Six 56 Warrington

Langtree PP and Panattoni

Addendum to Environmental Statement Non-Technical Summary

~~Revision A - 26 March 2019~~ Revision B 15th October 2020

Spawforths has been accepted as a registrant to the Institute of Environmental Management and Assessment's (IEMA) EIA Quality Mark scheme. The EIA Quality Mark demonstrates Spawforths commitment to excellence when providing environmental impact assessment services.

This document now constitutes part of an Addendum to the Environmental Statement originally submitted to Warrington Borough Council (WBC) in April 2019 to accompany the outline planning application for a 'for warehouse development (Use Class B8 with ancillary B1 (a) offices) and associated infrastructure at the Application Site referred to as Six 56 Warrington.

Since the submission of the planning application, consultation responses have been received from key consultees and further discussions have taken place with the Council and their key consultees (namely WBC Highway Officers, Highways England (HE) and their consultants Atkins, WBC Environmental Protection Officers, Historic England and WBC Conservation Officer and Ramboll landscape designers acting on behalf of WBC).

Further clarification and information has been provided in line with requests by HE and WBC Highway's Officer relating to the design of the mitigation and the WMMTM traffic model.

WBC Environmental Protection expressed concerns with exposure to high noise levels that will be experienced at existing properties on Cartridge Lane and sensitive receptors within the site comprising Bradley Hall Cottages and Bradley View to potentially unacceptably high noise levels, even with mitigation in place, based on the worst case estimates of the proposals as illustrated on the submitted masterplan and parameters plans.

Landscape Consultants Ramboll's acting on behalf of the Council have also recommended further supplementary information, including an assessment of potential effects on the visual amenity of properties in the vicinity, in order to provide greater transparency to the LVIA and its findings and to aid WBC in its determination of the application. Consequently, the illustrative masterplan and parameters plans have evolved to address comments raised by these key consultees and reduce the noise impacts on sensitive receptors within the site with realignment of estate roads and other minor amendments including details of the highway access into the Site.

In order to ensure the Addendum is understandable and to avoid extensive cross referencing, changes have been integrated within the original text of the ES and its technical papers to form a single Addendum to the ES. Wherever changes or additions have been made to the text of the original ES, the text has been underlined and anything that is no longer relevant or valid has been struck through but retained within the text. A log is also included within this Report so that the text removed (i.e. the text struck through within the paper) is identified and a reason for its removal provided. This Addendum should however be read in conjunction with the original ES (March 2019) as not all the technical papers have been subject to change.

Report Author ..... Gavin Winter

Report Date ..... 21st July 2020 ~~11 March 2019~~

Project Number 4055

Document Reference P0-TP-SPA-RP-P4055-0021-B ~~18-A~~

Contents

Introduction

This is the Addendum to the non-technical summary for an Environmental Statement (ES) which has been prepared on behalf of Langtree & Panattoni to accompany an outline planning application for warehouse development (Use Class B8 with ancillary B1(a) offices) and associated infrastructure at the Application Site referred to as Six 56 Warrington.

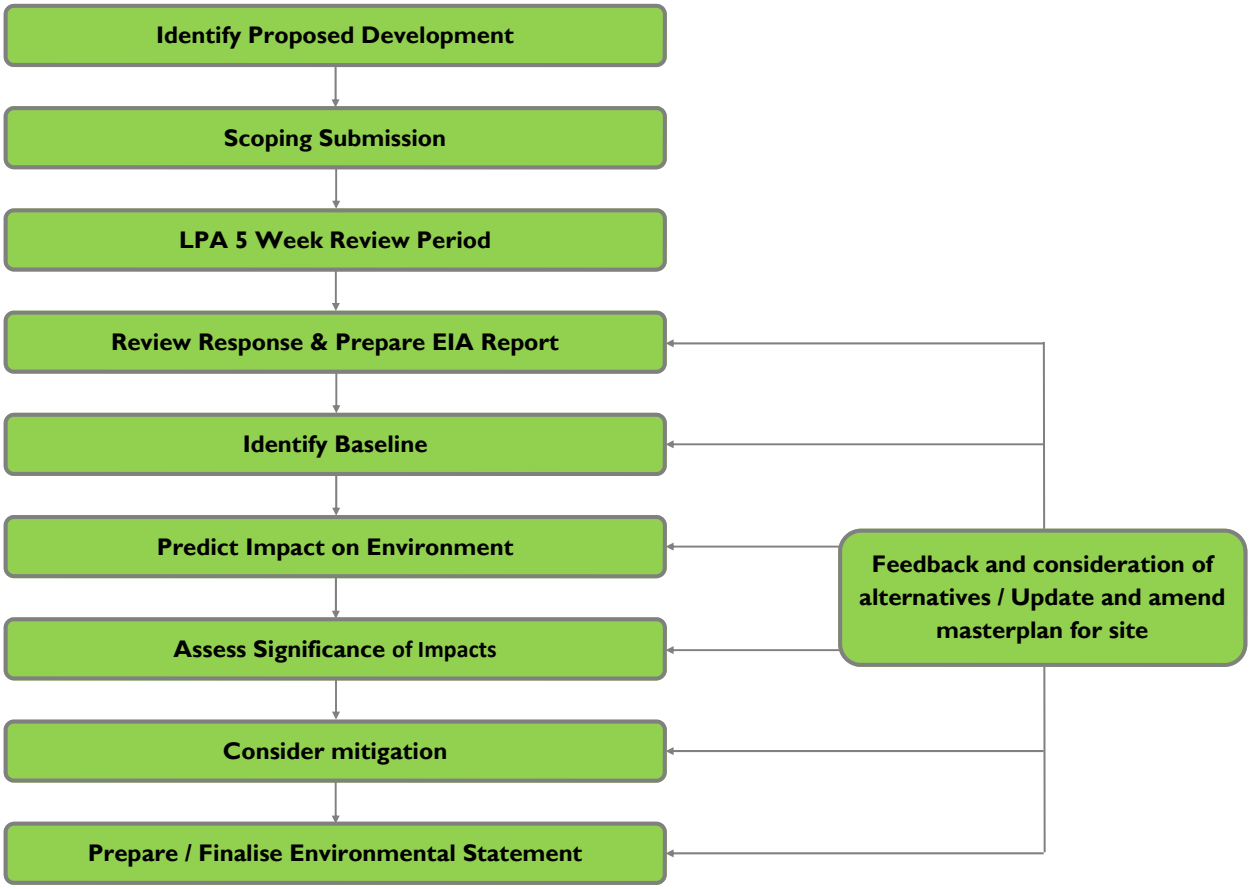
This document is a summary of the ES that has been submitted as part of the outline planning application with all matters reserved, except for access, having regard to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (As Amended). The report describes the physical characteristics of the development, its land use requirements, an outline of the main alternatives considered and a description of the effects on the environment which are likely to be effected by the development.

