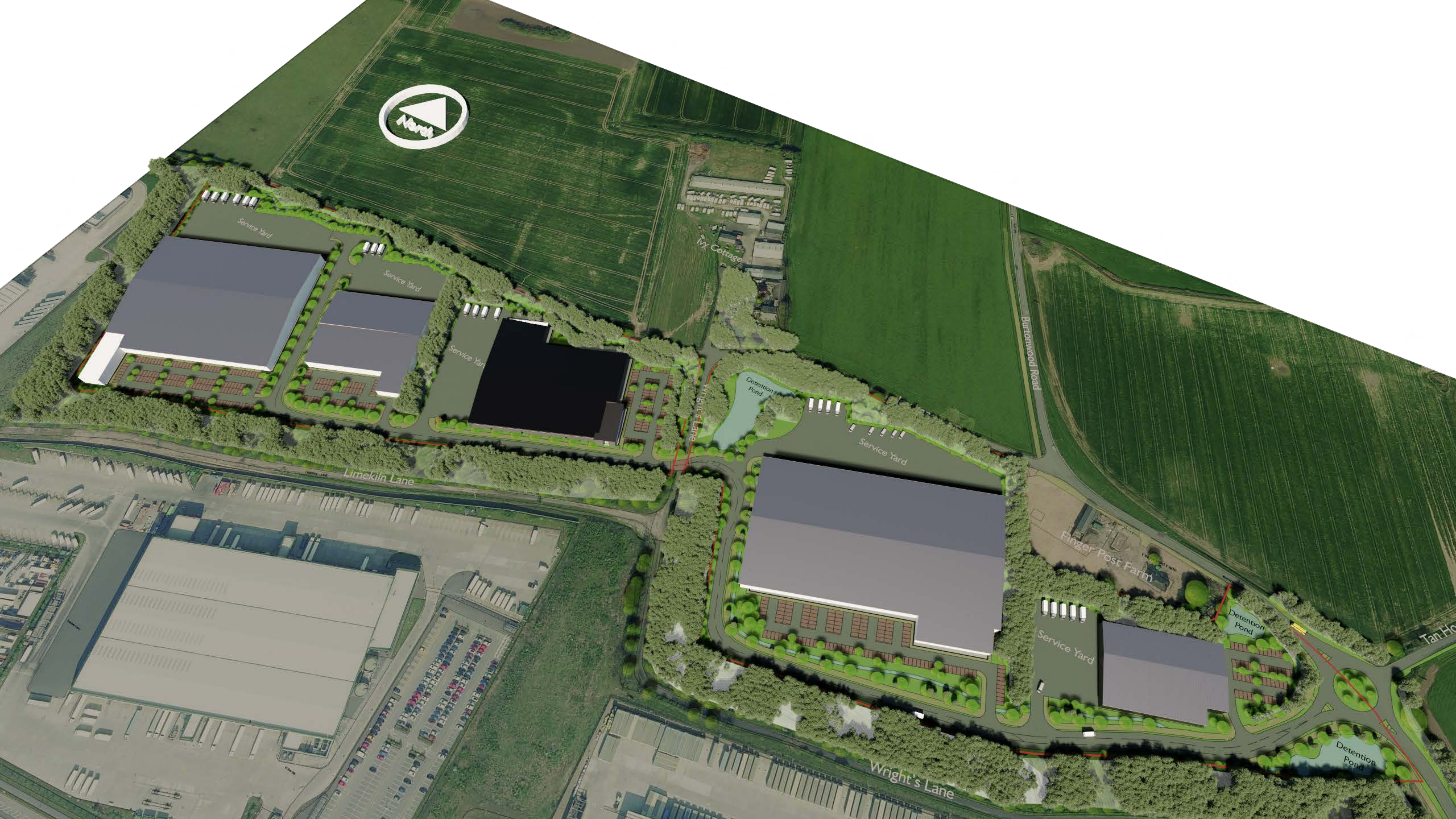
 Revision
REV A

 Drawing Title
Illustrative Masterplan

 Scale
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 Date
November '21





Service Yard

Service Yard

Service Yard

Detention Pond

Service Yard

Limekiln Lane

Finger Post Farm

Service Yard

Detention Pond

Detention Pond

Wright's Lane

Purtonwood Road

Tan Ho

Ivy Cottage





**Report No. J1360/STA
November 2021**

**PROPOSED INDUSTRIAL USES ON LAND OF BURTONWOOD
ROAD, OMEGA NORTH, WARRINGTON
STRATEGIC TRANSPORT ASSESSMENT**

PROPOSED INDUSTRIAL USES ON LAND OF BURTONWOOD ROAD, OMEGA
NORTH, WARRINGTON

STRATEGIC TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

<i>DTPC No:</i>		J1360/STA	
<i>Status:</i>	Final	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Approved:</i>	Alan Davies	AD	November 2021

<i>Revision Record</i>		
<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
A		



**PROPOSED INDUSTRIAL USES ON LAND OF BURTONWOOD ROAD,
OMEGA NORTH, WARRINGTON**

STRATEGIC TRANSPORT ASSESSMENT

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1. INTRODUCTION

DTPC has been appointed by Grimster Planning on behalf of Oyster Capital Industrial Land to provide transport and highway advice for the traffic and transportation implications associated with the proposed industrial land use allocation of Burtonwood Road, Omega, Warrington.

The application relates to a site located on the northern edge of Omega North a well established industrial and distribution estate.

In order to advise the team, this report provides information on the scope of traffic and transport planning aspects of the land allocation, and forms supplementary information to assist in the determination of the next stage of support for the Local Plan process.

It deals solely with the proposals for the area within the red line plan.

The report discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed allocation as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO₂ emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is. It states that development should ensure environmental, social and economic objectives would be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport White Paper*) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity.***

National Planning Policy Framework

The latest NPPF sets out the policy framework for sustainable development and supersedes the previous advice.

Achieving sustainable development

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

9. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development**.

11. Plans and decisions should apply a presumption in favour of sustainable development

Promoting healthy and safe communities

93. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

Promoting sustainable transport

104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

106. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

107. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport; and
- d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Considering development proposals

109. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

120. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and

- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Making effective use of land

117. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

Summary

The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy is to echo the sustainability sentiment of national policy.

The proposed allocation is located on greenbelt land on the edge of the urban environment which makes it a sustainable use of land as well improving local amenity. Also, the allocation will incorporate uses with good linkages to local facilities and infrastructure which will promote sustainability by reducing the number of car trips to local facilities.

Furthermore there are:

Pedestrian and cycle linkages to a number of locations and facilities are available, frequent public transport services to other major centres and interchanges, and adequate parking provision all ensure that this development is as sustainable, as required in local and national policy.

3. SITE DESCRIPTION

Site location context

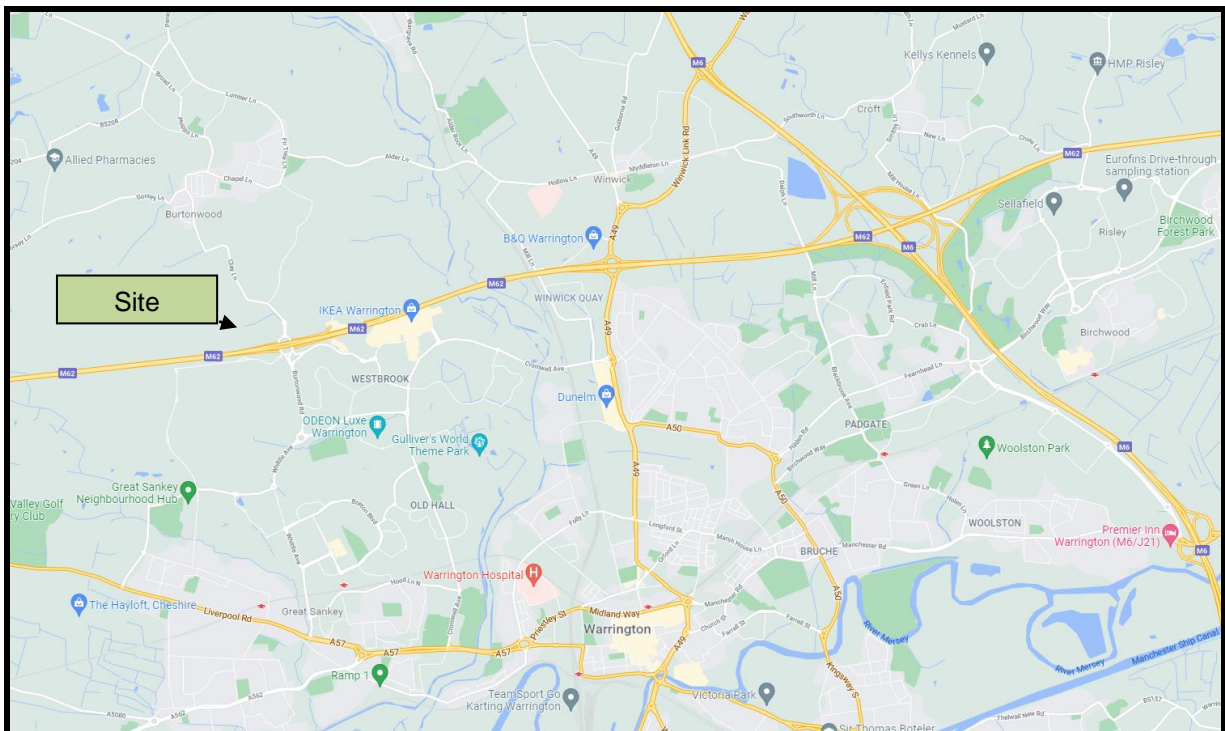
The site is situated on the North West side of Warrington and immediately north of the existing Omega North Distribution Estate.

The M62 runs east west linking too the Burtonwood Road Warrington to St Helens route via junction 8.

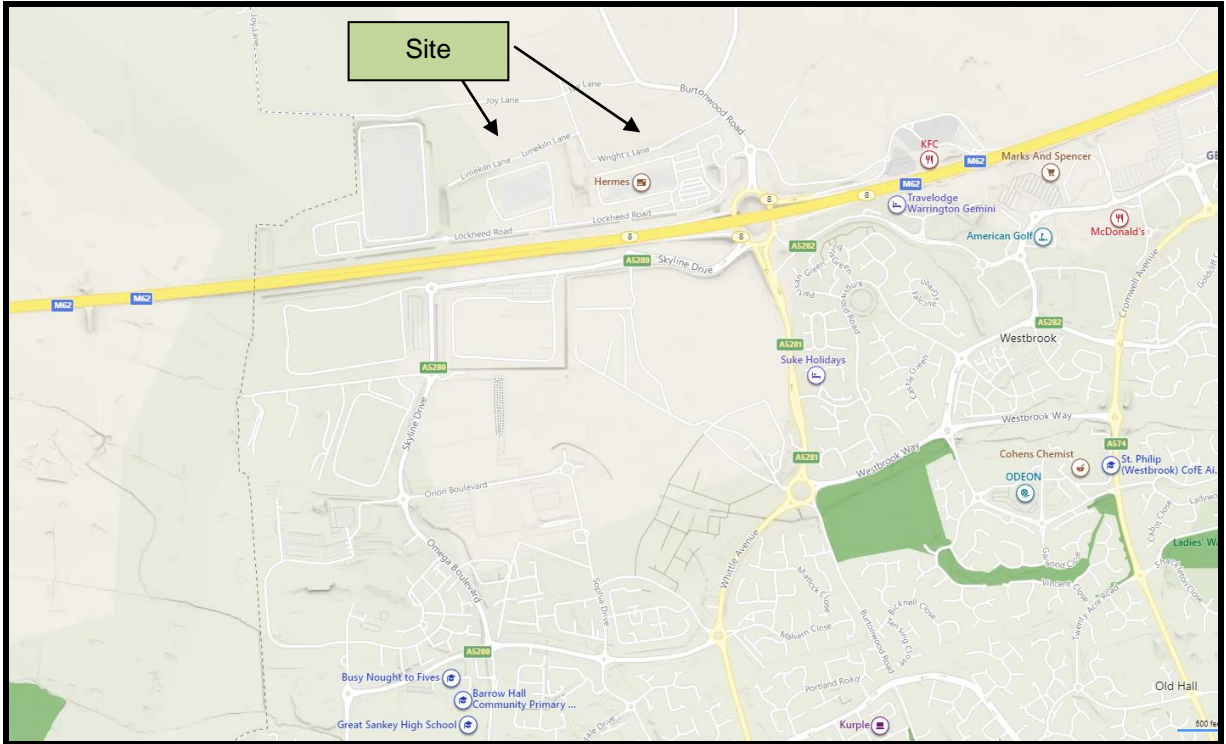
The area is accessible by a variety of modes and is also within an easy walking distance of a variety of the facilities and attractions.



Site location plan in relation to neighbouring settlements and locally below



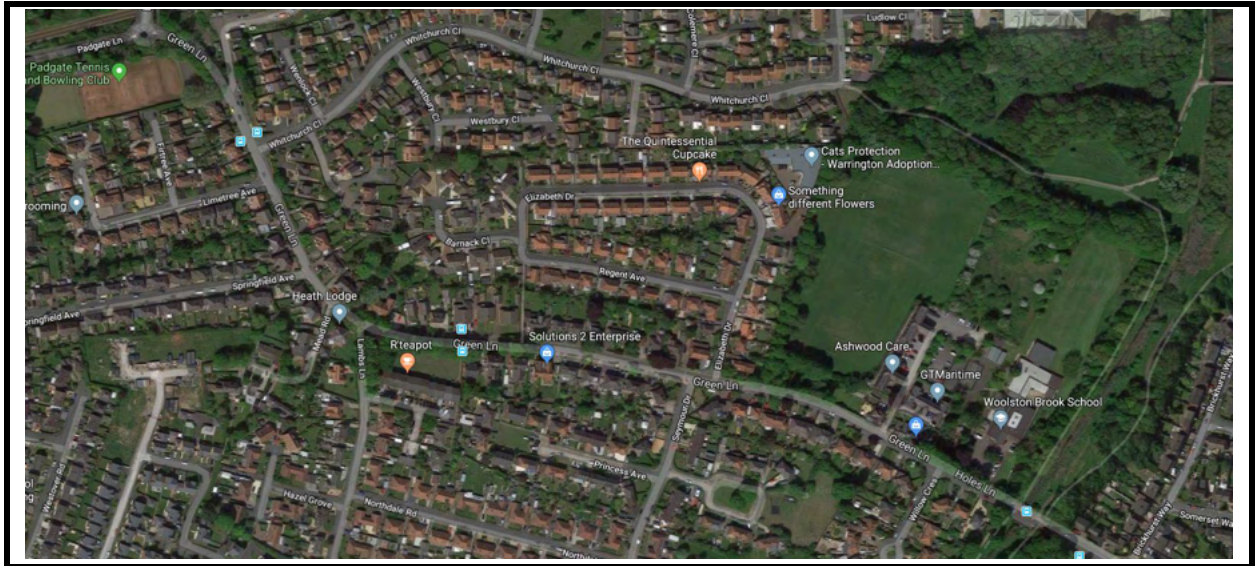
The site is bounded by undeveloped land and Joy Lane to the north, an adjacent warehousing units to the south, the M62 to the south and undeveloped land to the east.



Local area setting and the site.



Locally the site is in the residential area with a number of education facilities including the adjacent Bruche Primary School.



Local Highway Provision

From site observation the area has a typical traffic flow characteristic associated with an urban area i.e. distinct AM and PM flow periods.

Joy Lane - Joy Lane extends westwards from a priority controlled T-junction with Burtonwood Road and Clay Lane for approximately 0.7km to form the northern site boundary. After 1.3km, the road turns northwards and continues to a priority controlled T-junction with Gorsey Lane in approximately 1,000m.