These include:

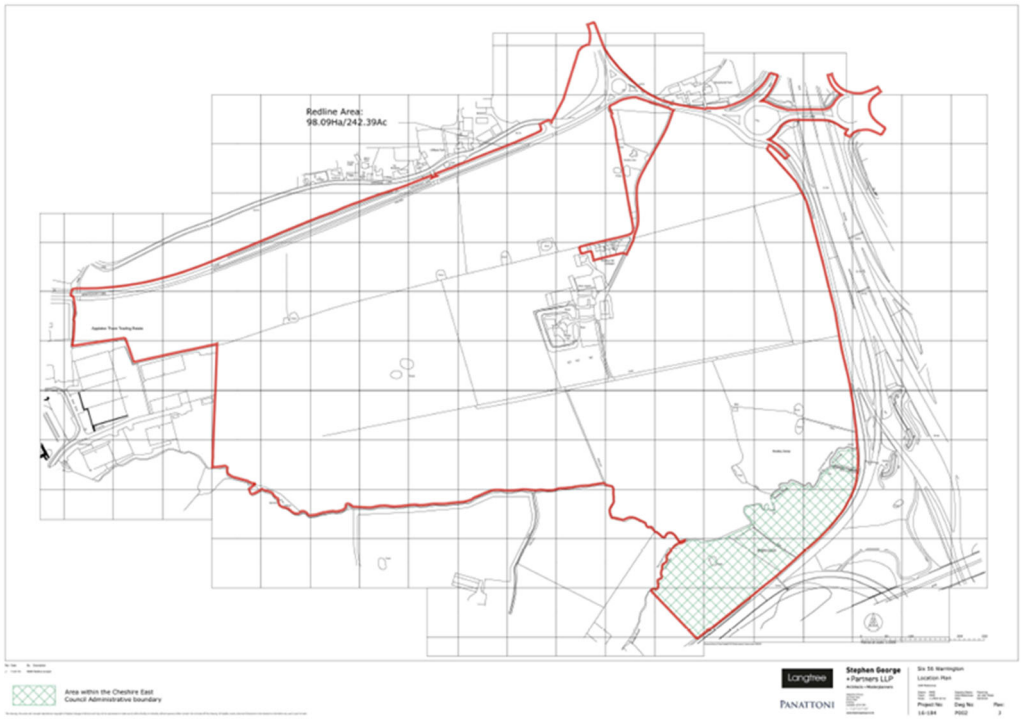
- Direct, indirect or secondary effects
- Cumulative effects
- Short, medium or long term effects
- Permanent or temporary effects
- Positive or negative effects

The report also identifies any measures required to mitigate potential adverse impacts of the proposals within and around the application site. Full details can be found within the Environmental Statement.

EIA Process



Introduction



Left: Location Plan

Below: Updated Illustrative Master plan

Site Description

The Site is located in the North West of England, predominantly within the local authority area of Warrington.

The Site is located to the southeast of the town of Warrington (approximately 6 km (3.5 miles) from the town centre) and between the cities of Liverpool and Manchester (approximately 22km (13 miles) and 31km (19 miles) respectively). It is also located approximately 16km (10 miles) from Manchester Airport.

The M56 Motorway and M6 Motorway interchange (Junction 20 and 20A of the M6 and Junction 9 of the M56 Motorways) is located adjacent to the south east of the Site, with the M56 Motorway running east-west to the south of the Site, providing links to Cheshire and Greater Manchester; and the M6 Motorway running north-south to the east of the Site, provide links to Lancashire, Staffordshire and Greater Manchester, as well as the M62 Motorway at Junction 22A of the M6 Motorway to the north, which provides links east-west to Liverpool, Greater Manchester and Yorkshire.

The Site relates to an area of land of approximately 98.09 hectares (242.39 acres) in extent and is irregular in shape.

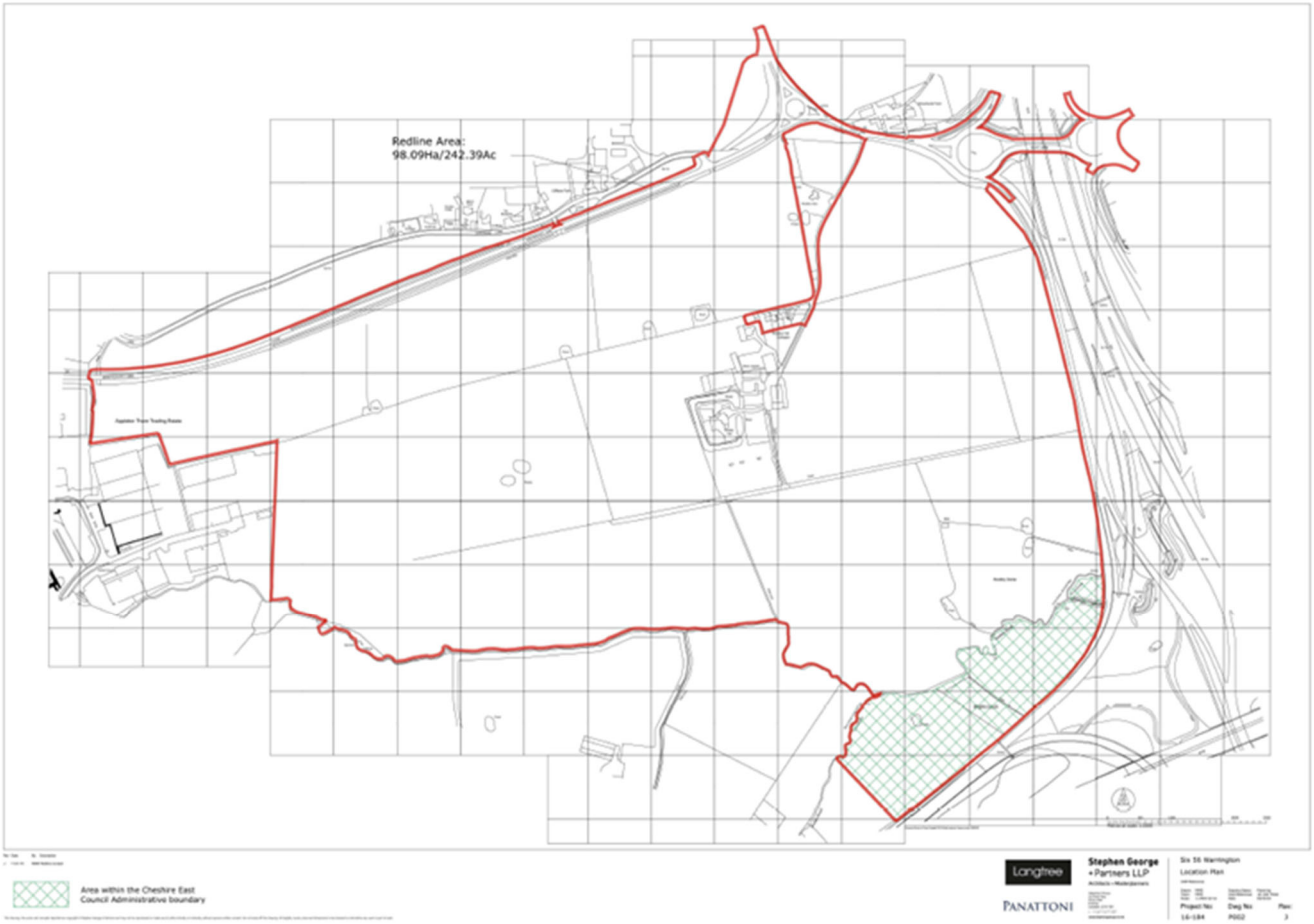
The Site is bound by the B5356 Grappenhall Lane and the A50 Cliff Lane to the north and motorway slip road to the east. Appleton Thorn Trading Estate, Barleycastle Trading Estate and Stretton Green Distribution Park are located to the west and Bradley Brook runs east-west to the southern boundary. The Site is predominantly farm land (arable and pastoral for cattle), with a series of hedges and trees to field boundaries. Bradley Hall Farm consists of a farm house and a series of farm buildings as well as a further residential property. There are a number of other neighbouring residential properties that are adjacent to, but outside the Application Site, including the Bradley Hall Cottages, which are all retained. The farm buildings adjacent to the Bradley Hall Farmhouse will be demolished as part of the proposals. Bradley Hall moated site is a Scheduled Ancient Monument (SAM) located within the Site boundary, to the eastern part of the site, adjacent to the farm buildings. It comprises the buried and earthwork remains of a medieval moated site for a medieval manor house, which is to be retained. The moated island is partly occupied by the farm house associated with Bradley Hall Farm, which is excluded from the Scheduling, but which will be retained. ~~and converted to B1a office use as part of the Proposed Development.~~ However, the Applicant will agree to terminate the use of the buildings for residential purposes on the grant of any outline planning permission to avoid any impacts on residential amenity, given the proximity of this building to proposed industrial uses. The future re-use and conversion of this building will be subject of a separate change of use application.