For the majority of Joy Lane beyond the site, the carriageway is formed of a track not suitable for significant vehicular movements; indeed, vehicles are not permitted along much of the road.

Eastern parts of Joy Lane are situated within WBC, and are designated as adopted (unclassified) highway on the Warrington online interactive mapping tool.



Joy Lane has a tarmacked surface which is generally in good condition with just a few localised patches. It is unlit and has no footways

M62 Junction 8 - The M62 Junction 8 links Burtonwood and north-western areas of Warrington, and south-eastern areas of St Helens, to the Strategic Road Network. The junction forms a grade-separated roundabout, with six arms and four motorway slip roads.

In partnership with National Highways and Cheshire & Warrington Local Enterprise Partnership (LEP), WBC have developed plans to improve Junction 8 of the M62.

These improvements provided an increase in capacity through lane/carrageway widening and additional lanes; road and traffic realignment; and upgraded pedestrian and cycling provision.



Burtonwood Road is subject to a 40mph speed limit and is street lit.

It has a wide shared footway/cycleway on its south west side to the north of the Lockheed Road roundabout and a short length of cycleway on its north east side approaching the Lockheed Road roundabout.

Elsewhere on its north east side it has no footway.

A detailed photographic record of the local access and setting is provided below for future reference.

From Omega North roundabout access northbound



Entry to roundabout north of Jct 8 towards site/Burtonwood



Exit from roundabout north of Jct 8 towards site/Burtonwood showing 7.5 except for access traffic order



Traveling north showing shared cycle walk path and street lighting



Traveling north showing shared cycle walk path and street lighting, slow markings to left hand bend.



Left hand bend and junction with Tan House Lane



Northbound away from Tan House Lane junction and shared path running alongside carriageway.



Clay Lane heads towards Burtonwood Village with shared path to west side above and below with 40mph speed limit.



View to site and away along Thorn Road.

Clay Lane Burtonwood Road southbound to Jct8



Heading south from village/bend towards site



Southbound towards Joy Lane junction.



Joy Lane junction approach and farm units to south side of road.



Southbound, cycle path runs alongside road and splits on approach to Tan House Lane junction



Approach to Tan House Lane junction and right hand bend to jct 8.



Approach to jct 8 roundabout/Omega North.

Joy Lane review



Cycle lane across Joy Lane junction



Joy Lane heads westwards forming the northerly edge of the site, it gives access to a limited number of buildings/uses



Past the Highfield farm complex the lane forms a junction with Wrights lane which turns and heads south.



The access for vehicles terminates at the junction.

Proposed access location detail



View away and to access location on NW side



Tan House Lane away and to Junction with Burtonwood Road



Tan House Lane sight lines left and right



View to site access location and away from SE side approach

Accident review

The crashmap accident record site uses data collected by the police about road traffic crashes occurring on British roads where someone is injured.

This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

This site uses data obtained directly from official sources but compiled in to an easy to use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway.

Where a number of incidents occur in the same location they are grouped together and shown on the map by a number in a purple coloured box.

Access to the national data base has been undertaken and the resultant mapping provided for reference. The local area has a small number of records with small clusters to the west and east from the junction

The mapping overleaf shows the local network has 4 recorded events and with a serious at the Tan House Lane junction.

Whilst any accident is regrettable incidents of this nature would not indicate a significant safety issue arising from the operation of the network at the site access and local area.

The Tan \house record some 200m away from the junction has been ignored as it is not on the mainline and no interaction would have occurred for this event.

Again the 2020 record at the Lockheed Road roundabout with Omega North slight in nature has been set aside, 1 record in 5 years for a junction of this type s very low and no safety issues arise with the layout and the flows as set out.

Full details of the records are provided overleaf.

crashmap.co.uk
CrashMap Data: Great Britain 1999 - 2020 (verified)

Map Satellite

Location: omega

Years: 5 of 22 years selected

Severity: Fatal, Serious, Slight

Casualty Types: All Casualty Types

Vehicles Involved: All Vehicle Types

Search

Open Government Licence

Incident Severity: Slight, Serious, Fatal

4 results found

Validated Data

Crash Date: Monday, June 01, 2020 **Time of Crash:** 8:50:00 PM **Crash Reference:** 2020070317851

Highest Injury Severity: Serious **Road Number:** U0 **Number of Casualties:** 1

Highway Authority: Warrington **Number of Vehicles:** 2

Local Authority: Warrington Borough **OS Grid Reference:** 356938 391583

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled

For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

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Vehicles involved										
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway	
1	Car (excluding private hire)		6 Male	56 - 65	Vehicle is in the act of turning right	Front	Other	None	None	
2	Pedal cycle		-1 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None	

Casualties							
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	2	1 Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

The serious record above at the junction shows a right turning vehicle hitting a cyclists travelling ahead/southbound vehicle at front. Clearly the new cycle lane now provides an alternative to on road use.

The record is late evening, daylight as such considered a one off type event, the new roundabout would alter the character of the junction in any event as such the record is seen as a standalone and no mitigation needed.

Validated Data

Crash Date: Monday, September 17, 2018 **Time of Crash:** 5:44:00 PM **Crash Reference:** 2018070291680

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 1
Highway Authority: Warrington **Number of Vehicles:** 2
Local Authority: Warrington Borough **OS Grid Reference:** 356836 391603
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

For more information about the data please visit: www.crashmap.co.uk/home/Faq
 To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

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Vehicles involved									
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		11 Male	Unknown	Vehicle proceeding normally along the carriageway, on a left hand bend	Offside	Other	None	None
2	Pedal cycle		-1 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None

Casualties							
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

The record suggests a cycle and car side swiped each other at the centre of the bend in daylight evening peak conditions in 2018 ore dating the new shred cycle/walk route.

As such no intervention needed beyond that already set out, 2 events in 5 years would no suggest a safety issue that would prevent the new junction frm been locate as shown.

Summary

The site is located on the edge of the urban employment area; it has a good local infrastructure around the site with cycle routes and good walking connections.

From observation the site has no local capacity or speed issues, it does not have an adverse safety record that would prevent a scheme from been progressed along the corridor.

4. EXISTING NON MOTORISED TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Accessibility on foot and cycle;
2. Accessibility by public transport.

Walking and cycling

The local area has excellent facilities to promote movement of pedestrians, crossings, wide footways, and directional signage to aid visitors to the area.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban residential area.

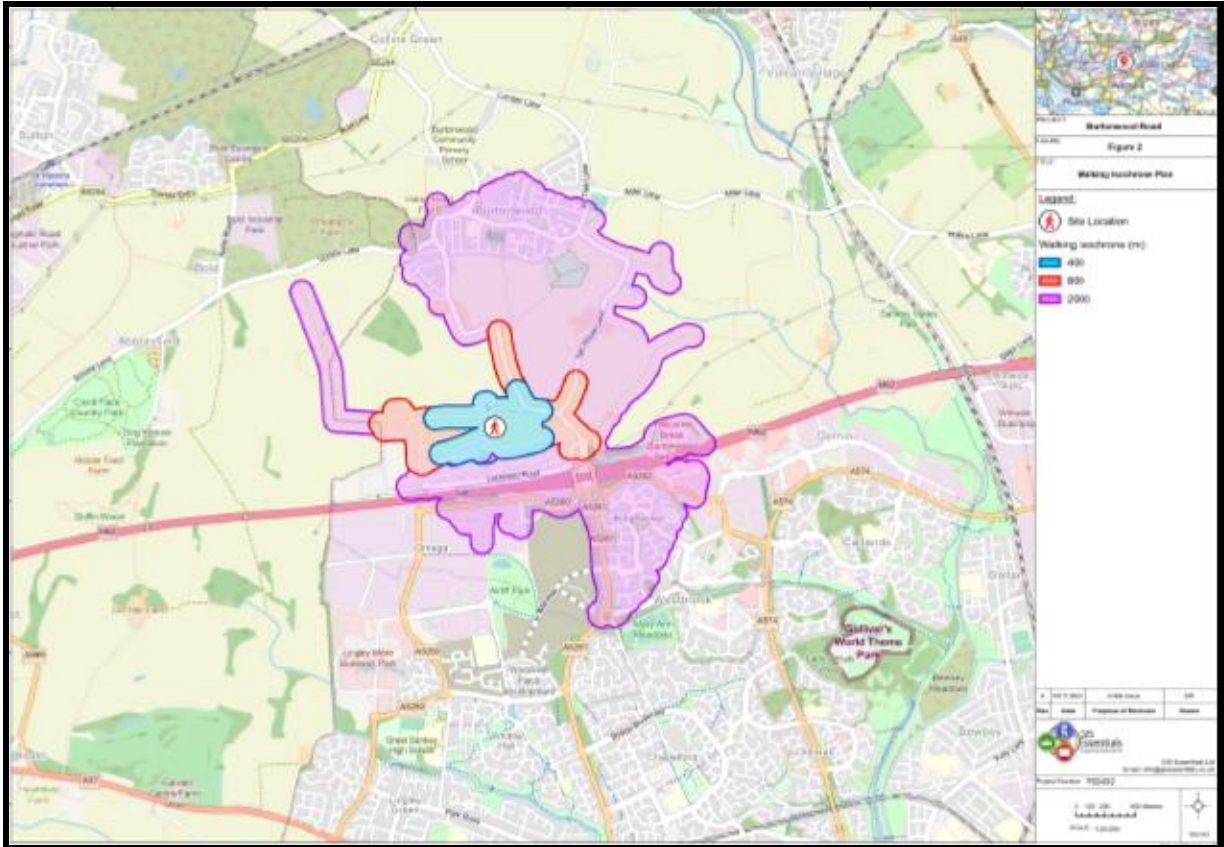
This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

Importantly, the 2km walk catchment also extends to cover the full residential and employment area. There are, therefore, significant opportunities for travel on foot.

The mapping shows the commute 2km distance in purple connecting to the Burtonwood Village and any future expansion, the residential section of Omega South and the NW residential area of Warrington, with the 800m in salmon linking to Burtonwood Road and possible future bus links. There are, therefore, opportunities for staff to access the facilities on foot.

Clearly, there is also potential for walking to form part of a longer journey for residents via the bus services as and when they are brought forward supporting the wider Omega 8 expansion. In conclusion, the proposed application site can be considered as being accessible on foot.



Walk Catchments

There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

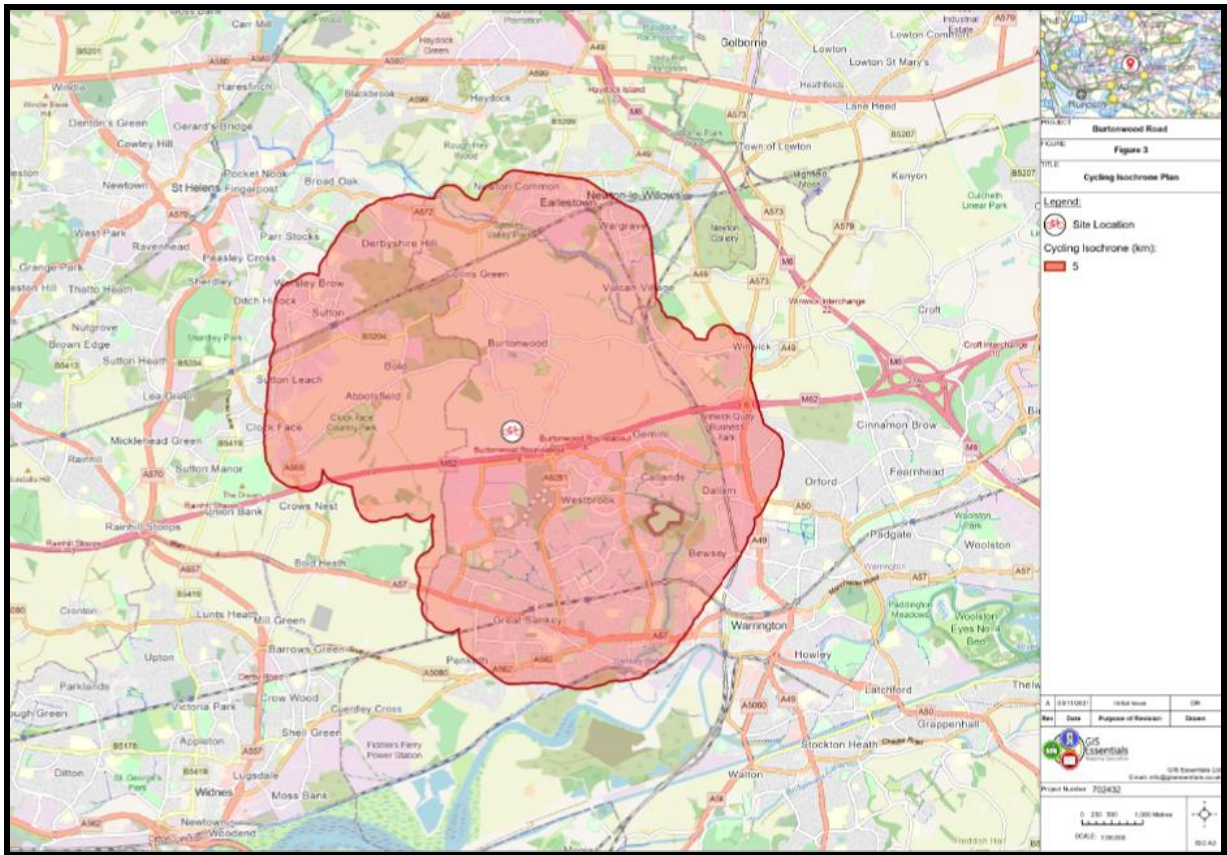
Historic Guidance and perceived good practice suggests: “Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport” The CIHT guidance ‘Cycle Friendly Infrastructure’ (2004) states that: “Most journeys are short.

Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

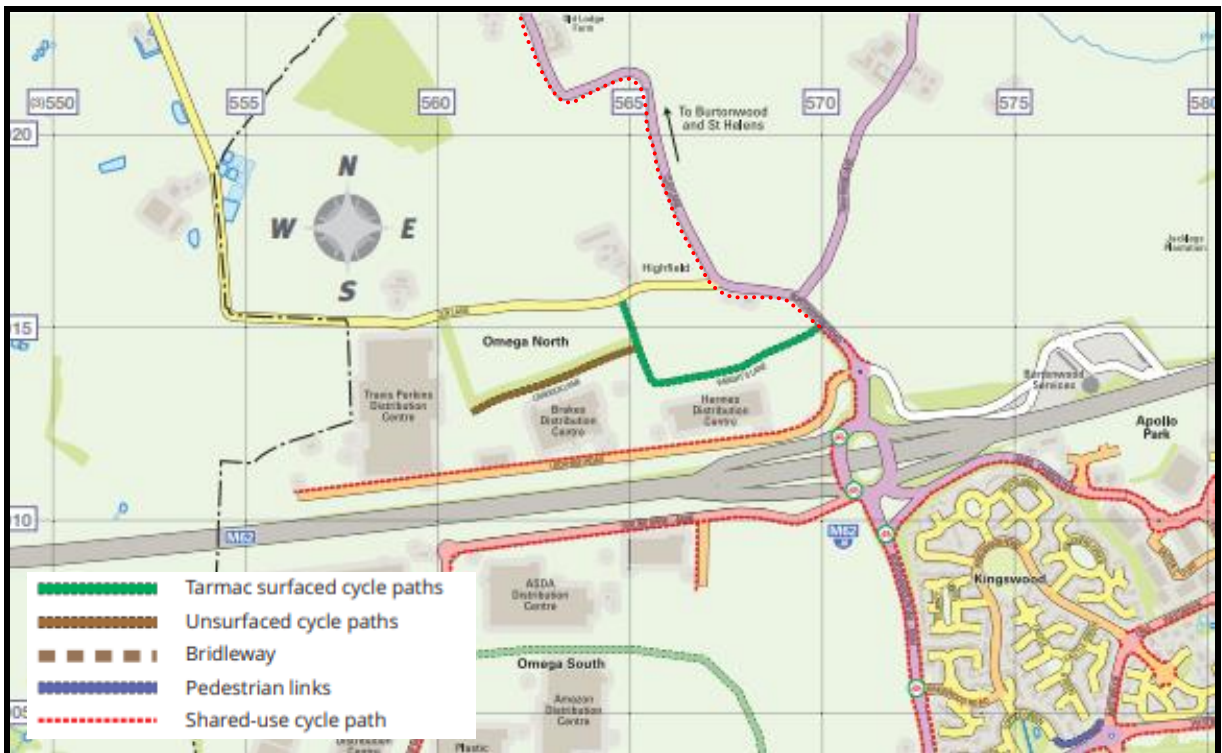
The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.

The yellow area indicates the 5 km distance. It incorporates a substantial part of the adjacent urban areas, which means the development site is well linked to the wider area.

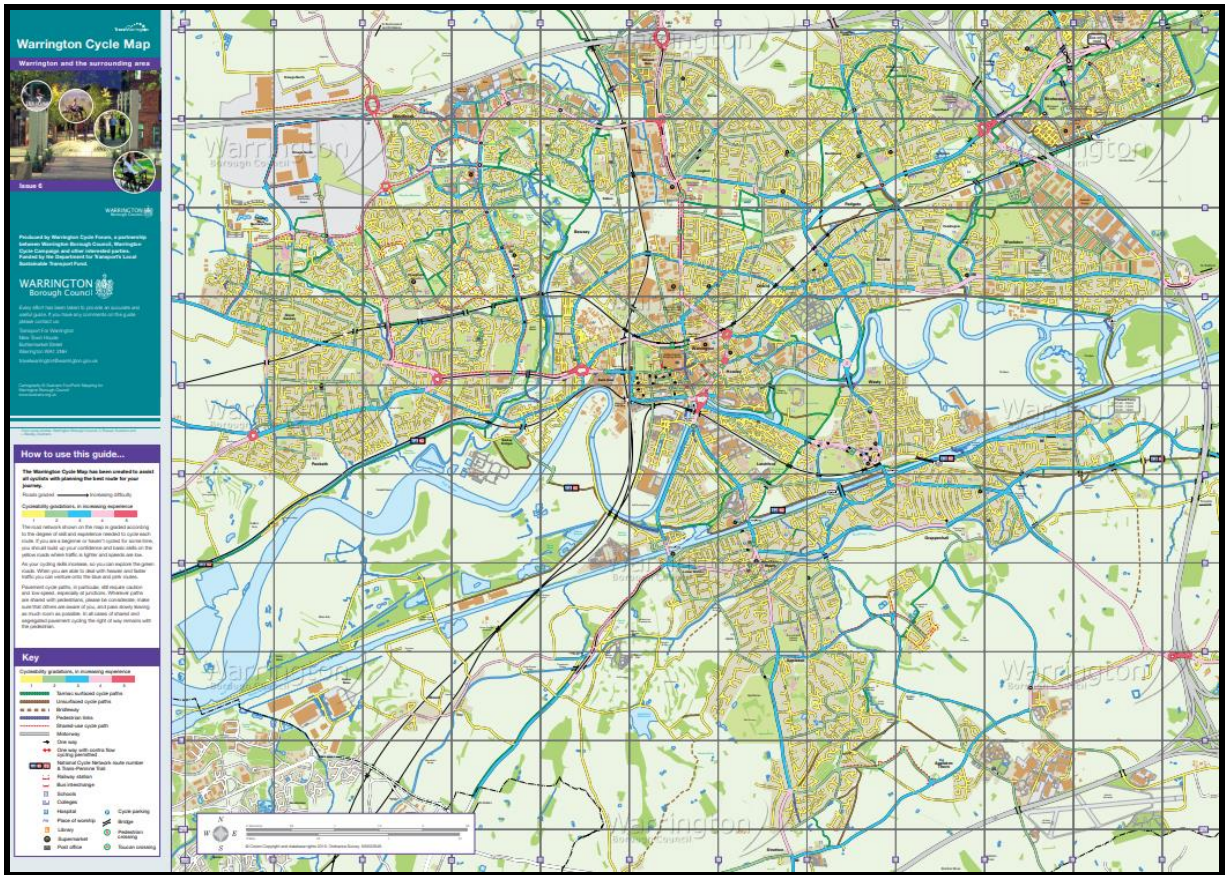
It is acknowledged that the use of cycles will be largely aimed at staff rather than visitors etc.



Cycle Catchments



Local area and wider network



Access from the north via the new shared walk/cycle linking to Joy Lane a low vehicle use and from the south via the Wrights Lane route or the dedicated site access ensures the connections are fully delivered into the site.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle for staff.

Public Transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

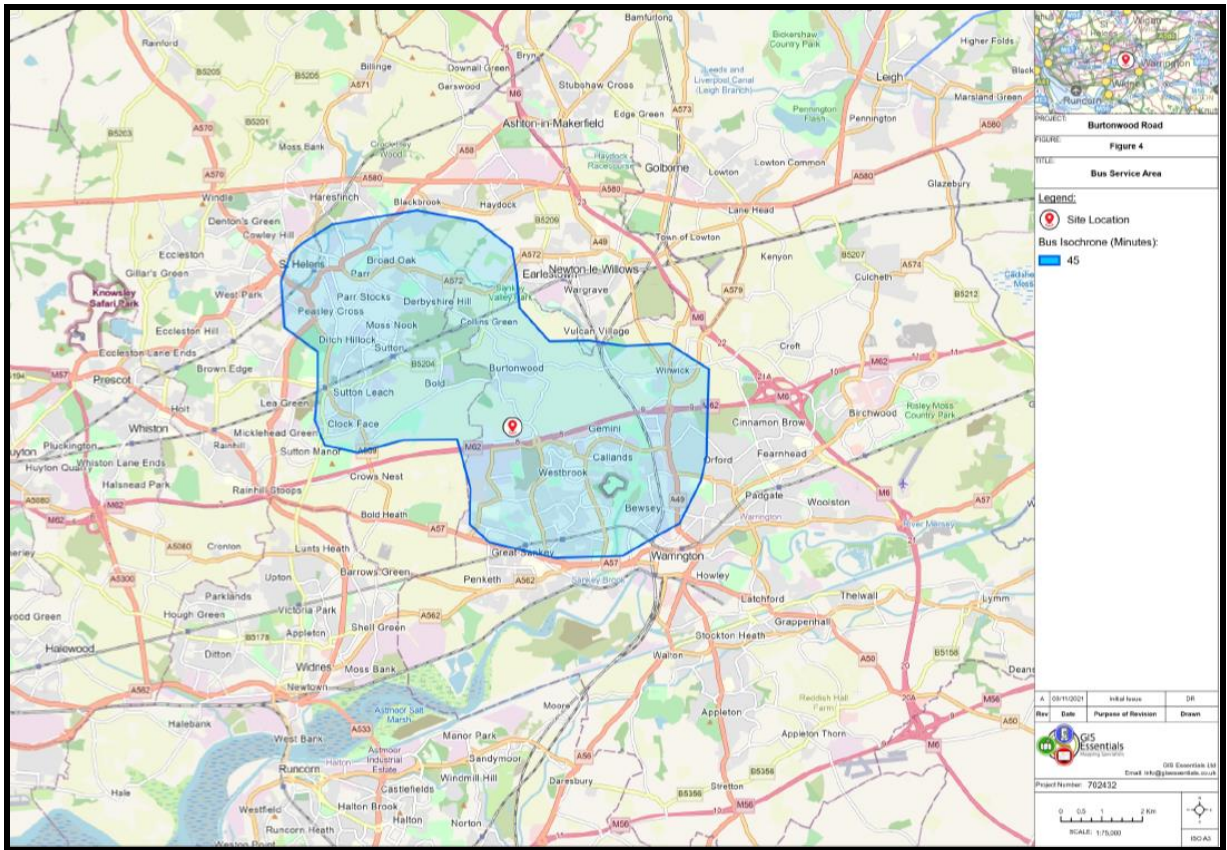
The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?"

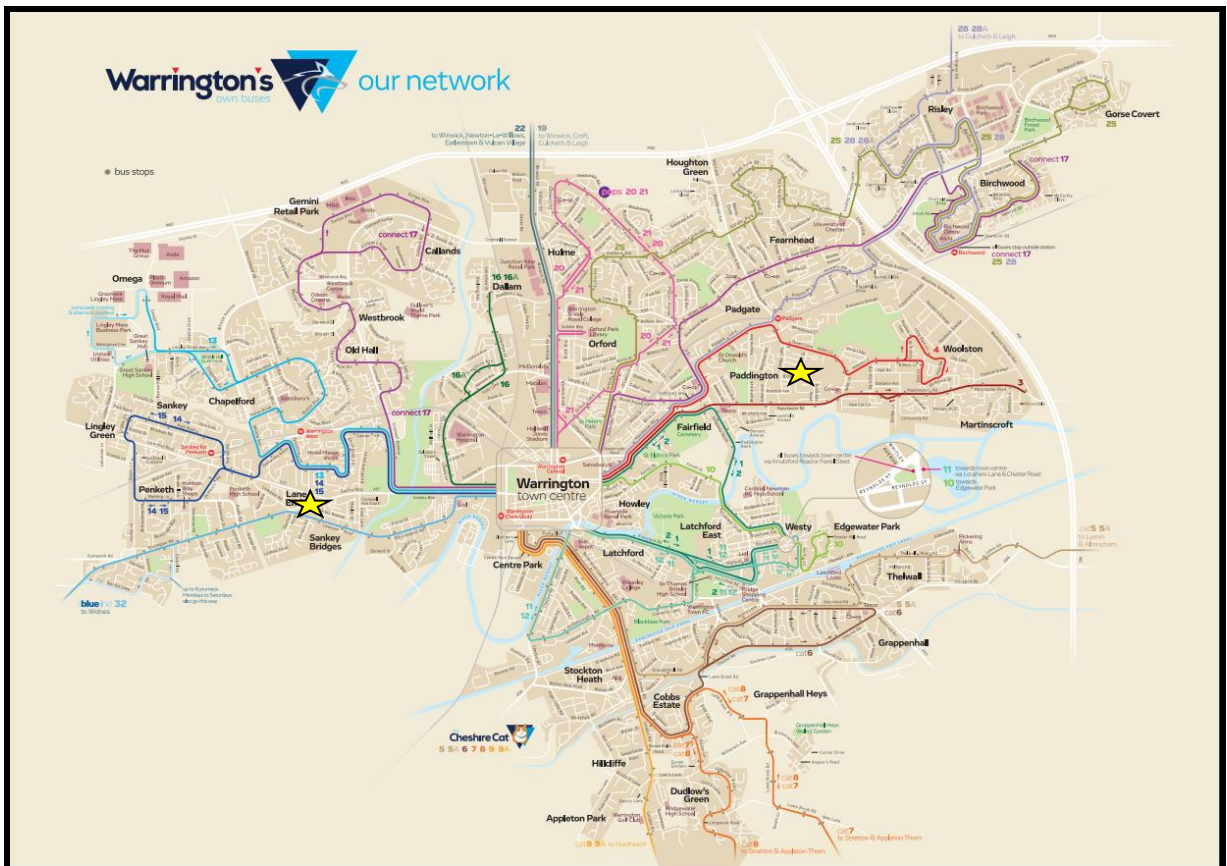
What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

The development site is located within 800 metres from the nearest possible bus stops on Burtonwood Road.



The above simplified 45 minute catchment suggests routes on the local network will give access to Warrington, Burtonwood and St Helens.



A new bus service funded by Omega Warrington was recently launched. This new service links Westy, Warrington Bus Interchange, Winwick Road, Winwick and Burtonwood with Omega North and South as well as resurrecting the direct bus link between Burtonwood and Westbrook.

Bus Service	Route	Typical Frequency		
		Mon – Fri	Sat	Sun/Hols
B52	Westy – Warrington – Burtonwood – Omega	3 Services	4 Services	5 Services

Summary of Omega Warrington Bus Service

WESTY - WARRINGTON - OMEGA												
DAILY	B52 H	B52 A	B52 H	B52 H	B52A	** B52**	B52 H	B52 H	B52 H	B52A	B52 A	B52
Westy, Bridgewater Avenue	0510	*	0625	0640	*	1250	1710	1730	1740	*	*	2110
Westy, Whitley Avenue	0513	*	0628	0643	*	1254	1713	1733	1743	*	*	2112
Latchford Village	0517	*	0632	0647	*	1257	1715	1735	1745	*	*	2115
Knutsford Road, Victoria Park	0520	*	0635	0650	*	1259	1717	1737	1747	*	*	2117
Warrington Bus Interchange, Stand 16	0525	0631	0640	0655	0725	1308	1720	1740	1750	1742	1800	2123
Winwick Road Mcdonalds	0528	0633	0642	0657	0728	1311	1722	1742	1752	1745	1803	
Winwick Road, Collegiate	0531	0636	0645	0700	0731	1314	1725	1745	1745	1748	1806	2128
Omega North, Hermes	0540	*	*	*	*	1331	*	*	*	*	*	2140
Omega North, Travis Perkins	*	*	*	*	*	1332	*	*	*	*	*	2142
Omega South, Dominos / Asda	*	*	*	*	*	1335	*	*	*	*	*	2145
Omega South, The Hut Group	0545	*	0700	0715	*	1338	1745	1800	1810	*	*	2148
Omega South, Royal Mail / Plastic Omnium	*	*	*	*	*	1340	*	*	*	*	*	2150
Omega South, Amazon	*	0650	*	*	0746	*	*	*	*	1800	1815	*
DAILY	B52 H	B52 A / H	B52 A	B52 H	** B52**	B52 H	B52A	B52 H	B52 A	B52		
Omega South, Amazon	*	0510	0540	*	*	*	1810	*	*	1845	*	
Omega South, Royal Mail / Plastic Omnium	*	*	*	*	1417	*	*	*	*	*	2207	
Omega South, The Hut Group	0505	0515	*	0615	1420	1815	*	1820	1830	*	2210	
Omega South, Dominos / Asda	*	*	*	*	1422	*	*	*	*	*	2211	
Omega North, Travis Perkins	*	*	*	*	1425	*	*	*	*	*	2212	
Omega North, Hermes	*	*	*	0620	1435	*	*	*	*	*	2215	
Winwick Road, Collegiate	0520	0530	0600	0633	1442	1825	1830	1840	1850	1900	2235	
Winwick Road Mcdonalds	0523	0533	0603	0635	1445	1828	1833	1843	1853	1913		
Warrington Bus Interchange, Stand 16	0526	0536	0606	0637	1450	1828	1836	1846	1856	1916	2241	
Knutsford Road, Victoria Park	0531	*	*	0640	1455	1831	*	1851	1901	*	2246#	
Latchford Village	0534	*	*	0642	1458	1834	*	1854	1904	*	2248#	
Westy, Whitley Avenue	0536	*	*	0644	1502	1836	*	1857	1908	*	2251#	
Westy, Bridgewater Avenue	0539	*	*	0647	1505	1839	*	1900	1911	*	2253#	

The Omega Warrington service already provides a valuable service for employees accessing both elements of Omega. Further to this, considering the proposed development quantum, there would be opportunity to enhance accessibility by extending the existing service and providing links to St Helens

The recently approved Omega 8 development set out additional bus support for the area to ensure the long term accessibility by bus is delivered and the proposed land allocation would directly benefit from such investment.