Any subsequent application will give further consideration to the impact any change of use will have on the setting of this heritage asset and the SAM. Beyond the northern boundary of the Site (within the triangle of land outside of the Application Site to the south of Cliff Lane) is a residential property and associated outbuildings, which is accessed from the A50 Cliff Lane via the same access as Bradley Hall Farm. There are Grade II* and Grade II Listed Buildings located beyond the south of the Site and to the north of Barleycastle Lane (Tanyard Farm Building and Barleycastle Farm House). There are other listed buildings within the wider area (see Cultural Heritage section). There are some wooded areas and wooded outcrops within the Site, including Bradley Gorse and Wrights Covert within the south east of the Site. A series of field boundaries consisting of hedgerows and trees and a number of ponds (ten in total) and ditches are located across the Site.

The character of the area is generally rural, with farms and agricultural land. However this is interrupted with the Strategic Highway Network and further industrial/logistic uses, most notably those beyond the Site boundary to the south, south west and east. Vehicular access to the Site is currently via Bradley Hall Farm from the A50 Cliff Lane, which has direct access to Junction 20 of the M6 Motorway, as well as Junction 9 of the M56 Motorway. There are also four field access points available from the Site's 1.15km long frontage to the B5356 Grappenhall Lane.

There are three designated Public Rights of Way across the Site, all of which are Footpaths. Footpath No 28 runs between the residential properties adjacent to Bradley Hall Farm in the east and Appleton Thorn Trading Estate in the west, however no actual connection is available on foot into the trading estate at its western end. Also, Footpath No's 31 and 23 run north-south across the site along the route of the main site access between Howshoots Farm to the north-east and Barleycastle Lane to the south of the Site. The Site's topography is generally level, although it has two distinct areas of topography that are separated by a ridgeline running east to west. The northern plateau is a relatively flat area and the southern plateau becomes more undulating, with occasional ponds and depressions.

The Site is currently designated as Green Belt within the adopted Local Plan Core Strategy (July 2014) and Saved Proposals Map. The Site however forms part of a wider area identified for future growth in the form of the Garden Suburb within the emerging new Local Plan (Preferred Options Consultation (July 2017) and Draft Publication Version of the Local Plan (March 2019). The Site is identified for employment development which can be delivered independently of the Garden Suburb.



Above Left: National Context; Above Right: Regional Context; Bottom: Local Context

Development Description

The application will be an outline planning application as described below:

The outline application (all matters reserved except for means of access) comprises the construction of up to 287,909m² (3,099,025ft2) (gross internal) of employment floorspace (Use Class B8 and B1(a) offices) including ~~change of use of~~ retention of Bradley Hall Farmhouse (cessation of residential use) ~~to B1 (a) office use (335m² (3,600ft²))~~, demolition of existing agricultural outbuildings and associated servicing and infrastructure including car parking and vehicle and pedestrian circulation, alteration of existing access road into site including works to the M6 J20 dumbbell roundabouts and realignment of the existing A50 junction, noise mitigation, earthworks to create development platforms and bunds, landscaping including buffers, creation of drainage features, electrical substation, pumping station, and ecological works.

All matters, except for the Means of Access are reserved for consideration at a later date.

Warrington Borough Council's Preferred Development Option Regulation 18 Consultation (July 2017) and Submission Version of the Local Plan (March 2019) identifies the Site for redevelopment for Employment Use. The evidence based prepared to inform the Preferred Development Option Regulation 18 Consultation Document, includes The South Warrington Urban Extension Framework Plan Document (SWUEFP) (June 2017) and Warrington Garden Suburb Development Framework Document (March 2019) produced on behalf of Warrington Borough Council which also classifies the Site for redevelopment for Employment Use. The Council also consulted ~~are seeking to consult~~ on the next stage of their Local Plan, the Proposed Submission Version Local Plan ~~from~~ in April 2019, for a period of 8 weeks. This Submission Version of the Local Plan was presented to Full Council Board on the 25th March 2019, seeking approval to commence public consultation.

During the evolution of the proposals, a number of parameters have been fixed, and form the basis of the environmental assessments. These parameters have subsequently evolved following submission of the Application, in response to issues raised from key statutory consultees.

An Illustrative Masterplan (updated to include changes to the proposals) shows how the site could be developed, taking account of the Site Parameters.

The parameters that inform the proposals for the Site have been generated from the key drivers identified within the SWUEFP and Garden Suburb Development Framework (March 2019). From this starting point, the arrangement of the Site has been heavily influenced by the presence of the Scheduled Ancient Monument on Site, the neighbouring land uses, including the sensitive residential receptors, the strong transport links and facilities that establish a series of hard boundary conditions, site topography and geological features, and substantial landscape features including Bradley Gorse and Bradley Brook to the immediate South East of the Development Site.

The scheme's evolution ~~will be~~ was influenced by a sequence of development plateaus relating to their immediate and wider context arranged around access routes through the Site. The scope of development of each of the plateaus is directly related to that of its immediate neighbours and the associated boundaries of that plateau. Environmental testing has also influenced the scheme evolution. These parameters are grouped into a series of themes and are identified across a suite of Parameter Plans. These themes are as follows:

- Development Cells – Developable areas across the site and associated site areas.
- Disposition – Land use and disposition of uses across the site, number of units, building heights, finished floor levels, floor space and car parking provision.
- Green Infrastructure – strategic landscaping, open green corridor, ecological mitigation, buffers and bunds, retained vegetation
- Access and Circulation – points of access into the Site, improvements to A50 junction and M6 J20 dumbbell roundabouts including existing, proposed and diverted footpaths and cycleways and areas safeguarded for potential highway improvements.
- Drainage – including details proposed drainage strategy
- Noise – including areas identified for noise mitigation
- Building Heights – zonal areas identifying maximum building heights across the site
- Heritage – buffers to Heritage Asset
- Demolition – buildings proposed for demolition

Updates to the Parameters Plan include minor realignment of one of the access points into the Site, minor amendments to the location of the surface water drainage features and minor amendments the location of landscape bunds and attenuation barriers to address comments raised by key consultees and reduce the noise impacts on sensitive receptors within and adjacent to the site. These Parameters will be controlled by a suitably worded planning condition on any future planning permission and all reserved matters submissions will have to adhere to the Parameters that are agreed as part of the outline permission.