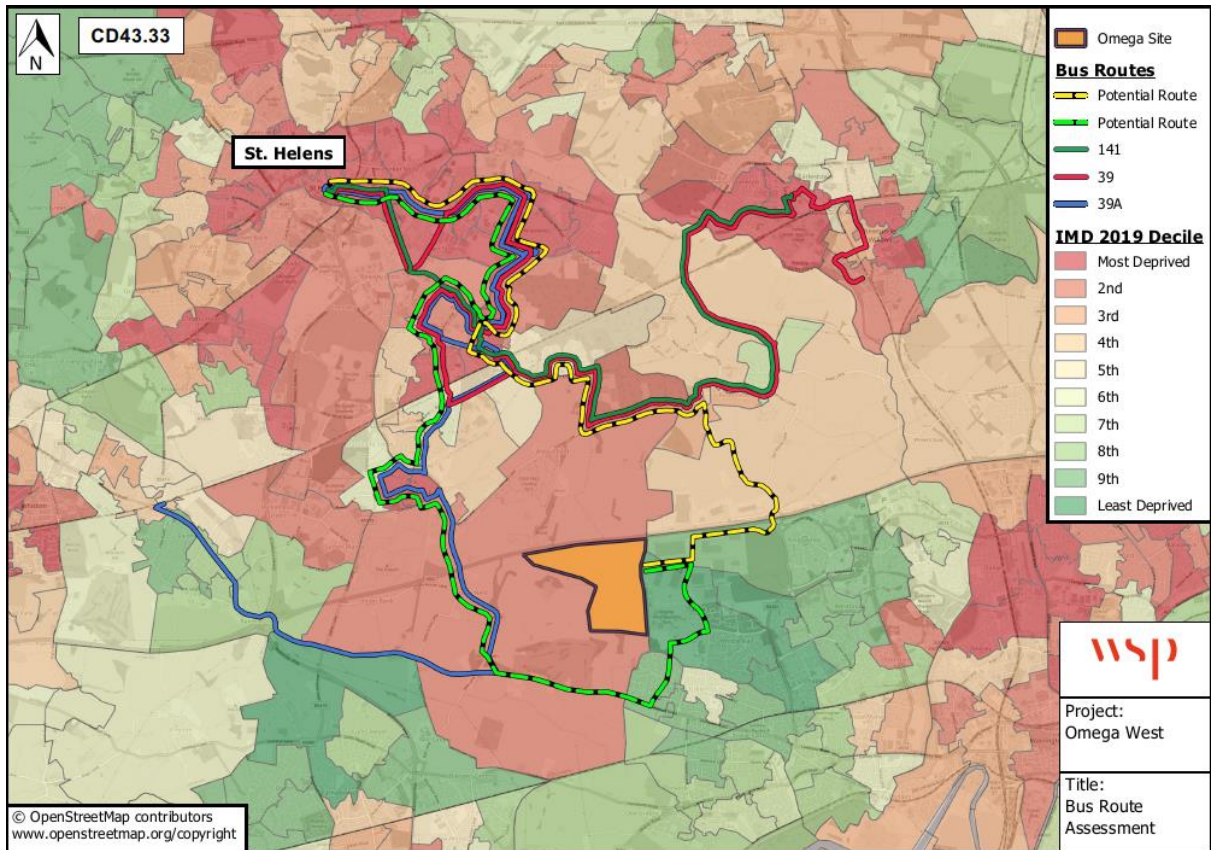
It sets out:

Discussion with Merseytravel [CD 34.44 & CD 34.45] have identified bus services 30 and 32 as the services likely to deliver the most benefit, including connecting areas of multiple deprivation in St Helens to Omega Business Park.

The 30 (Sutton Manor to Chain Lane) and 32 (Moss Bank to Sutton Manor) services largely follow the same routing with both services passing through St Helens town centre. The main difference between the two routes is that the 30 terminates in Laffak which is south of the A580 and the 32 traverses the A580 to Moss Bank.

The 30 service operates on a 30-minute frequency between 08:28 and 18:52 hrs, Monday to Saturday. The 32 service operates a 30 minutes service between 06:16 18:20 hours together with a limited Sunday service. The extension element of either route to Omega Zone 8 would follow the same

alignment which would be from Sutton Manor via the A569 and A57 to Omega Park via Lingley Green Avenue



Private hire

As with most towns the taxi offering is supplemented by private hire vehicles pre booked for pick up and drop off, ideally suited for evening leisure trips etc.

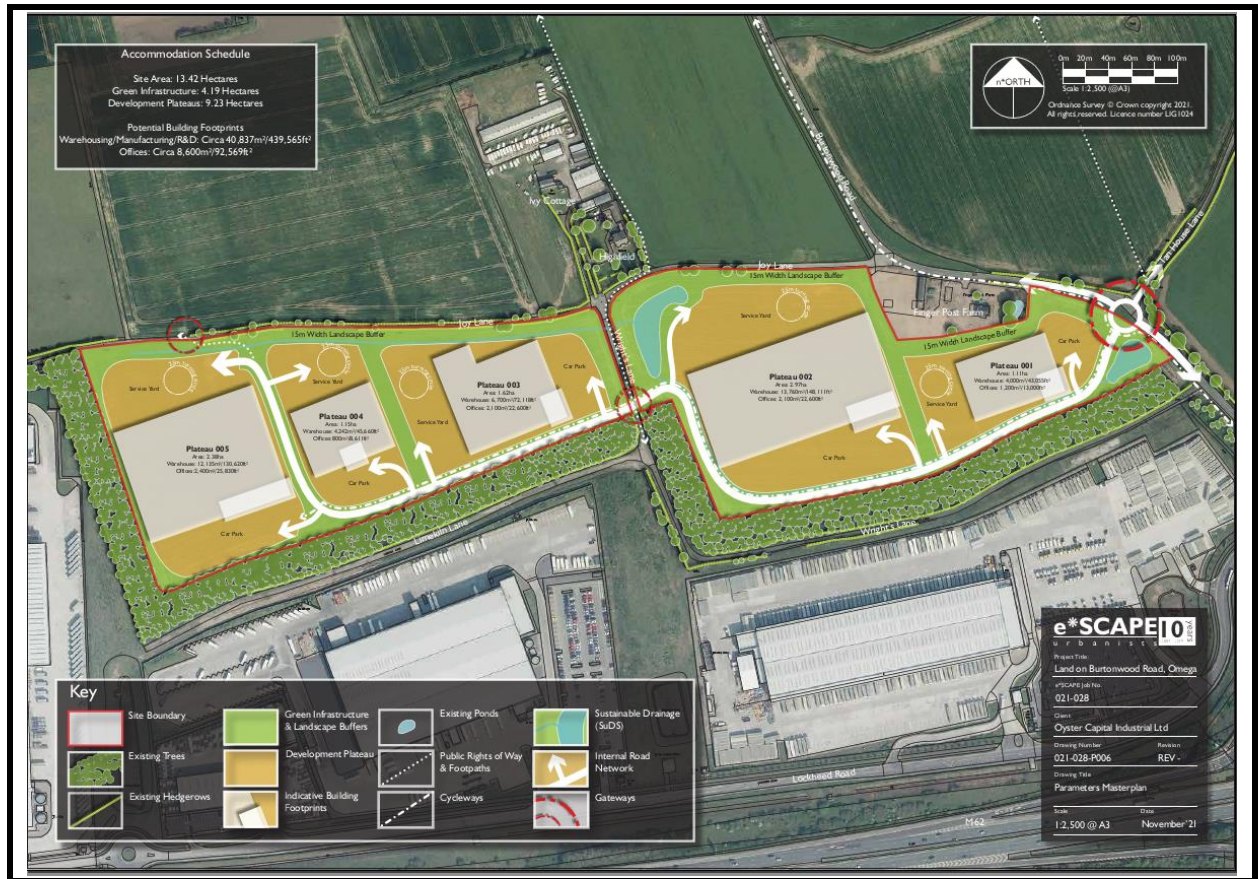
Summary

Based on the above review the site can be considered as having a very good potential to be accessible by walk from the local area, cycle from the wider borough area and public transport for the wider sub regional catchment for staff in accordance with planning policy guidance related to employment areas.

5. THE LAND ALLOCATION PROPOSALS AND ASSESSMENT

Development Proposals

The proposed scheme is to utilise an area of land to the north side of the Omega North as shown below for around 531000 sqm of B2/B8 and ancillary office.



Site Area

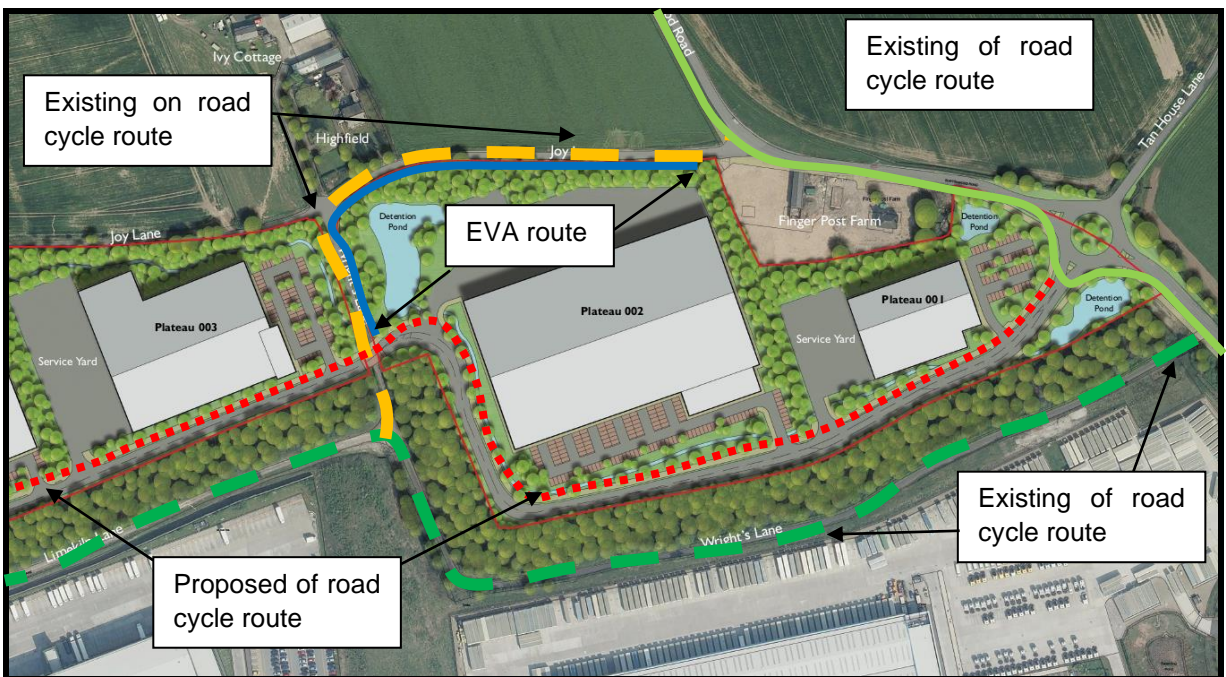
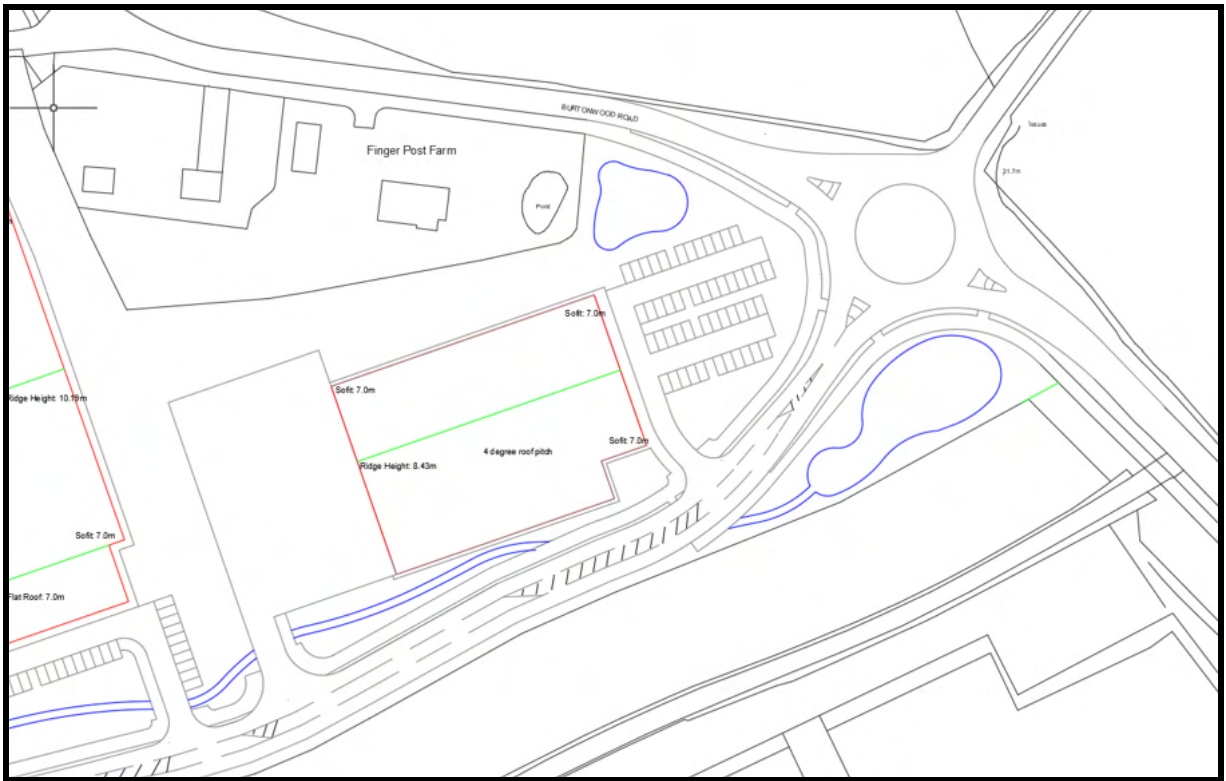
Access

The site currently has no direct access to the network other than via Joy Lane which is deemed unsuitable for the proposals.

The nearby Omega North access roundabout has been reviewed in terms of scale and development that can be accessed from it.

The layout overleaf is a 40m ICD roundabout junction with the current walk/cycle route maintained to the westerly side linking into the site where it then runs along the northerly edge adjacent to the new built form.

The layout is in the form of a cul de sac like Omega North but some 750m long rather than the 1.5km distance in addition it connect to the Joy Lane route allowing a walk/cycle linkage and an EVA route thus removing the need for a wider access road to be provided.



Car parking Policy

The nature of the scheme would ideally require staff to use walk/cycle/car share/public transport as their chosen mode of transport. These are set out in the sustainability chapter.

The current local policy for parking is to provide full policy provision unless other factors can be agreed.

The approved Omega 8 submission table 5.3 proof set out that the current parking for the B2/8/1 ancillary is:

Site	size of development sqm	Parking standard for Cars sqm per space	Required spaces in line with WBC guidance	Provided Spaces	Ratio
Dominoes	10,917	60	182	140	0.77:1
Plastic Omnium	22,262	60	371	240	0.65:1
Asda	57,454	120	479	436	0.9:1

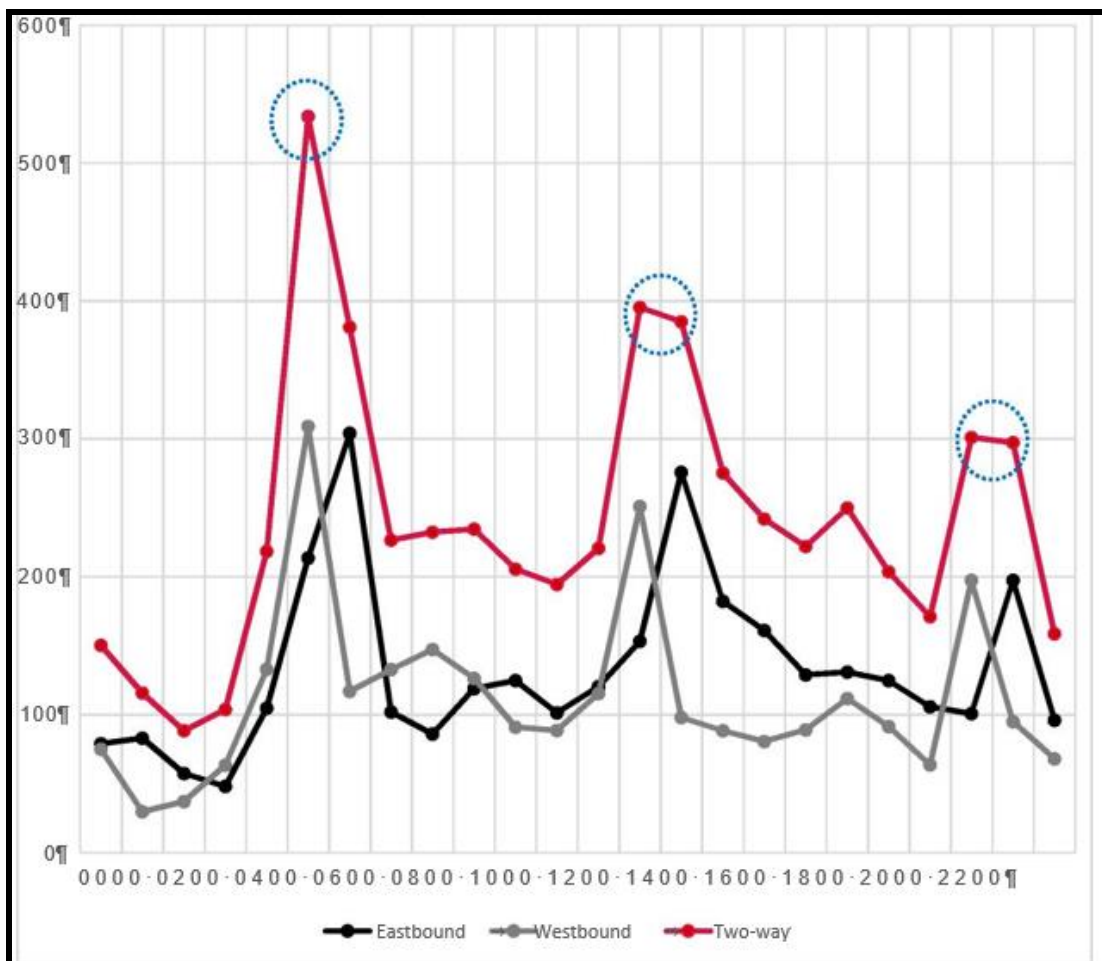
The analysis presented in the above table demonstrates that the private vehicle parking provision of comparative Omega Business Park units ranges from a ratio of 0.65 to 0.9. On this basis it is suggested that the Omega Zone 8 provision of 0.7 is comparable as similar travel characteristics would be expected.

The view put forward is supported by Warrington thus the same approach is advocated for the proposed land allocation as the starting point for space planning and detailed design.

Trip rates and assessment

The detailed review of the wider area is not considered needed at this stage of the land allocation process given that the whole area is currently subject to review as part of the planning process and any allocations would be included in the more detailed support evidence as the plan moves forward.

Reference to the Curtin's report for Symmetry Park provides link flow details for Burtonwood Road at the Lockheed Road roundabout.



Lockheed Road Arrival/Departure Profile

The above figure demonstrates that there are three different peaks (circled dashed blue), comprising approximately:

- 05:30 – 06:30;
- 13:30 – 14:30; and
- 21:30 – 22:30.

The volume of traffic accessing/egressing Lockheed Road during the traditional network peak hours of 08:00 – 09:00 and 17:00 – 18:00 is significantly less than during the three identified development peaks.

Again at the roundabout:

The MCC at the Lockheed Road/Burtonwood Road roundabout was undertaken on 15/02/18. **Tables 2.1 and 2.2** below show the raw counts for the AM peak period (08:00 – 09:00) and PM peak period (17:00 – 18:00):

From	To (Values as PCUs)			
	Burtonwood Road (n)	Eastern Arm	Burtonwood Road (s)	Lockheed Road
Burtonwood Road (n)	-	1	273	113
Eastern Arm	4	-	10	0
Burtonwood Road (s)	188	0	-	260
Lockheed Road	24	0	66	-

Table 2.1 – MCC at Lockheed Road/Burtonwood Road Roundabout – 2018 AM Peak

From	To (Values as PCUs)			
	Burtonwood Road (n)	Eastern Arm	Burtonwood Road (s)	Lockheed Road
Burtonwood Road (n)	-	0	205	116
Eastern Arm	12	-	11	0
Burtonwood Road (s)	249	1	-	82
Lockheed Road	81	0	226	-

Table 2.2 – MCC at Lockheed Road/Burtonwood Road Roundabout – 2018 PM Peak

The junction operates with no capacity issues.

In the AM between 70 and 73% of the flows are to and from Jct 8, PM between 41 and 73% uses junction 8.

It seems reasonable to state the new land allocation is likely to operate in a similar manner thus most of the flows will be to and from the south.

6. SUMMARY

The scheme accords with local and national policy to site development adjacent to transport linkages and other attractions to minimise trips and share trip movements.

The site has a sustainable location and the site access has little or no constraints to enable it to be designed to accord with good practice.

The site is located adjacent to an established employment zone; it has a good local infrastructure around the site with cycle routes and good walking connections.

From observation the site has no local capacity or speed issues, it does not have an adverse safety record that would prevent a scheme from been progressed along the corridor.

Based on the accessibility review the site can be considered as having a potential to be accessible by walk from the local area, cycle from the wider borough area and public transport for the wider sub regional catchment for staff in accordance with planning policy guidance related to urban areas.

It is considered that there are no reasons why the scheme should not be allocated from a transportation point of view.



Land to north of Omega North, Warrington Review of Landscape and Visual Matters

Produced by Ryder Landscape Consultants
on behalf of Oyster Capital

November 2021

RYDER
LANDSCAPE CONSULTANTS



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I.0 Introduction

Purpose of document

- I.1 As part of reviewing the potential for a logistic extension on land to the north of the existing logistic park at Omega North in Warrington Oyster Capital have instructed Ryder Landscape Consultants to review the current landscape and visual conditions at and around the potential site.
- I.2 The scope of the document is to;
- Define existing landscape character information for the potential Site and its surroundings;
 - Conduct a preliminary landscape character assessment for the Site;
 - Identify likely landscape and visual receptors on and around the Site;
 - Confirm if the potential Site is or is not 'valued landscape' as per NPPF Paragraph 174 sub-point (a); and
 - Provide a summary of landscape constraints and opportunities that could be further developed with more detailed planning proposals.

Wider suite of documents

- I.3 Liaison and direct instruction has been had with Grimster Planning who are commissioning a suite of surveys to understand the development potential or otherwise of the Site. This landscape and visual summary is just one strand of that wider set of documents.

Methodology

- I.4 Our Team, comprising two Chartered Landscape Architect initially reviewed empirical sources of information to gain a background understanding of the Site and the wider Burtonwood area.
- I.5 One of the Landscape Architect then attended Site to undertake a field survey and photographic survey of the current landscape character, views and visual amenity. The results of which are presented in Figure 2.
- I.6 Although not a Landscape and Visual Impact Assessment (LVIA) the broad principles for such studies were followed as recommended in the Guidelines for Landscape and Visual Impact Assessment – Third Edition (GLVIA3). This included only considering views from public locations and choosing representative viewpoints that were fair and reasonable.

2.0 Site location and nature of development

Site location

- 2.1 The potential Site under consideration comprises two large fields set to the north of the existing Omega North development running up to boundaries with Burtonwood Road and Joy Lane to the north again. The proposed site extents is marked by a red line boundary on E*Scape figure overleaf.
- 2.2 The two fields are referred to simply as the East Field and West Field and measure 6.2 and 6.9 Ha respectively combining to form an overall site area of approximately 13Ha.
- 2.3 They are separated by a track that although marked as private allows pedestrian and cyclist access to the immediate north of Omega North, this track is marked on certain maps as Wright's Lane.

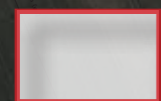
Nature of development

- 2.4 The second e*SCAPE drawing overleaf gives an indicative sense of the type and scale of logistic development that the Site could reasonably accommodate whilst still providing space for internal roads, external yards at the buildings and Green and Blue Infrastructure. There are five warehouse buildings of various sizes proposed.
- 2.5 Access would be taken from a new roundabout that be positioned at the existing junction of Tan House Lane and Burtonwood Road. The recently completed Terry O'Neill cycleway would be able to access into the Site and carry on to Burtonwood.
- 2.6 It is important to note that the existing structure planting that fringes the southern edge of this Site and effectively acts as screening to the existing Omega North warehouses would be retained. As would the recently re-built Finger Post Farm complex where it fronts onto Burtonwood Road.

Subject exclusions

- 2.7 This report does not address spatial planning matters or planning policy which is the remit of Grimster Planning as experienced Chartered Town Planners. However when appropriate it does identify national and local planning policies that have a landscape dimension that should influence the design and any subsequent application.

Key

 Site Boundary

n*ORTH

0m 20m 40m 60m 80m 100m

Scale 1:2,500 (@A3)

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e*SCAPE 10 years
urbanists 2009 - 2019

Project Title
Land on Burtonwood Road, Omega

e*SCAPE Job No.
021-028

Client
Oyster Capital Industrial Ltd

Drawing Number Revision
021-028-P001 REV -

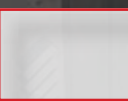







Drawing Title
Site Boundary

Scale Date
1:2,500 @ A3 November '21





Key

	Site Boundary		Sustainable Drainage System (SuDS)		Car Parking (Permeable Paving)
	Existing Trees		Avenues		Service Yards
	Proposed Trees & Native Structure Planting		Buildings		

e*SCAPE 10 years
urbanists 2009-2019

Project Title
Land on Burtonwood Road, Omega

e*SCAPE Job No.
021-028

Client
Oyster Capital Industrial Ltd

Drawing Number
021-028-P007

Revision
REV A

Drawing Title
Illustrative Masterplan

Scale
1:2,500 @ A3

Date
November '21

M62

3.0 Existing landscape character information

Landscape Designations

3.1 The potential Site and the surrounding area is not designated for any of the following landscape designations;

- National Park;
- Area of Outstanding Natural Beauty; and
- Local Authority Landscape Character local landscape quality designations.

3.2 Nor is it designated for any of the following cultural conservation qualities;

- Conservation Area;
- Registered Park or Garden; and
- Registered Historic Battlefield.

3.3 The Site does not form the setting or immediate context to any;

- Listed Buildings or Structures; or
- Scheduled Monuments.

3.4 The matter of whether the Site is a valued landscape as referenced by the Current NPPF Paragraph 174a) is addressed in the review of national landscape policy in Section 4 and in a TGN 2/21 assessment held at Appendix B.

3.5 The site is currently part of the Warrington Green Belt. It should be recognised that designation as part of a Green Belt does not necessarily mean the area in question has any elevated landscape or visual quality.

Published Landscape Character Assessments

3.6 There is a geographical hierarchy of landscape character assessment information for the Site and surrounding area, they are listed below from a national to a local level in RLC Table I with the pertinent landscape type or landscape character area name given.

Table 1 – Summary of applicable landscape character documents

Landscape Character source	Discussion of relevance to the Site
<p>National Level</p> <p>National Character Area (NCA) 60 Mersey Valley</p> <p>Natural England – 2013</p>	<p>The Site sits entirely within this area and broadly accords with the key characteristics of NCA 60. It is close to southern side of NCA 56 – Lancashire Coal Measures.</p> <p>There are four Statements of Environmental Opportunities (SEO's) identified none of which are directly applicable to the Site.</p>
<p>Regional Level</p> <p>Cheshire Landscape Character Assessment</p> <p>Cheshire County Council - 1994</p>	<p>Described between 6.8 and 6.10 the broad area is called the Mersey Valley Regional Character Area. The area is described as defined largely by its landform. The Mersey Estuary dominates the western part of the region.</p> <p>The land use is predominantly associated with urban areas and large-scale industry along the Mersey, this area is especially industrialised at the river crossings of Runcorn-Widnes and Warrington.</p>
<p>Local Authority Level</p> <p>Warrington Landscape Character Assessment</p> <p>Produced by Agathoclis Beckmann Landscape Architects on behalf of Warrington Borough Council – 2007</p>	<p>This thorough document identifies six different landscape character types (LCT) with the Site and its context to the north falling into Type 1 – Undulating Enclosed Farmland and specifically Landscape Character Area (LCA) 1E – Burtonwood Undulating Enclosed Farmland. Its detailed description is held in Appendix A.</p> <p>The land to the south of the Site falls with LCT 4 – Level Areas of Farmland and Former Airfields specifically LCA 4A – Limekilns.</p> <p>The 2007 study predates the construction of Omega South or North and LCA 4A – Limekilns that was part of the former RAF Burtonwood has now been re-developed to form Omega North.</p>
<p>Village Level</p> <p>Burtonwood and Collins Green Village Design Statement</p> <p>March 2004</p>	<p>This document is referenced by the Warrington Landscape Character Assessment but is not available online to consult. The references discussed appear to relate more to the edge of the settlement. There is no Made or emerging neighbourhood plan for the area.</p>

3.7 In addition a landscape character assessment was conducted in 2000 as part of the plan development process for the Mersey Forest. The current Mersey Forest Plan (MFP) from 2014 defines the land area containing the Site as W5 – Agricultural Land around the M62, Burtonwood, Winwick, Croft and Culcheth. It set the strategic target of achieving 20% woodland and tree coverage (2012 figure is just 6%) with the following descriptor. The current MFP is recent enough to respond to the presence of the logistic parks at Omega that it titles W4 and also seeks to achieve a 20% tree cover.

<p>W4. Omega development and around: Increase planting density, so that woodland provides part of a wider green infrastructure and habitat setting for new development, screening the motorway, and providing strategic green links to Bold Forest Park in St.Helens. Restore and plant hedges and hedgerow trees. Ensure development retains and integrates landscape features such as trees, woodland, ponds and rare flora.</p>	<p>W5. Agricultural land around the M62, Burtonwood, Winwick, Croft and Culcheth: Create small woodlands and copses within a restored pattern of hedgerows and hedgerow trees. Create linear woodlands along highways, roads, and rights of way, around farm boundaries, and along the River Glaze, Sankey Brook, and Phipps Brook. Provide multi-use recreational corridors, for example connecting Burtonwood to Bold Forest Park in St.Helens and links to Rixton Clay Pits. Planting should soften any new development. Replant orchards around Croft. This area is of importance for farmland birds.</p>
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3.8 Just over the local authority border the target for tree cover on the adjacent St Helens area of land is SH7 – Bold Forest Park north is 30%

3.9 This most recent description of the Burtonwood area dates from 2007. It is good practice to review dated descriptions to ensure they remain applicable particularly given the major development either side of the M62 corridor. This is done in the next section.

3.10 The summary box shaded green below draws out the key landscape character matters.

Existing Landscape Character Information - Summary Box

- National Character Area (NCA) 60 – Mersey Valley
- Local Landscape Character Type – LCTI – Undulating Enclosed Farmland.
- Local Landscape Character Area – Burtonwood Undulating Enclosed Farmland.
- The Mersey Forest the Site and Omega could accommodate a 20% tree cover.



4.0 Landscape character at and around the Site

- 4.1 This section addresses landscape character and characteristics of the Site and the surrounding area to determine what the landscape baseline is at the moment. It also defines what the landscape receptors are that will require consideration of change as any proposals are developed.

Landscape designations

- 4.2 As already identified in Section 3 there are no designated landscapes at the Site or in its vicinity. Nor is the Site in the setting of a National Park, Area of Outstanding Natural Beauty or a Registered Historic Park or Garden.