Development Description

Parameter Plans — Top Left: Green Infrastructure Plan; Middle: Development Cells; Bottom Left Drainage

Planning Policy Context

Section 38 of the Planning and Compulsory Act 2004, states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

Section 38 of the Planning and Compulsory Purchase Act 2004, states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

The statutory Development Plan for the consideration of this application comprises the Adopted Local Plan Core Strategy (July 2014).

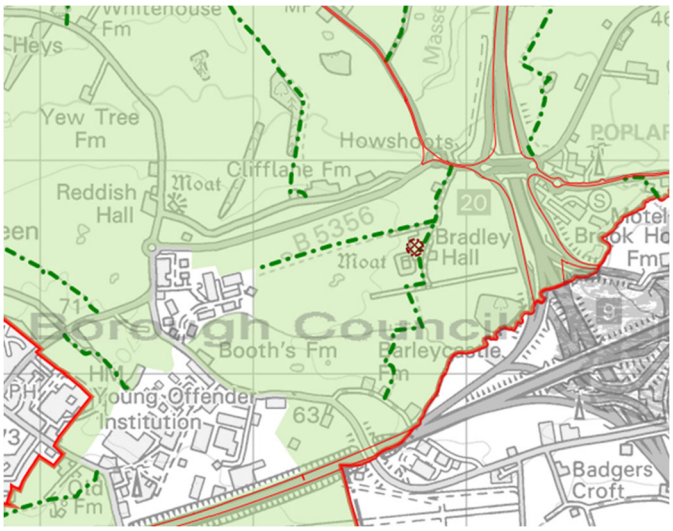
The High Court Challenge to the adoption of parts of the Warrington Local Plan Core Strategy was heard on 3 and 4 February 2015 with judgement given on 19 February by Mr Justice Stewart. The Judge ruled in favour of the council on six of the nine issues that the claimant challenged on. The outcome resulted in the removal of elements of the housing policies from the Local Plan.

The parts of the Plan which have been overturned are:

- The housing target of 10,500 new homes (equating to 500 per year) between 2006 and 2027; and
- References to 1,100 new homes at the Omega Strategic Proposal.

Not all of the Local Plan Core Strategy has been overturned. All other policies within the plan remain unaltered.

Consideration will also be necessary to the appropriate weight to be afforded to the development plan following the publication of the National Planning Policy Framework (hereafter referred to as 'The Framework'). This is also considered in the context of the National Planning Practice Guidance (hereafter referred to as 'PPG').



Above Left: Adopted Local Plan Core Strategy Proposals Map extract

The Adopted Core Strategy Policies Map currently identifies the Site as Green Belt land.

The Adopted Local Plan Core Strategy sets out the overarching strategic policy document for the borough of Warrington.

Warrington Council consulted on their Local Plan Preferred Development Option Regulation 18 documents in September 2017.

This preferred development option sets out the Borough's growth ambitions and housing and employment needs to reflect this aspiration. To achieve the growth ambitions and meet the need over the 20 year plan the Council recognized that land will need to be released from the Green Belt to deliver at least 9000 homes and 252 ha of new employment space. This is underpinned by a range of evidence which provides a robust case for housing need and economic growth to be aligned. The Council believes planning for this level of growth provides a unique opportunity for Warrington to make the transition from a New Town into a New City.

The Preferred Development Options Document confirms that Warrington has significant ambitions for economic growth, as reflected in the Warrington Means Business regeneration programme, updated in December 2016 and in the scale of development proposed as part of the Cheshire and Warrington Devolution bid. The devolution bid figure has now been embedded in the Cheshire and Warrington Local Enterprise Partnership's (LEP) Strategic Economic Plan (SEP). The LEP has undertaken further work in preparing the SEP, working closely with the Council, to analyse the job growth figures across Cheshire and Warrington as a whole and specifically in respect of Warrington. The LEP and the Council are confident the level of growth proposed is achievable with the interventions set out in the SEP and the scale of public and private sector investment the LEP is seeking to secure. The Council is therefore making the positive decision to plan for this level of growth.

The evidence base within the Council's Economic Development Needs Assessment (EDNA) (2016) also confirmed the Objectively Assessed Need for employment states local needs requires a further land of 381 ha to 2037.

The Preferred Development Option identifies four main areas of growth – The City Centre, the Waterfront, a Garden City Suburb in the South East of the Borough (currently identified as Green Belt land) and a South West Urban Extension.

Planning Policy Context

The south eastern extension of Warrington will create a new Garden City Suburb, providing the potential development of around 7,000 new homes to be delivered over the full 20 years of the Plan. The suburb will also provide a major new employment area as an extension of the existing Appleton Thorn / Barleycastle estates at the intersection of the M6 and M56. This includes the Application site which is identified for employment use. The Garden Suburb development option is also underpinned by the South Warrington Urban Extension Framework Plan Document (SWUEFP) (June 2017) and Garden Suburb Development Framework (March 2019) produced on behalf of Warrington Borough Council.

The Council ~~are seeking to~~ consulted on ~~the next stage of their Local Plan,~~ the Proposed Submission Version Local Plan from April 2019, for a period of 8 weeks. This Submission Version of the Local Plan was presented to Full Council Board on the 25th March 2019, seeking approval to commence public consultation. The Council ~~will then~~ are reviewing all of the representations made during the consultation prior to submitting the Plan for 'Examination in Public' to be carried out by an independent Inspector. Following the Examination in Public, the Inspector will issue a report setting out their recommendations, including any required modifications to the Plan. The Council must carry out a final consultation on any Main Modifications before formally adopting the Plan.

~~Whilst the Submission Version of the Local Plan has not commenced formal consultation at the time of submission of this planning application, the Local Plan has been presented to Members at a Full Council Committee Meeting.~~ In summary, the Local Plan and its supporting evidence base confirms the following:

- The Council has updated its evidence base relating to housing, employment and retail needs to ensure the Plan is based on up to date evidence, meets the requirements of the NPPF 2019 and associated Planning Policy Guidance.
- The Council's updated Economic Development Needs Assessment (2019) has re-confirmed the scale of employment land that the Council needs to plan for. The Plan makes provision to meet the full requirement of 362ha of employment land between 2017 and 2037. This means there is a requirement for provision of around 215ha of employment land through Green Belt release.
- The Proposed Submission Version Local Plan proposes a minimum housing requirement of 945 homes per annum, which equates to 18,900 new homes compared to the 1,113 per annum proposed in the Preferred Development Option. Around 7,000 of these homes through release of Green Belt land. This housing requirement is around 4% above the minimum housing requirement under the Government's Standard Housing Methodology (using the 2014 based Household Projections, in accordance with Government's Planning Practice Guidance).
- The proposed spatial strategy continues to identify a new Garden Suburb to the south east of the main urban area, which will deliver around 5,000 homes (including 4,200 through Green Belt release) in the Plan period up to 2037, with a potential for a further 2,300 homes from Green Belt release beyond the Plan period.
- The Garden Suburb Employment Area (116ha), which includes the Proposed Development Site will meet a large proportion of the Borough's identified B8 requirement. The Submission Version of the Local Plan confirms that it will benefit from proximity to the Garden Suburb's neighbourhood centre and contribute towards planned improvements to road infrastructure. Proposed Policy DEV4 - Economic Growth and Development confirms that the Proposed Development Site will contribute towards meeting the Council employment land requirement.
- Key development requirements and principles of the Garden Suburb, including details of phasing and the requirement for a delivery strategy, are set out in a Proposed Policy Allocation - Policy MD2 - Warrington Garden Suburb which provides a framework to deliver the 116 hectares of employment land.
- The adopted Core Strategy remains the statutory development plan until such time as the new Local Plan is adopted, however the emerging Local Plan evidence base is highly relevant to the Proposed Development.

Development Need

The Application is made in the context of a significant shift in in economic evidence that is informing the emerging Local Plan for Warrington. The context to this Application in economic terms is set out in greater detail within Technical Paper 6 of the ES Part 2 (Socio economic Addendum).

The need for economic development is particularly evident in the logistics sector and there is a significant need for new employment floorspace particularly for logistics in the UK. The logistics sector is a key growth area for the region and will be an important catalyst for further growth in the region. The Northern Powerhouse Strategy (2010) recognizes the logistics sector is a key enabler of growth and predicts the logistics sector will grow by 83% between 2013 and 2035. By expanding the logistics sector in Warrington, which has strong history of successful logistics investments due to its proximity to the motorway network, the Six 56 Development Proposals will make an important contribution in achieving the Governments Northern Powerhouse ambitions.

There is a significant need for logistics floorspace to serve the North West and the Cheshire and Warrington sub-region occupies a strategic location with close links to Manchester, Liverpool and the Midlands, with unique cross border opportunities with the Mersey Dee Economic axis. The area is also well positioned to take advantage of the continued major investment in the Port of Liverpool, including the new Panamax container terminal. The locational advantage of Warrington to the logistics sector is also evidenced by the proven success of Omega, which enhances Warrington's reputation as a centre for logistics and distribution. Omega North is now substantially complete and occupied, therefore there is a need for new large scale sites, with similar locational advantages in the South of the Borough to meet the needs of logistics operators in the sub-region.

National agents JLL report that long term demand in terms of regional take up show the strength of the North West logistics and industrial sectors. The market has an average Grade A 10 year take up of 2.3 million sq. ft per annum. Demand in the region remains strong with over 1.4 million square feet of speculative build/build to suit units contracted in the first 7 months of 2020 in the North West.

On a regional basis there are eight speculative build units available with a total area of 1.259 million square feet. There are four units available under construction totalling 0.75 million square feet one of these units is currently under offer. There are two Grade A buildings available of totalling 0.557m square feet.

In terms of supply based on the five-year average take up of 2.1 million sq ft there is 14 months' supply and on the ten-year average take up of 2.3 million sq ft there is 13 months' supply.

In summary, the North West industrial and distribution market has had a consistent take up of speculative, Grade A units and build to suit sites despite the various economic and political issues of the last three years. The demand is driven by the expansion of new emerging sectors, the consolidation/ expansion of established businesses and the impact on supply chains of the COVID 19 pandemic. ~~the North West has a supply of speculative / Grade A units of 2,567,953 square feet including units under construction which will not be available until between August 2020 and January 2021. A unit of 103,968 square feet is under offer. This is a 13- or 14-month supply based on the five- and ten-year average regional take up.~~ There are no sites immediately available along the M6 corridor between junctions 20 to 23 where the majority of distribution requirements are focused. Warrington Borough has no further land available to develop industrial/logistics buildings of scale at motorway locations. ~~that in 2018, there has been approximately 4.2 million sq ft (390,186 sq m) of large scale premises take-up across the North West region. With total Grade A & Grade B space 2018 totalling over 4.2 million sq ft, this is the highest year on record up 30% on 2017 and up approx. 30% on the five year average (2014-2018). Design & build / speculatively built space accounted for 50% of all take up, which reinforces the need for further large -scale development sites to accommodate future demand for new build accommodation. At the end of 2018 there were 14 large scale logistic units speculatively under construction in the North West totalling approximately 3 million sq ft, eleven of which have now reached or with practical completion being imminent. With the 10-year average new build take up of approximately 2.5m sq ft this is currently standing at just over 1 years supply. Should 2019 take up levels hit 2018 recorded levels of 4 million sq ft JLL expect to see many of these units let during 2019. With increasing numbers of businesses seeking sites for distribution and warehouse facilities in strategic locations, with easy access to~~

~~the region's major transport networks this speculative supply will be quickly taken up by ongoing pent up demand.~~

This confirms that there is still a chronic imbalance between supply and demand as logistics operators continue to seek sites for distribution and warehouse facilities in strategic locations with easy access to the region's major transport networks.

This demand for large scale employment sites in strategic locations within the Borough corresponds with the ambitions of the Council's Economic Growth and Regeneration Programme (Warrington Means Business) (2017) to grow the economy and the Council's Economic Development Needs Assessment (EDNA), which identifies the future quantity of land and floorspace (in quantitative and qualitative terms) required for economic development use in Borough, which informs the emerging Local Plan and decisions on future land allocations.

The Study forecasts the role of logistics in the regional economy will continue to expand as the pent up demand in this sector continues. This translates into additional growth in jobs in this sector and employment floorspace requirements, with the EDNA reporting the need to meet this demand and the interest from stakeholders consulted as part of this Study by identifying further strategic scale sites in the Borough, particularly in South Warrington with access to the M56, which would require adjustments to Green Belt boundaries to meet the scale of the need.

Evidence in the Council's Updated Economic Development Needs Assessment (2019), which aligns itself with housing need concludes that the Borough has an employment land need, of 362 hectares to 2037 and that land will need to be released from the Green Belt to deliver 215 hectares of this employment need.

The Six 56 Application Site was identified in the Preferred Options Local Plan Document and now in the Proposed Submission Version of the Local Plan (April 2019) as an employment location as part of the strategic employment site at Junction 9 of the M56 and Junction 20 of the M6 which forms a key component of the wider Garden Suburb and will meet the majority of Warrington's employment land requirement.

The Application Site meets with the locational requirements and site requirements for logistics operators. These locational characteristics and site requirements cannot currently be fully met at any other location within the Borough. The site is a flat and expansive with no topographic constraints. It is accessible to the supporting supply chain and it will be close to an established employment area and an area of population growth, given it forms part of a Garden Suburb in which up to 7000 additional houses are now proposed. All these attributes are key drivers for logistics operators when making decisions on locations for new employment space. It is logical therefore for employment land to be allocated in this location which is attractive to the employment market and will continue the success in the Borough provided by Omega.

An Alternative Site Assessment has also been undertaken which considers the availability of sites in the Borough and sub-region to accommodate the Proposed Development. This assessment considered a number of sites and concludes that there are no other sites available to deliver the Proposed Development in part or in whole. This further supports the need for the development of the Site for employment development to help meet the employment need in the Borough.