Valued landscape as defined in current NPPF

- 4.3 Neither the Site, nor its landscape context is considered a 'valued landscape' as per the NPPF reference at §174 a). This is due to the fact that it has no demonstrable features or characteristics that set it above the intrinsic qualities of open countryside.
- 4.4 An assessment of the area's landscape value has been made using the Landscape Institute's technical guidance note TGN 2/12 (published May 2021) that addresses landscape value outside of national landscapes in England. National landscapes are National Parks, Areas of Outstanding Natural Beauty and Heritage Coastlines which are all automatically deemed valued landscapes given their designation.
- 4.5 In considering the NPPF §174 a) term 'valued landscape' TGN 2/21 was produced to assist practitioners and planning authorities to define whether a particular area could be classed as a 'valued landscape'. As part of TGN 2/21's appendices a table of nine factors is produced to assess landscape areas. Appendix B to this note contains this review table and applies it to the Site. It confirms the Site and its surrounding area is not a 'valued landscape' for the purposes of NPPF §174 a). However this does not mean that the landscape is without value and later in this section an assessment using the categories defined in the GLVIA3 Table 5.1 is conducted to understand what the Site's potential landscape value is in greater detail.

Detailed landscape character assessment

- 4.6 Table 2 identifies landscape characteristics at the Site and in the surrounding landscape context to it at a level of detail to allow discussion of its character.

Table 2 – Landscape Characteristics at the Site and in the surrounding landscape

Characteristic	At the Site	In the surrounding landscape
Topography	Gently sloping appearing almost flat site running from north at approximately 25m AOD to the south set at approximately 21m AOD. This gradual fall is best 'read' by looking from Burtonwood Road or Wright's Lane along the length of the Site.	The slope of the Site continues up to a low ridge that separates Burtonwood from the Site area. The top of this shallow climbing slope is marked by a Trigonometry Point adjacent to Clay Lane. The overall feel is of gentle, shallow undulations with little topographical variation.
Land-Use	At the time of the survey the east field was sown to winter wheat and the west field was improved pasture.	Similar land uses are set to the north of the Site with large fields put to wheat or improved pasture. To the south stands Omega North and the M62 transport corridor.
Land pattern	The Site does not have a discernible pattern. The strongest shaped landscape feature is the structural planting to the south of the Site.	Weak if any pattern in the farm land with broad, open sided fields with largely no or at intermittent hedgerows. Large macro sized buildings along adjacent M62 corridor.
Vegetation	Working from a low growth level upwards the field is set to arable or pasture production. There is a lack of hedgerow boundaries or hedgerow trees. The southern boundary structural planting belt is the strongest vegetative feature in the area and encloses the Site's entire southern boundary and the west end of the western field.	Similar pasture, arable and intermittent hedgerow planting exists to the north in the rural landscape. There is a notable block of mature tree planting at Finger Post Farm and to the south side of Highfield House. There are a number of small hedgerow trees along Joy Lane with those near the eastern field surviving without an associated hedgerow. Native hedgerow extends along both sides of Joy Lane where it provides the north side of the western field.
Water and drainage	There is no watercourses on the Site, nor are there any field ponds or marl pits, there are field edge ditches.	Water bodies and streams are lacking in the contextual landscape with field ditches providing immediate drainage.



Characteristic	At the Site	In the surrounding landscape
Boundaries	Structure tree belt to the south and west side. New timber post and mesh fencing to the eastern field and Joy Lane hedgerow to north side of the western field.	A mix of boundaries exist timber post and sheep mesh, timber post and rail and intermittent hedgerows. Bespoke brick wall and metal panels at Finger Post Farm and security fencing to Omega North properties.
Built-form	There is no built form on Site.	To the north there are the farm complexes associate with Finger Post Farm and Highfield house which are quite large when including outbuildings and barns. However they are not of the scale of the large warehouse buildings that follow both sides of the M62 corridor.
Openness	There is a general sense of openness in the fields but with the southern edge effectively enclosed by the structure tree panting belt.	Wider sense of openness and a broad landscape given scale of fields and lack of hedgerows and woodlands. The local ridge also adds to a sense of elevation.
Historical landscape assets	There are none evident on the Site. There are no ridge and furrow field patterns, barrows or hedges that would constitute Important Hedgerows.	There are no obvious or known historical landscape assets in the surrounding contextual area. Burtonwood as a historical settlement linked to mining and beer production has greater time-depth than the surrounding landscape.
Accessibility	There is no public access onto the Site but good visibility over it granted by the roads and footpath / cycleway that follow its northern edge. There are no long distance walks at or near the Site.	There is a small network of rural footpaths in the locality but they do not seem to link up well to form obvious or promoted circular walks. Terry O'Neill Way is a positive route through the area and there are vehicle and cycling links for employees accessing Omega North.
Perceptual	There is no sense of tranquillity at the Site with a busy	There is no sense of tranquillity in the wider landscape with



Characteristic	At the Site	In the surrounding landscape
characteristics	local road Burtonwood Road to its north and the ever-present noise associated with the fast moving vehicles on the M62. The site itself is not settled but feels very much at the edge of development given sight to the warehouse roofs above the structural tree planting belt. Dark skies are not an issue at the Site given nearby road illuminations.	the presence of the M62 and the busy road route linking north to Burtonwood.



Summary of landscape character at the study Site

- 4.7 In summary the landscape character of the Site is predominately urban - rural fringe with the external influences of the Omega North warehouses to the south influencing the Site's overall character. In itself the Site appears as two large rural fields which form the majority of this landscape character area.
- 4.8 It is an 'ordinary' landscape comprising with few landscape features of note. The boundary structure planting to the south is the most prominent feature providing a largely uniform height and width tree belt to the south.
- 4.9 Landscape type rarity is not an issue as fields of this sort are commonplace around the landscape character area.
- 4.10 The wider landscape of the I.e. Burtonwood Undulating Enclosed Farmland shares this similar urban - rural fringe landscape character type with visual association with the warehouses of Omega North. Once the top of the local ridge has been reached the sloping landform leads onto the open built edge of Burtonwood village itself.

Landscape value at the Site

- 4.11 As a final exercise a judgement of the Site's landscape value is made using the assessment topics included in the GLVIA3 Box 5.1. This is broadly accepted as the nearest thing to a standard approach to establishing the value of a landscape.

Table 3 – GLVIA3 Box 5.1 Factors that help identify landscape value

Contributing Factor	Applicability at the Site
Landscape quality (condition) – A measure of the physical state of the landscape.	The landscape quality of the Site is low. It has some features of moderate qualities like the structure belt but generally the landscape condition is low.
Scenic quality – landscapes that appeal to the senses primarily visual senses	It has no particularly scenic qualities.
Rarity – The presence of rare elements, features or LCT.	This type of landscape is not rare within the area or the Borough as a whole.
Representativeness –character and/or features which are particularly important	It is representative of the broader LCA I.e landscape character but does not contain any characteristics or features which are particularly

Contributing Factor	Applicability at the Site
examples.	important examples.
Conservation interests – natural, historical or cultural interest.	None apparent.
Perceptual aspects – notably wildness and tranquillity.	No sense of wildness or tranquillity or any other perceptual qualities.
Associations – particular people, artists and writers or events.	No associations with people of events of note.

- 4.12 Taking all these contributing factors into account it demonstrates that the overall landscape value of the proposed Site is Low.

5.0 Visual Receptors

- 5.1 Visual receptors are those people who have an ability to see the Site and experience the change that may come about should it be developed into a logistics park.
- 5.2 Table 4 identifies the various visual receptors on and around the Site, gives a reference to any representative panoramic photographic contained in Appendix C and a brief summary of the nature of the view back to the proposed Site.
- 5.3 It should be noted that residential receptors do not have a legal right to a view. The GLVIA3 also guides landscape practitioners to only consider viewpoints from publically accessible areas. This does not mean that residential viewpoints are ignored and for completeness have been included in this preliminary identification of visual receptors.

Table 4 – Identification of Visual Receptors

Visual Receptor Group / Representative Photograph(s)	Nature of View
Users of Burtonwood Road Panoramic Photographs Nos.1 & 6	Close range views for road users and those people walking or cycling on the adjoining Terry O'Neill Way.
Users of Clay Lane Panoramic Photograph No.10	Short and mid-range views after cresting the local ridge and travelling south towards Site. Again similar view but for a longer duration for walkers and cyclists on path.
Users of Joy Lane Panoramic Photographs Nos.7 & 8	Even though a highway used more as an access to Highfield Farm and Ivy Cottage, users more likely to be pedestrians.
Users of Footpath FP 25 Panoramic Photograph 9	View to Site when walking south past Highfield Farm looking to the eastern field with Omega North behind.
Users of Footpath FP 28 Panoramic Photograph 2	View to Site when walking south east towards Tan House Lane looking to the south with Omega North behind.
Users of Footpath FP 38 Panoramic Photograph 3	View to open ground of Site largely obscured by intervening vegetation.
Finger Post Farm residents No viewpoint taken	View from the rear of their property towards the eastern field.

Visual Receptor Group / Representative Photograph(s)	Nature of View
Highfield House and Ivy House No viewpoint photography.	Views from fronts of the properties towards the centre part of the Site.
M62 Corridor and Junction 8 Panoramic Photographs Nos 4 & 5	No views available unless buildings are higher than the ones already on Omega North.

6.0 Summary and Design Principles

Landscape character

- 6.1 The landscape character of the study Site is as an ordinary, everyday landscape with an urban – rural fringe character and has a resulting low landscape value.
- 6.2 It sits within the Burtonwood Undulating Enclosed Farmland Landscape Character Area.
- 6.3 The only landscape features of note are the structure planting belt of trees to the south and west of the Site and the native hedgerows that line Joy Lane to the west of the Site.
- 6.4 In perceptual terms the Site’s landscape character and its surrounding area have no sense of wildness or tranquillity and are associated with the warehousing and wider transport and logistic activity of Omega North and the M62 corridor.

Visual receptors

- 6.5 Nine different visual receptor groups have been identified around the Site. These groups can be split into three categories based on the experience they have of the Site at the moment. The groups are Primary Visual Receptors, Secondary Visual Receptors and Marginal Visual Receptors.

Table 5 – Identification of Visual Receptors

Primary Visual Receptors	Secondary Visual Receptors	Marginal Visual Receptors
Road users on Burtonwood Road. Road users on Clay Lane. Users of Joy Lane. Users of Footpaths 25, 28 & 38. Residents of Finger Post Farm and Highfield House Farm.	Users of Footpath 38	M62 Corridor

Design Recommendations

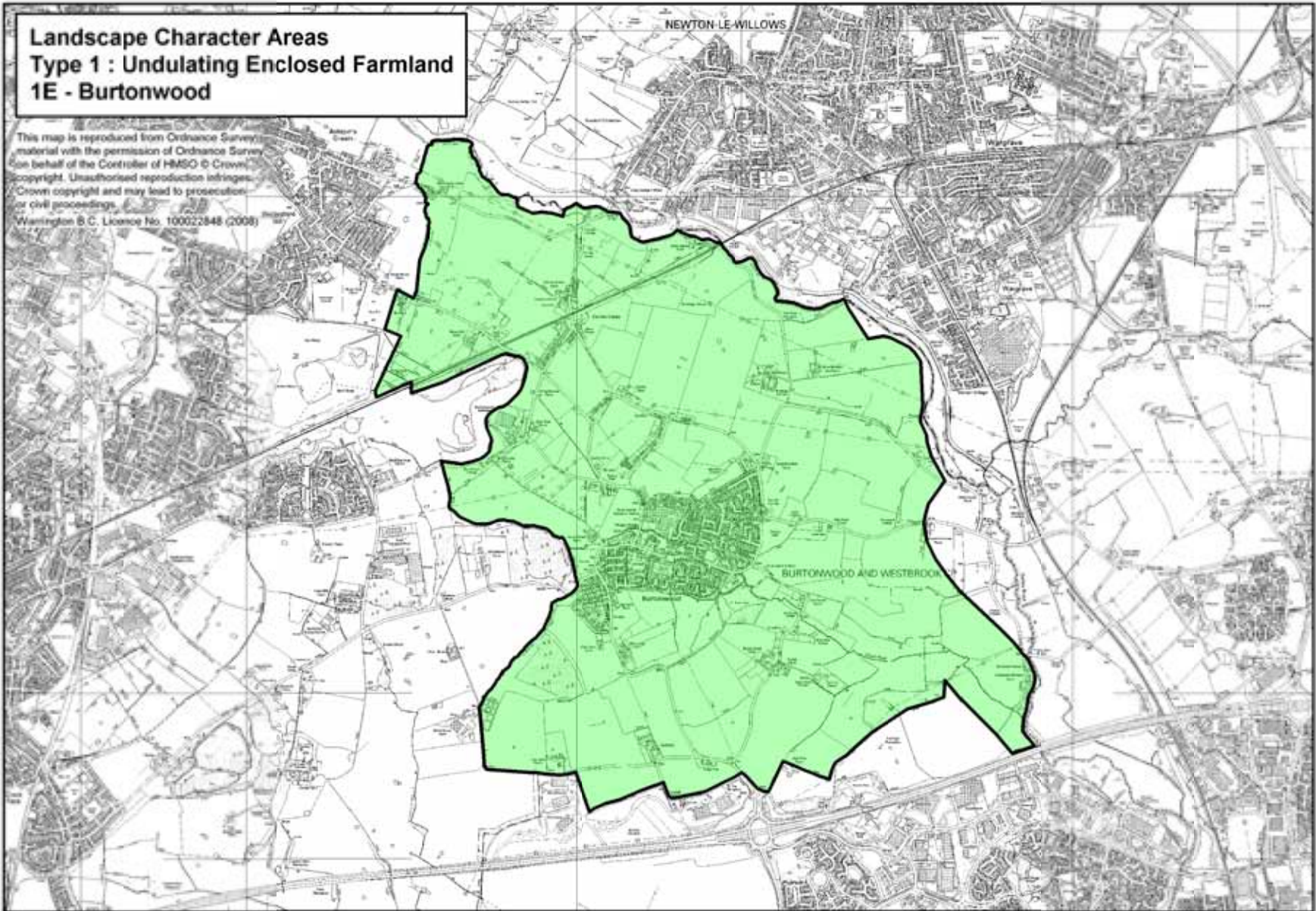
- 6.6 The following design recommendations are suggested should the study Site be developed for logistics. They seek to respond to the landscape and visual constraints presented on and

around the Site in a positive way by enhancing or retaining positive features and removing or improving negative one;

- Retain the Site's southern boundary structural tree planting belt as a positive landscape asset and as a way of breaking up the perceived scale of development to the north of the M62;
- Form hedge barriers with hedgerow standards to Burtonwood Road and Joy Lane where hedgerows are currently absent to help define the Site and provide lower level screening near to the roads;
- Use open space on the Site to plant smaller trees blocks to break up the scale of buildings and the overall development;
- Look to link the surface SuDS features such as swales and retention basins with the existing tree belt to compound their green infrastructure benefit;
- Undertake more formal planting within the development to give its internal areas a greater identity and improved visual amenity;
- Provide any retained hedge or tree with adequate Root Protection Areas (RPA's) through timely arboricultural advice in the detailed design process;
- Seek to increase tree cover on the Site with new hedgerow standard trees and other planting to achieve the Mersey Forest's intended target of 20% tree coverage in the area;
- However avoid the creation of another structural tree belt along the Site's northern boundary but rather break up scale of buildings by hiding their corners and copse planting;
- Choose a mix of quick growing and tall, long lived native tree and scrub species to produce the landscape framework for the development, avoid the use of disease prone species or those that appear uncharacteristic to this landscape;
- Continue to consider the visual effects on the Primary and Secondary visual receptors through the development of any design proposals; and
- Explore the possibility of planting field boundary hedgerows and field corner copses within the fields between the Site and Burtonwood to improve its landscape quality and provide intervening vegetation.