Regeneration Need

The delivery of this site as a strategic employment site is a fundamental element of the Council's regeneration programme and plans for economic growth set out in the Council's emerging Local Plan which identifies the specific locational advantages of this site in terms of its size and close proximity to the strategic road network in identifying this as a preferred site for employment use. Delivery of high quality logistics floorspace on this site will act as a catalyst for urban regeneration and will aid delivery of the wider Garden Suburb, creating a well-balanced community by generating significant long term employment. The Application Proposals will help to support the regeneration of these neighbourhoods, providing a range of accessible jobs and working with organisations such as Warrington & Co., will help to ensure that the uptake of employment by economically inactive residents can be optimised.

There is also a wider regeneration need for the Borough. The Application proposals will help deliver the Council's regeneration ambitions and stimulate economic growth in the local and sub-regional economy and complement development elsewhere, helping to attract additional investment and business. The number of operational jobs that could be generated on-site as a result of the proposed development, based on the floorspace provided is 4,113 full time jobs.

It is also estimated that the Operational Phase of the Proposed Development would generate net additional GVA of around £210 million per annum within the Cheshire and Warrington LEP area.

Consideration of Alternatives

As part of the consideration of the alternatives, the most appropriate location and the consideration of sites for the Proposed Development have been considered. This is addressed fully within the Alternative Sites Assessment and addendum information (Appendix 10 of the ES Part 1 Report) and summarised in the Alternative Sites Assessment sub-section below.

A series of alternatives associated with scheme design have also been considered as part of the evolution of the Proposed Development. These are as follows and are also summarised below:

- Do nothing
- Preferred Option
- Preferred Option - Scheme Evolution

Alternative Site Assessment

The Application Site is designated as Green Belt. In line with National Policy and the adopted Development Plan requirements, development that is identified as being 'inappropriate' in Green Belt should not be approved except in 'very special circumstances'. The case for 'very special circumstances' is set out as part of the planning justification within the Planning Statement. The Alternative Sites Assessment report considers whether there are potential alternative sites that could accommodate the proposed development in whole or in part. This is not in itself a 'test' of national Green Belt policy, but where there is a lack of alternatives to accommodate a development, this may form a part of the case for development.

Warrington Borough Council has acknowledged through published 'needs' studies as part of the evidence base for its emerging Local Plan that to meet development needs in Warrington, particularly through large scale developments, there will be a need to use land that is currently in Green Belt.

The Alternative Site Assessment therefore considers whether there are any sites that are deliverable to meet the scale of needs accommodated within the Application Proposals. For robustness, the scope for disaggregation, based on the Proposed Development Cells was also considered.

In reviewing the potential for alternative sites, consideration has been given to any allocated employment sites remaining in the adopted Core Strategy that are over 2.3 Ha in area and could accommodate a unit of 8,918.7m². This is based on the smallest unit and plot / development cell identified on the updated Parameters Plans and Illustrative Masterplan at Appendix 4 and 5 of the ES Part 1 Report.

Sites with permission for employment development and built out with unoccupied units and sites that have been promoted and are identified in the emerging Local Plan are also considered.

A number of existing employment sites identified in both the adopted Core Strategy and referenced as available in the EDNA (2019) have been considered and discounted. The Alternative Sites Assessment report (Appendix 10) provides further commentary outlining the reasons these were discarded and discounted.

The assessment takes a series of stages. Stage 1 is to establish whether the identified sites meet the minimum requirements for logistics development, namely proximity to the motorway network, good access to this via A roads, public transport connectivity and ability to mitigate for sensitive uses where these are present.

Stage 2 then considers a range of additional factors to establish the suitability of development such as site shape and proximity to workforce. Stage 3 then assesses the remaining sites and considers the approach taken by the Local Plan and Green Belt Assessment in 2016 and 2017. This approach has been agreed and accepted by the Council as it has assessed the Application Site in the Green Belt Assessment and concluded that it is suitable to take forward for development in the emerging Local Plan.

The Assessment considered nine sites. A plan of the sites is included within the Appendices of the Alternative Site Assessment at Appendix 10 of the ES Part 1 Report. This Alternative Site Assessment demonstrates that the Application Site is the most appropriate site in overall planning and regeneration terms and as such the Proposed Development should be directed here and not elsewhere. Furthermore, no other site will provide the regenerative benefits delivered by the Application proposals.

Notwithstanding the geographical area agreed and scoped with the Council within the Alternative Site Assessment, at the request of the Council, the Applicant has subsequently agreed to extend the geographical area of search to surrounding local authority areas, considering alternative sites driven by locational need and occupier interest, based on market intelligence secured from Agents JLL instructed by the Applicant. The findings will be reported separately in the

Planning Statement to inform the Very Special Circumstaces (VSC) case for development in the Green Belt.

Do Nothing

Having identified the preferred site for the Proposed Development, alternative uses were considered briefly.

To 'do nothing' with the Site would mean that the Site would remain as existing and therefore continue to be farmed and used for agricultural purposes. Whilst the Site would remain undisturbed, the 'do nothing' would not realise the significant economic, social and environmental benefits that the Site's redevelopment would bring. This includes the job creation and inward investment that such development brings.

It is estimated that the Proposed Development would involve approximately £180 million of construction related expenditure. Based on the estimated level of construction expenditure, total construction employment generated by the Proposed Development could amount to some 1,762 person years. This would equate to an average per annum over a 6.5 year build period of 271 gross jobs.

To maximise the local economic impact that can be achieved through the Construction Phase, it is envisaged that a Local Employment Agreement will be established, drawing on best practice from previous and ongoing developments such as Omega. This will include measures to encourage and facilitate local businesses in bidding for supply chain contracts as well as working with local partners to enable people from nearby deprived communities to access the job opportunities, work experience and training that will be provided during the Proposed Development's Construction Phase. It is estimated therefore that the proposed development will support 180 new trainees over the 6.5 year construction period, based on approximately £180 million of construction expenditure.

In terms of net GVA, it is estimated that the Proposed Development would generate net additional GVA of around £74 million within the Cheshire and Warrington LEP area. This would equate to an average of £11.3 million per annum over the 6.5 year construction period, which is considered to be significant.

In the operational phase the proposed development will help address the employment levels within the Borough by creating 4,113 gross FTE (full time equivalent) jobs. This would represent a noticeable boost to the economy. It is estimated that the proposed development would also generate net additional GVA of around £210 million per annum within the wider impact area of the Cheshire and Warrington LEP during the operational phase. This is significantly beneficial to the area. Once fully developed, the Proposed Development would generate an estimated £7.1 million of business rates revenue per annum which would go to Warrington Council.

The 'do nothing' scenario would not make effective and efficient use of this sustainable site, located on a strategic highway network site that is identified as an employment site and prime location for logistics development in the emerging Local Plan and its evidence base.

Preferred Option—Compliance with the Development Plan

With regards to compliance with the Development Plan, the starting point is the consideration of the Development Proposals in the context of relevant local and national Green Belt policy, given its current designation in the Core Strategy Local Plan.

The Planning Statement assesses the potential impact of the Proposed Development on the openness and purposes of Green Belt and ascribes weight to these conclusions. It also identifies any "other harm" that may emanate from the Proposed Development which is not related to Green Belt. It then assesses any "other considerations" that may weigh in favour of the Proposed Development and finally it draws conclusions as to whether these "other considerations" outweigh the Green Belt and non-Green Belt harm. The Planning Statement concludes that this is the case and hence that Very Special Circumstances (VSC) have been shown to justify why the Proposed Development should be allowed in the Green Belt. In summary, the preferred option can demonstrate that very special circumstances exist to justify the Proposed Development in the form of the socio-economic benefits which will be realized throughout the temporary construction phase and the long term operational phases of the Proposed Development.

This conclusion supports the Council's own conclusion that "exceptional circumstances" exist to justify the removal of the Site from the Green Belt through the emerging Local Plan. We consider that significant material weight should be attached to the evidence base which supports the emerging Local Plan, which justifies the removal of the site from the Green Belt to meet an identified employment need in the Borough, the scale of which can only be met through release of land from the Green Belt.

The material weight to be applied to the emerging Local Plan and its evidence base is set out in Paragraphs 48 and 49 of the Framework, which advises that authorities may give weight in their decision making to relevant policies in emerging local plans, prior to adoption. The Planning Statement has considered the emerging Local Plan and its supporting evidence base in the context of paragraph 48 of the Framework and considers that whilst weight may be limited in respect of the emerging Plan itself, the evidence that has underpinned the emerging Plan and its approach to economic growth is highly material and significant weight can be ascribed to this evidence base as a material consideration.

As is shown through the ES, whilst the development will have impacts on the environment, their significance will be managed and where reduced through suitable mitigation and balanced by the significant benefits that the proposals will bring.

Preferred Option—Design Evolution

Following the confirmation of the preferred use for the site, the proposals have evolved, with consideration of the technical constraints and environmental impacts being key to the design evolution. The Development team is a long established team who has worked closely together to ensure the Proposed Development takes full account of the various matters that need to be addressed for each of the specific technical areas. This has also been heavily influenced by the Environmental Assessment as well as community and stakeholder engagement.

The evolution of the design has taken account of the following to ensure the environmental impacts and their effects are managed and reduced as far as possible.

- Consideration of the Proposed Development in the context of the emerging Local Plan and its evidence base.
- The Development Proposals have evolved embracing the concept of maximizing material re-use on site. Development proposals have included developing a 'cut and fill' model that not only allows for 100 % of suitable materials to be re-used on the site, but also, has been designed to allow for the 'bulking' of materials which can occur following excavation (this can represent a volume increase of between 10 and 30 % depending on the mechanical characteristics of the source material).
- The Site access junction was at an earlier stage considered to be designed as a single roundabout. However, two junctions are now proposed to enhance permeability for buses in an attempt to minimise car travel.
- With regard to off-site mitigation, amendments to the Cliff Lane roundabout and M6 Junction 20 Dumbbell roundabouts were always envisaged. Earlier iterations of the mitigation involved widening works at all junctions, but through discussions with WBC and HE it became clear that this may not be sufficient and may have unacceptable impacts with regard to pedestrian routes in the area. On this basis a revised mitigation scheme involving the realignment of the Cliff Lane roundabout and full signalisation was developed. The revised scheme is set out in more detail in the Traffic and Transport Technical Paper 2 in Part 2 of this ES.
- More traditional drainage methods were considered but the inclusion of proposed Sustainable Urban Drainage Systems (SuDS) have been specified to achieve higher levels of water quality and treatment for storm water following investigation into the wider area. Similarly, more traditional methods of road drainage were considered, such as gully to pipe or kerb drain to pipe to underground structure or even a free-flowing infrastructure. However, as storm water detention basins and swales have been included wherever space permits, some areas of traditional road drainage will not be required. Instead storm water will be able to discharge directly into swales and attenuation basins to improve water treatment. This is an improvement on standard schemes that may only concentrate on plot developments (future reserved matters/detailed applications by building parcel). This was influenced by the investigation into the wider area, including the local flood risk and guidance document as well as LLFA and EA expectations. The existing uncontrolled foul discharge into the ditch in the north east of the Site and the cesspits at the agricultural and housing buildings will be designed out.
- Bradley Gorse woodland and the Ecological Mitigation Area in the south of the Site, which has habitat connections to key habitat features in the south have been safeguarded throughout the evolution of the illustrative masterplan. Inclusion of additional native tree planting will be included along the boundary of the Ecological Mitigation Area to screen the area from the motorway slip road to the southeast. Pond loss will be mitigated through the inclusion of six new ponds within the Ecological Mitigation Area, allowing translocation of the GCN population. These ponds will be positioned relatively close to each other so that close habitat links can be created between them and the two existing ponds retained within this area. The Ecological Mitigation Area will also connect to Bradley Gorse which contains another three of the ponds retained within the development thereby providing additional terrestrial habitat linkages.
- Although a development offset along the watercourse and the area around Bradley Gorse was also always in place, this has been increased to a minimum of 15m through the design process to ensure that impacts to these receptors are avoided during construction and operational phases. This buffer will form an important wildlife corridor.
- Retention of the locally listed building within the moat maintains the SAM and its historical integrity. The Landscape proposals have been carefully considered to develop a scheme which will result in minimal level changes. This is to aid in the retention of mature existing vegetation and landscape features, particularly surrounding the scheduled monument and along the southern boundary to limit the impact on the setting of listed buildings which lie either side of Barleycastle Lane. The existing site topography will be levelled to accommodate the proposed units with some areas reduced to soften the

- impact they have on their surroundings. The material generated will be used to create screening bunds to soften the edges of the units and to screen views of the proposed units.
- During the development of scheme proposals, it was recognised that given the significance of the SAM a sense of openness needs to be maintained around the asset to reduce the level of harm to the setting of the monument, to allow an appreciation of the monument and to enhance the heritage experience. In light of this an area of land has been set aside to accommodate this and a view cone will be maintained from the south. This will make provision for a wildflower meadowland in the centre of the site.
- In order to bring visitors into contact with the SAM the existing PROW FP23 will be moved to the west to bring users closer to the monument
- Building heights, massing, orientation and proximity to the SAM have been considered to alleviate the impact on the setting of the monument.
- Immediately to the north and north east of the SAM are a number of agricultural buildings which currently diminish the setting and integrity of the moat. The structures re-use has been considered but improving the setting and intelligibility of the asset outweighed this option and the agricultural buildings will now be demolished.
- To alleviate any impact on setting to the SAM and those listed and non-listed buildings within the landscape, the design, style, materials will be carefully considered where feasible to limit any adverse impact and to enhance any receptors that will be affected.
- The proposed re-use of existing top soil on strategic landscape areas and bunds within the site. Top soil can take over 100 years to form a 25 mm deep layer and retaining the removed top soil is important in preserving this asset.
- The location and height of bunds have been refined to provide effective mitigation to attenuate noise egress from the site during the operational phase. Additional acoustic barrier screening has also been carefully considered at roadside and bund locations adjacent to Bradley Hall Cottages, which should result in a reduction in specific noise levels at these receptors. The bunds will have maximum 1:3 gradient slopes with 2-3m high acoustic fencing around Bradley Hall cottages.
- The orientation and the location of loading bay / service yards has also been carefully considered in order to minimise noise impact at sensitive receptors. Earlier iterations of the Illustrative Masterplan and Parameters Plans included zones of potential noise generating activities (e.g. loading bays and service yards) facing key residential receptors. Due to the potential for increased noise effects at these receptors the masterplan and parameters plan has been amended to avoid this adjacency.
- If unsuitable soils are encountered during preparatory works, the options of either off-site disposal or on-site treatment for re-use on site have been considered. Where technically and economically feasible, the material would be remediated and re-used on Site.
- All services are to be installed within an agreed services corridor and installed underground within soft verge where possible, taking in to account any existing natural environment and habitats within the Site.
- The proposed usage of the site facilities influenced the load capacities required from the local utilities infrastructure, and the locations of the Points of Connections.
- A number of options in respect of energy and technologies have been considered and discounted where these are not suitable or feasible for the Site or Proposed Development. These have been in respect of reducing the demand for energy and increase energy efficiency, renewable and low carbon technologies. This has influenced design and layout to maximise natural daylight and ventilation and reduce heat loss and air infiltration. This is however relevant at detailed design stage and will be considered further at this stage.