Appendix A – Warrington Landscape Character Assessment, 2007 for Area I.e Burtonwood Undulating Enclosed





TYPE 1. UNDULATING ENCLOSED FARMLAND

AREA 1.E BURTONWOOD

Description

The landscape in the vicinity of Burtonwood is similar to that found in the Winwick, Glazebrook, Culcheth and Rixton areas (Area 1.C), although field sizes are noticeably larger. Many fields have been amalgamated with a continuing trend in the reduction of cohesive hedgerows and hedgerow trees. Farmland is predominantly arable. The topography rises from the west, south and east towards Burtonwood village and undulates very gently, affording wide expansive views. The landscape has a resulting exposed and open character.

Views are mainly towards the Pennines to the east although the area is also influenced by the industrial and urban character of Newton le Willows to the north. The views to the north-west are dominated by colliery spoil heaps outside the Borough boundary. The presence of pylons, power lines, cables and telegraph poles are particularly prominent. To the north-west of Burtonwood village, a railway embankment runs across the area, linking to the Nine Arches Viaduct across the Sankey Valley. The embankment is well-wooded and forms an important feature in the landscape.

Around the fringes of Burtonwood village the landscape character changes to include horse grazing paddocks and the more suburban influence of privet hedges with poplar used as roadside/hedgerow trees. The village itself is situated on a minor hillcrest. The local topography becomes a little more varied to the south of the village including the small valley of Phipp's Brook.

In a narrow triangle of land enclosed by the railway embankment and part of Bold Colliery Tip is the small remnant of Burtonwood Moss. This comprises marshy vegetation and scrub important for wildlife habitat. It originally formed part of the much larger Bold Moss, Parr Moss and Sutton Moss complex, to the west of the area and outside its study area.

Key Characteristics:

- Exposed, open, large scale, arable fields
- Good views to the east
- Absence of, or highly-fragmented, hedgerows between fields
- Change of landscape character immediately around the fringes of Burtonwood village due to horse grazing and suburban landscape
- Noticeable appearance of pylons and telegraph poles

- Dominant presence of the well-wooded Nine Arches embankment north-west of Burtonwood village and through the middle of Collins Green
- Interesting, more varied, topography of Phipp's Brook valley

Cultural History

In 1228, the village of Burtonwood formed part of the Royal Forest between the Ribble and the Mersey. In 1229 it passed to the Earl of Chester and shortly after to the Ferrers, Earls of Derby. Part of the land was granted to the Abbey of Tiltney in Essex, including 120 acres of land with woods and pasture for their stock and 'plough beasts'. In 1251 William de Ferrers had a charter of free warren within the manor. The monks of Tiltney built a grange to the south of the area, known as 'beau site' corrupted now to Bewsey. Bewsey Hall became the seat of William le Boteler, Lord of Warrington, who bought the monks' land before 1280. In 1328, Bewsey is referred to as the old park of 'Beausi' and there is a description of the park boundaries.



Photo 18: Horse grazing land abutting housing to the south of Burtonwood village.

A fine levied in 1332 indicated that the manor contained at least fifty messuages, 250 acres of land and meadow and 114 acres of woodland. The presence of a substantial area of woodland appears again in 1331. In 1580 Edward Butler transferred his land in Burtonwood to Thomas Ireland, who acquired thirty messuages, 1,200 acres of land, meadow and pasture and 210 acres of moor, moss and wood in Bewsey and Dallam. It remained as part of the Bold family estate until 1861, after which the estate appears to have been broken up.

Like other nearby villages, Burtonwood appears to be associated with a number of religious groups. The church of St Michael and All Angels, founded in 1606, rebuilt in 1716 and Listed Grade II, has registers going back to 1668, but almost certainly there was an earlier church in the village. In 1690, the 'Red House' was licensed as a dissenter meeting place. In 1886, the Passionist Fathers of Sutton built the Catholic school-chapel of St Paul of the Cross



Photo 7: Burtonwood Brewery.

The Manchester – Liverpool railway line, now operated as a secondary line, was opened in 1830, designed by the great engineer George Stephenson. The Sankey Navigation Company objected to Stevenson's proposed bridge, insisting on a 60ft clearance of the canal. This then required Stevenson to construct massive approach embankments to the

viaduct, using locally won materials. This massive embankment still dominates the landscape to the north of Burtonwood, with the village of Collins Green split on either side of it.

The 1851 census indicated a number of Irish agricultural workers resident in the area, many in a row of cottages, Hindley's Row, known locally as Irish Row. The coming to the area around Burtonwood of industrial enterprises meant that many of the village inhabitants were working in Earlestown at the Vitriol Works or at the famous Vulcan Foundry in Vulcan Village or other similar enterprises in Newton-le-Willows.

Coal mines were opened in the Collins Green area to the north of Burtonwood in the C19th. Small coal mining activities had taken place in the area in the early C17th, but these were probably shallow adits, cut into local valley sides. The colliery shale from one such pit forms a mound near Pennington Lane Farm in the north-west corner of the Borough. The Collins Green Colliery Company operated in the area and at nearby Bold, in St Helens, when the company purchased Bold Colliery, a far larger pit, whose spoil is very evident on Bold Heath. Collins Green Colliery closed in the early 1930's and Bold Heath in the 1980's.

Many colliers lived in Burtonwood and the village suffered from some intense hardship in periods such as the 1926 strike, when voluntary soup kitchens were set up and the Miner's Soup Kitchen Fund appealed for funds.

The Collins Green Company also owned a brickworks in Burtonwood, including a machine which could produce 10,000 bricks a day. In the late C19th, 154 '*working men's cottages*' were built in the village using locally-produced brick. These houses were built on three parallel streets, Mercer Street, Fairclough Street and Jackson Street and are typical by-law terraces (post 1875 Public Health Act). A social club and bowling green were also built by the Collins Green Company. These streets run north south and are close to the junction of Clay Lane, Phipps Lane and Chapel Lane.

Burtonwood Brewery, a dominant feature in the landscape of the area, was founded in 1867. The company was one of the largest independent brewers in the north-west. In 1999 it formed a new company with Thomas Hardy to form Thomas Hardy Burtonwood Ltd. The brewery is located to the north-west of Burtonwood.

To the extreme west of Burtonwood, Burtonwood Moss is a small area of mossland, originally part of the larger Bold Moss, Parr Moss and Sutton Moss complex. It is an SBI (Site of Biological Importance) Grade B.

Key cultural elements in the landscape:

- The Manchester – Liverpool railway line
- The Church of St Michael & All Angels
- The Catholic School –Chapel of St Paul the Cross
- Burtonwood Brewery

- Colliery waste sites to the north, associated with the Collins Green and Bold Heath Collieries
- The Collins Green Company built terraced houses of Mercer Street, Fairclough Street and Jackson Street

Landfill and Mineral Extraction

There are no landfill operations within the Burtonwood area. Mineral extraction was limited to coal mining and all mining operations in the area have now ceased. However, there are a number of spoil heaps in the area and adjacent to it. Immediately north-west of the Burtonwood Brewery is the large mass of colliery waste left from Bold Colliery, now at least partially planted. Immediately north-east of Fleet Lane is a further extensive area of colliery spoil, which has been subject to some 'reclamation' works but which remains in a relatively raw state. North of Pennington Lane, right in the corner of Warrington Borough, is a smaller area of colliery spoil, now entirely grassed over.

The Collins Green landfill site, adjacent to Broad Lane, was constructed on a former colliery spoil heap but was overfilled and not re-graded. Although naturally re-vegetated, this retains an alien form in the landscape.

Agricultural Land Classification

Land in the Burtonwood area is divided between Grade 2 and Grade 3 quality. The Grade 2 land is located sloping down to the Sankey Valley in the east and to the south towards the former Burtonwood airfield site.



Photo 8: Colliers Green viewed from Burtonwood.

Landscape Sensitivity

The Burtonwood area follows the same basic pattern of undulating landscape character as previous areas but occupies a unique crest location. This combines with the area's sparsity of hedgerows and hedgerow trees to create an open and exposed landscape surrounding the village of Burtonwood. The area is therefore open to views and exposed to wind. The landscape sensitivity is therefore one of exposure.

'Visually the parish of Burtonwood is a 'skyscape' – cloud patterns and light being of considerable importance in defining, in part at least, Burtonwood's sense of place and contributing to its local distinctiveness.'

Burtonwood and Collins Green Village Design Statement (March 2004)

Key elements of landscape sensitivity:

- Location of the village on crest line
- Open landscape with sparsity of hedgerows and hedgerow trees
- Exposed to views and weather

Landscape Change

Landscape change is mainly evidenced by the area's large-scale field pattern and the consequential loss of dividing field hedgerow boundaries. The dominance of arable crops to the area has also led to the general neglect of remaining gapped hedgerows and the sparsity of hedgerow trees. Woodland cover is only associated with the upper reaches of Phipps Brook, adjacent to the village of Burtonwood, although a great deal of new tree planting has taken place outside but immediately adjoining the Borough boundary to landfill restoration and extraction sites.

Adjacent to the village, the agricultural character of the landscape merges to a more suburban feel with the planting of privet hedges and avenues of poplars. These are now reasonably mature and form dominant elements to the northern and western parts of the village.

Since 1989 Burtonwood Parish Council, the community, Warrington Borough Council, the University of Manchester, Mersey Forest and Cheshire Landscape Trust have been working in partnership to produce and implement a Parish Landscape Strategy and Action Plan. This unique document has paved the way for many landscape projects in the Parish including the major project which led to the creation of the Burtonwood Nature Park. This initiative is worthy of duplication in the Borough and beyond.

Landscape change is also occurring adjoining the village of Burtonwood, particularly to the south, through the change of use from arable farming to horse grazing. A number of large fields now appear to be solely used for horse grazing and have developed a typical character of post and wire fencing field sub-divisions and generally neglected hedgerows.

Further change is evidenced by the distant view north-east to the Sankey Viaduct and the dominating tree clad embankment to the west as well as by two dominant lines of large pylons both running across the open landscape in an approximate east/west direction to the north of Burtonwood village.

Landscape change to the area is summarised as follows:

- The enlargement of field sizes

- Substantial reduction in hedgerows and hedgerow trees
- Decline in management of remaining hedgerows and hedgerow trees
- Landscape restoration schemes and tree planting adjacent but outside the Borough boundary
- The impact of pylons
- Constant improvement of soil fertility by fertilisers
- Pressure for horse grazing
- Previous impact of railway and viaduct construction
- Planting of poplars and privet hedges within the village centre, in place of native trees and hedges

Recommended Management and Landscape Objectives

The currently exposed landscape without its cohesive original hedgerow field boundaries suggests a fairly bleak character. The fundamental landscape objective should be to reinstate and alter this image, emphasising the existing field patterns by restoring hedgerows and hedgerow trees. This would also provide a degree of shelter and reduce soil wind blow in winter. Consideration should also be given to a substantial extension of the Phipps Brook woodland and potential open space areas surrounding the village. This would not only provide much needed shelter but also soften the less than attractive views of the village outskirts. Woodland connections could also be made to the adjacent land reclamation plantings already undertaken in the St Helens Borough to the north.

In 2003-4 Burtonwood, encouraged and assisted by Warrington Borough Council and The Cheshire Landscape Trust, produced '*Burtonwood and Collins Green Village Design Statement*'. This document produced valuable design guidelines and these are completely endorsed in this document.

Management of the landscape:

- Restore and enhance remaining field patterns by additional hedgerow planting

- Reintroduce hedgerow trees to the hedgerows to create shelter
- Consider additional native planting as an envelope to the village of Burtonwood
- Consider a visual impact study to reduce the negative views of pylons
- Encourage traditional hedgerow management and protection within horse grazing paddocks
- Retain open views towards Sankey Viaduct, together with selected longer views to the east and south
- Consider stream associated native trees and shrubs to Phipps Brook through farmland to the confluence with Sankey Brook
- Consider removal of privet hedges where possible and replacement with hawthorn, holly, etc.

Settlement

The village is located on the south-eastern end of a very gently sloping spur of land running north-north-west to south-east. At the south-east of the village is the relatively deep valley of Phipp's Brook, which runs south-east to the Sankey Brook. To the north-west the land falls gently away to Colliers Moss.

The original village of Burtonwood, until the late C19th was a linear settlement built along Clay Lane, Phipps Lane and Chapel Lane. The current village plan is rather more complex, with the original village streets being augmented by several housing estates to the east and south.

An area to the south-west of the village, including Milnthorpe Road and Hawkshead Road, linking onto Jackson Street is 1950s-1960s speculative housing with detached, semi-detached and bungalow development. To the north-east is a far larger estate of 1960s – 1970s housing with a tortuous street pattern. None of this housing has architectural merit and detracts from the original village character. A later development of 29 dwellings off Sunningdale Close is open plan and has gabled houses. This is a considerable improvement although not in vernacular style.

An industrial estate is located off Phipps Lane. The Thomas Hardy Burtonwood Brewery building, to the north-west of the village centre, is built at the end of Back Lane, where it joins Bold Lane.

Collins Green is a small linear settlement on the B5204, bisected by the Nine Arches embankment, under which the road runs via a bridge. Most of the housing is late C19th to pre 1914 terraces. It did have a station and Post Office although these are now closed.

Causeway Bridges Farm (Grade II Listed) is probably C17th. The moated Bradlegh Old Hall, although cased in brick in the C18th, has late C16th elements including a stone gatehouse of 1460. Bradlegh New Hall Farm is worthy of note, as are Clayton's House Farm, Old Lodge Farm and the Brook Head Farm / Forest Farm complex.

Appendix B – TGN 2/21 Valued Landscape Assessment Outside of a National Landscape



Landscape Institute TGN 02/21 Table 1 – Assessment of valued landscape status

Factor and definition	At the Site and within its context	Evidence
Natural heritage <i>Landscape with clear evidence of ecological, geological, geomorphological or physiographic interest which contribute positively to the landscape</i>	There is no sense of any of the natural heritage features at the Site or in its contextual area. The most notable is the structural tree planting belt on Site.	Published Landscape Character Assessment and site observations.
Cultural heritage <i>Landscape with clear evidence of archaeological, historical or cultural interest which contribute positively to the landscape</i>	There are no obvious links to cultural heritage at the Site or in the vicinity to it.	Published heritage datasets and site observations.
Landscape condition <i>Landscape which is in a good physical state both with regard to individual elements and overall landscape structure</i>	The Site and its contextual area is in a Moderate to Poor condition and there are opportunities to improve the wider landscape area.	Published Landscape Character Assessment and site observations.
Associations <i>Landscape which is connected with notable people, events and the arts</i>	There are no known associations with people, events or the arts.	Published Landscape Character Assessment and research.
Distinctiveness <i>Landscape that has a strong sense of identity</i>	The site does not have any distinctive features whilst the warehouses of Omega North are notable given their scale.	Site observations.
Recreational <i>Landscape offering recreational opportunities where experience of landscape is important</i>	The Site offers up no recreational interest with no PRoWs across it. There is an ability to see over it from local roads and footpaths that provide modest recreational value.	Published OS Mapping and site observations.
Perceptual (Scenic) <i>Landscape that appeals to the senses, primarily the visual sense</i>	The Site has limited scenic interest with the wider landscape also of low scenic value.	Site observations.
Perceptual (Wildness and tranquillity) <i>Landscape with a strong perceptual value notably wildness, tranquillity and/or dark skies</i>	There is no sense of wildness at the Site or in its immediate setting.	Site observations.
Functional <i>Landscape which performs a clearly identifiable and valuable function, particularly in the healthy functioning of the landscape</i>	The Site performs a minor function at the entrance to the nucleated part of Moore but this is not a gateway site as ribbon development in the village starts at the end of Runcorn Road.	Published Landscape Character Assessment, and site observations.

The landscape of both the Site and its contextual surroundings is not able to demonstrate noteworthy value in any of the nine listed factors. It is therefore safe to conclude that the Site is not a valued landscape, or form part of a wider valued landscape for the purposes of NPPF §174 a).



Appendix C – Figures

Figure 1 – Location of Panoramic Photography

Figure 2 – Panoramic Photographs and Illustrative Photographs



21-423 Land at Omega North

Figure I - Panoramic Photography Location Plan



Land at Omega North, Warrington - List of Panoramic Photographs of and to Site

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Panoramic Photograph 3 – View west from Footpath 38 to Omega North and Site	4
Panorama Photograph 4 – View north west across Omega North towards Site.....	5
Panoramic Photograph 5 – View west along M62 corridor from Junction 8 overbridge	6
Panoramic Photograph 6 – View west along Burtonwood Road adjacent to the Site	7
Panoramic Photograph 7 – View east across eastern half of Site from approximate mid-point	8
Panoramic Photograph 8 – View west from Joy Lane towards west half of Site.....	9
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Panoramic Photograph I – View west over Burtonwood Road to east end of Site



Structure planting screens sight to Omega North

Burtonwood Road with new cycleway

Open field edge to site

Property at Finger Post Farm

Road to Burtonwood is busy and illuminated

Date of photography – 6/11/21
 Camera – Canon EOS 6D
 Height of lens – 1.5m
 Lens focal length – 50mm f-stop f/4
 No. of photographs stitched – 4
 Approximate distance to Site – 15m

Notes

1. General view of the east end of the proposed Site.
2. It shows the structure planting belt that screens sight at close range to the existing logistics sheds at Omega North.
3. The site is edged by Burtonwood Road and a newly surfaced cycle route around its eastern end, Burtonwood Road is a busy route leading to the settlement of the same name.
4. Sight to the open ground of the large field is readily visible as there is no boundary hedgerow.
5. There is a gentle slope across the field from north to south with the fall leading down to the tree belt that stops longer views from this location.



Client
Oyster Capital

Project
Land at Omega North

Figure Title
Site Panoramic Photograph I

Date 6/11/21	Scale Not to scale
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Job No 21-423	Figure No 02 - Sheet I	Rev
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Panoramic Photograph 2 – View south from Footpath 28 to the Site



Route of Footpath 28
Junction of Tan Hill Lane and Burtonwood Road

Structure planting belt to north of Omega North

Fingerpost Farm buildings

Hermes Warehouse and others visible above tree line

Highfield House farm and barns
Native hedgerow between fields that the path crosses

Date of photography – 6/11/21
 Camera – Canon EOS 6D
 Height of lens – 1.5m
 Lens focal length – 50mm f-stop f/4
 No. of photographs stitched – 4
 Approximate distance to Site – 280m

Notes

1. Photograph taken from Public Footpath Burtonwood 28 where it reaches a field boundary.
2. It illustrates the wide, generally flat and open landscape of the locality.
3. Mature trees in field boundaries or woodland blocks are absent and the main tree cover in the scene is the structure planting to the north of Omega North.
4. The lack of hedgerow division of the fields or as boundaries to roads adds to the sense of an open and generally un-scenic landscape character.
5. From this more distant view the logistic sheds of Omega North are clearly visible above the structure planting and from the skyline.
6. Other built form in the scene relates to the farm buildings at Finger Post and Highfield Farms.
7. Given the general lack of hedgerows traffic along Burtonwood Road is clearly visible from this location but not the M62.



Client
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Project
Land at Omega North

Figure Title
Site Panoramic Photograph 2

Date 6/11/21	Scale Not to scale
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Job No 21-423	Figure No 02 - Sheet 2	Rev
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Panoramic Photograph 3 – View west from Footpath 38 to Omega North and Site



Route of Footpath 38 Access track to Dial Post Farm	Silage and straw bales used to prevent access to field	Upper parts of Omega North evident Large open field with no sub-division but with hedge boundaries	Structure planting to north of Omega North	Hedgerow marks route of Tan Hill Lane
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Date of photography – 6/11/21
 Camera – Canon EOS 6D
 Height of lens – 1.5m
 Lens focal length – 50mm f-stop f/2.8
 No. of photographs stitched – 4
 Approximate distance to Site – 250m

Notes

1. Photograph from Public Footpath Burtonwood 38 looking east towards Omega North and the Site.
2. The upper parts of the warehouses at Omega North are visible above the structure planting.
3. To prevent unlawful access to the field bales of straw and silage have been placed along the track edge.
4. Fly-tipping appears to a repeated problem in the area (see Plate 6) and fridges had been dumped at the end of the lane.
5. The landscape to this side of the Site benefits from increased hedgerow retention as field boundaries.



Client Oyster Capital		
Project Land at Omega North		
Figure Title Site Panoramic Photograph 3		
Date 6/11/21	Scale Not to scale	
Job No 21-423	Figure No 02 - Sheet 3	Rev

Panorama Photograph 4 – View north west across Omega North towards Site



Slip road from east bound M62 at Jnc 8

Structure planting between M62 and Omega North

Lockheed Road

Hermes distribution warehouse

Extensive lorry park associated with warehouse

Warehouses on south side of M62 starting to be more visible

Structure planting belt separating Site from existing warehouse

Date of photography – 6/11/21
 Camera – Canon EOS 6D
 Height of lens – 1.5m
 Lens focal length – 50mm f-stop f/2.8
 No. of photographs stitched – 4
 Approximate distance to Site – 340m

Notes

1. View taken from joint footpath / cycleway that leads up to the M62 Jnc 8 overbridge.
2. This viewpoint gives an elevated position to look down upon the Hermes facility and gives an impression of the logistic landscape near Jnc 8.
3. It shows the existing character of this part of the M62 corridor to the west side of the Jnc 8.



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Project
Land at Omega North

Figure Title
Site Panoramic Photograph 4

Date 6/11/21	Scale Not to scale
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Job No 21-423	Figure No 02 - Sheet 4	Rev
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Panoramic Photograph 5 – View west along M62 corridor from Junction 8 overbridge



M62 structure planting Omega South warehouses M62 Eastbound Brakes and Hermes logistic centres Eastbound Jnc 8 slip road leading to overbridge Structural tree planting

Date of photography – 6/11/21
 Camera – Canon EOS 6D
 Height of lens – 1.5m
 Lens focal length – 50mm f-stop f/2.8
 No. of photographs stitched – 4
 Approximate distance to Site – 380m

Notes

1. This view illustrates the logistic facilities either side of the M62 corridor to the west of Jnc 8.
2. It shows that with the large built form of the Brakes and Hermes facilities that the Site behind them is predominately hidden from view from the M62.
3. The same warehouses also largely screen sight of the structure planting belt set to their north side.
4. The landscape is a busy, noisy one with vehicle movements and engine noise making the scene active.



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Project Land at Omega North		
Figure Title Site Panoramic Photograph 5		
Date 6/11/21	Scale Not to scale	
Job No 21-423	Figure No 02 - Sheet 5	Rev

Panoramic Photograph 6 – View west along Burtonwood Road adjacent to the Site



Eastern end of Site sloping to south Structural tree belt to south of site	Open field boundary Finger Post Farm and tree planting	New cycleway adjacent to Burtonwood Largely flat topography running up to low ridge	Rare hedgerow tree and gappy hedgerow to field Urban feel to road corridor with wide path, mown verges and bollards
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Date of photography – 6/11/21
 Camera – Canon EOS 6D
 Height of lens – 1.5m
 Lens focal length – 50mm f-stop f/5.6
 No. of photographs stitched – 4
 Approximate distance to Site – 2m

Notes

1. Looking along Burtonwood Road the road corridor is widened by the new cycleway.
2. Used by recreational and commuting cyclists it provides a safe, traffic free link between the major employment areas of Omega North & South and Burtonwood.
3. Finger Post Farm is seen next to Burtonwood Road and extending into the field that is the Site.
4. The field has been sown to winter wheat and given its large scale and lack of stock proof fences appears to have been used for arable cultivation for a number of years.
5. The Burtonwood Road corridor is busy with numerous cars travelling at the national speed limit of 60 mph and would provide a view to the Site alongside this section measuring 170m.
6. The overall landscape character is as a disturbed area of arable farmland with low hedgerow and tree cover combined with an edge of settlement character.



Client Oyster Capital		
Project Land at Omega North		
Figure Title Site Panoramic Photograph 6		
Date 6/11/21	Scale Not to scale	
Job No 21-423	Figure No 02 - Sheet 6	Rev

Panoramic Photograph 7 – View east across eastern half of Site from approximate mid-point



Joy Lane Unhedged side of field Finger Post Farm's less developed west side Structural tree belt Large open field that forms east end of Site Hermes warehouse
 Entrance to Footpath 25

Date of photography – 6/11/21
 Camera – Canon EOS 6D
 Height of lens – 1.5m
 Lens focal length – 50mm f-stop f/4
 No. of photographs stitched – 4
 Approximate distance to Site – Adjacent

Notes

1. This view takes in the eastern of the two large fields.
2. It shows its existing relationship with the warehousing of Omega North.
3. There are limited landscape features within this scene with the structural planting fringing Omega North being the most significant vegetative feature.
4. The landscape is predominately flat and the flat lines of the warehouses' roofs emphasise the openness further.



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Project
 Land at Omega North

Figure Title
 Site Panoramic Photograph 7

Date 6/11/21	Scale Not to scale
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Job No 21-423	Figure No 02 - Sheet 7	Rev
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Panoramic Photograph 8 – View west from Joy Lane towards west half of Site



Access track that leads south

Structural belt of trees

Open ground of Site put to improved pasture

Simple shallow sloping landform continues

Hedgerows and occasional hedgerow standard of Joy Lane

Curved, wave like roof form of Travis Perkins warehouse

Date of photography – 6/11/21
 Camera – Canon EOS 6D
 Height of lens – 1.5m
 Lens focal length – 50mm f-stop f/2.8
 No. of photographs stitched – 4
 Approximate distance to Site – On Site

Notes

1. This photograph is taken from the approximate mid-point of the Site where Joy Lane and Knight's Lane meet.
2. The western field of the Site mirrors the eastern end in terms of gently sloping landform set across a large field falling from north to south.
3. The structural tree belt largely screens sight of the warehouses to the south but the wave roof form of the Travis Perkins warehouse is visible.
4. The structural tree planting encloses the south and west of the Site preventing longer views.
5. Joy Lane is effectively pedestrianised from this point to the west end of the Site.



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Project
Land at Omega North

Figure Title
Site Panoramic Photograph 8

Date
6/11/21

Scale
Not to scale

Job No	Figure No	Rev
21-423	02 - Sheet 8	

Panoramic Photograph 9 – View south from Footpath 25 towards Site



Clay Lane continuing to Burtonwood

Finger Post Farm

Position route of Joy Lane marked by tall grass line

Structural tree belt to south of Site

Hermes warehouse visible above tree belt

Highfield Farm barns

Route of field edge Footpath 25

Date of photography – 6/11/21

Camera – Canon EOS 6D

Height of lens – 1.5m

Lens focal length – 50mm

f-stop f/2.8

No. of photographs stitched – 4

Approximate distance to Site – 140m

Notes

1. The scene is largely open and expansive with large field size and limited hedge boundaries or sub-division.
2. The most prominent vegetation in the scene remains the structure planting to the north of Omega North.
3. The large scale and horizontal built form of the Hermes warehouse is clearly evident as people walk down the shallow slope in a southerly direction
4. Highfield Farm is still a working farm with dairy cattle being housed in the barn at the time of the survey.
5. Also visible for the footpath but not shown in this view is caravan storage making use of the space and hard standing associated with the farm



Client
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Project
Land at Omega North

Figure Title
Site Panoramic Photograph 9

Date 6/11/21	Scale Not to scale
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Job No 21-423	Figure No 02 - Sheet 9	Rev
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Panoramic Photograph 10 – View south from high point on Clay Lane



Trig Point marking high point of shallow local ridge
Clay Lane
Finger Post Farm
Structural tree belt
New Burtonwood to Omega North cycle link
Hermes warehouse
Open field sides
Highfield House and farm buildings

Date of photography – 6/11/21
Camera – Canon EOS 6D
Height of lens – 1.5m
Lens focal length – 50mm
f-stop f/2.8
No. of photographs stitched – 4
Approximate distance to Site – 320m

Notes

1. View from highest point on local ridge between the Site and Burtonwood that is marked by a Trigonometry Point by the side of the road.
2. Clay Lane is a continuation of Burtonwood Road and is similar in appearance with the new cycleway set to its side and unhedged fields adjoining it.
3. The lack of field hedges gives an open and expansive character which is added to by the large scale of the fields.
4. The extent and flat nature of the Hermes Warehouse is clearly visible above the structural tree belt and forms a key part of the view for road users travelling south.
5. The open nature of the view also allows sight to elements on the skyline including electric pylons, the solo wind turbine near Burtonwood Services and telecommunication masts



Client
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Project
Land at Omega North

Figure Title
Site Panoramic Photograph 10

Date 6/11/21	Scale Not to scale
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Job No 21-423	Figure No 02 - Sheet 10	Rev
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Illustrative Photographs of Site and surroundings – Sheet 1 of 3



Plate 1 – Structure tree planting belt made up of birch, pines and a range of other native species, estimated 10-12m tall and 20 to 25 years old.



Plate 2 – View from junction of Tan Hill Lane and Burtonwood Road with a narrow pocket view to the east end of the Site.



Plate 3 – View down cycle way that separates Omega North (left) from the Site (right). The bank of planting to the right is the structure tree planting.



Plate 4 – The new cycle way is called Terry O'Neill Way to commemorate the former leader of Warrington Borough Council, it opened in March 2021.



Plate 5 – Busy entrance area to Omega North marked by entrance marker, roundabout and frequent traffic movements.



Plate 6 – Illegal tipping appears to be a problem in the area with these fridges dumped near Footpath 38 and signage warning of fines.

Client Oyster Capital		
Project Land at Omega North		
Figure Title Illustrative Photographs I		
Date 6/11/21	Scale Not to scale	
Job No 21-423	Figure No Illust' Sheet I	Rev

Illustrative Photographs of Site and surroundings – Sheet 2 of 3



Plate 7 – Line of three large warehouses give Omega North its appearance as a logistics hub with Hermes (blue), Brakes (green) and Travis Perkins in row.

Plate 8 – The logistics landscape is continued on the opposite side of the M62 with a similar scale of warehousing.


Plate 9 – Hermes lorry park is screened from the Site by the structural tree belt.



Plate 10 – Finger Post Farm fronts Burtonwood Road near the bend onto Clay Lane. It has recently been re-built with bespoke architecture and boundaries

Plate 11 – The entrance to Joy Lane off Clay Lane with No Tipping signs and a slight by-passed character.

Plate 12 – The west side of Finger Post Farm has not been re-developed and there are signs of stalled development to this side of the property.

		
Client Oyster Capital		
Project Land at Omega North		
Figure Title Illustrative Photographs 2		
Date 6/11/21	Scale Not to scale	
Job No 21-423	Figure No Illust' Sheet 2	Rev

Illustrative Photographs of Site and surroundings – Sheet 3 of 3



Plate 13 – Highfield House and farm buildings behind. The house is currently undergoing refurbishment.



Plate 14 – The view down Joy Lane and the west end of the site appears more rural given the lack and influence of Burtonwood Road.



Plate 15 – The wave like roof form of Travis Perkins appears above structural tree belt.




Plate 16 – Terry O'Neill Way running up the local ridge towards Burtonwood. It is 1.5km long and provides a safer traffic free route than the adjacent road.



Plate 17 – Marker sign giving distances on Terry O'Neil Way. Cycling was observed to be a popular leisure and commuting form of transport.

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Client Oyster Capital		
Project Land at Omega North		
Figure Title Illustrative Photographs 3		
Date 6/11/21	Scale Not to scale	
Job No 21-423	Figure No Illust' Sheet 3	Rev