Ground Conditions and Contamination

The Ground Conditions and Contamination ES Technical Paper has been prepared by Cundall and summarises the likely impacts, their significance of effect to the environment, proposed mitigation and the residual effect in relation to Ground Conditions and Contamination.

Risks are predominantly limited to the construction phase and therefore will be transient. Generally, only very limited negative impacts have been identified, and, even if these do manifest then they are likely to be minor and only short-term effects.

The natural soils and rock immediately underlying the site are do not provide a strategic water resource and are therefore much less sensitive to contamination from surface.

The Bradley Brook adjacent to the southern boundary of the site is a sensitive environmental receptor, however risks will be restricted to silt run-off during construction as no contamination has been identified on the site.

There are risks identified associated with dust generation, particularly during construction. As the soils are not identified as contaminated then simple dust control measures (such as damping / wetting of soils) should be enough to mitigate any residual risk.

Any soils re-used on site or imported onto the site during construction will have to be tested to demonstrate

that they are not contaminated and do not represent a risk to future site users and the wider environment.

Risks following construction will be largely mitigated in design. Soils used in landscaping will be tested to demonstrate that they minimise any zootoxic or phytotoxic effects

Traffic and Transport

The Traffic and Transport ES Technical Paper and its Addendum has been prepared by Curtins Limited (Curtins).

Curtins has been commissioned to provide the traffic and transportation advice for the development of the Six 56 Warrington development.

The Addendum Technical Paper outlines how the traffic and transport effects have been considered, relying in part upon the separate Transport Assessment (TA) and Travel Plan (TP) reports which Curtins has produced in order to accompany the planning application. Those reports are appended to this Paper.

The impacts being examined within this Paper are directly linked to the additional traffic which will be added to the road network as a result of the development proposals.

The likely traffic impacts can be divided into the following categories:

- Driver Delay
- Pedestrian Delay and Amenity
- Fear and Intimidation
- Severance
- Accidents

Whilst the proposed development is being built, there will be a number of construction vehicles arriving on the site each day. The amount of traffic this will create has been predicted to be less than the amount of traffic created by the development when it is completed and occupied by various uses. It is also predicted to be less than the thresholds set out by the IEMA guidelines.

The completed development and operational impacts have therefore been the focus of the assessment with regard to the likely impacts listed above.

The results of the above exercise demonstrate that the only link to experience an increase of 30% or more is Grappenhall

Lane. This is logical on the basis that this is the nearest road to the Site and this is the road where the access points are located. However, to ensure consistency with the scoping report the following links have been assessed further.

- Grappenhall Lane;
- Cliff Lane;
- M6 Northbound On and Off Slip; and
- M6 Southbound On and Off Slip.

The "Driver Delay" impact is the only category where the development traffic is predicted to have an impact above 'minor adverse' which would require proposals to reduce the impact to a level that is considered be acceptable. The proposals which reduce the impact are referred to as "mitigation."

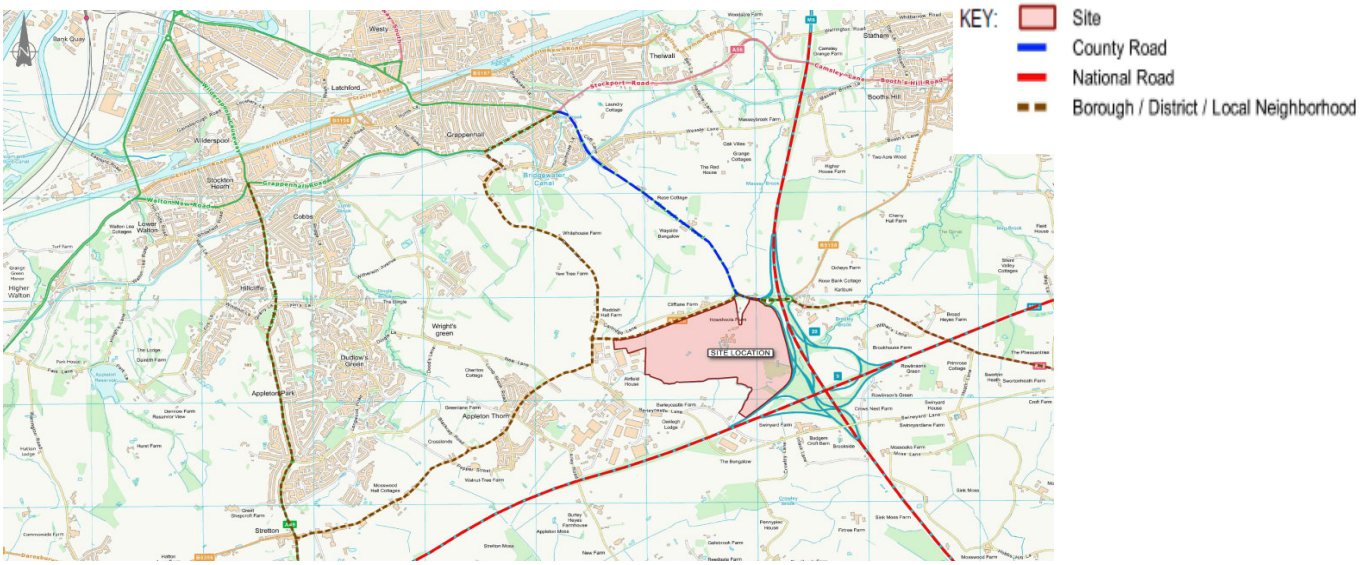
The mitigation takes the form of an extensive package of works at the A50/Cliff Lane roundabout and M6 J20. The package includes:

- Relocation and realignment of the A50 Cliff Lane roundabout to the west of its existing location to enhance the storage capacity of the link between the roundabout and the motorway;
- Full signalisation of the realigned A50 Cliff Lane roundabout with widening of all approach arms; and reduction of the exit arm onto the A50 to one lane;
- Widening of the A50 link between the A50 Cliff Lane roundabout to provide two lanes for much of the links length;
- Partial signalisation of the two M6 J20 dumbbell roundabouts;
- Widening of the M6 Northbound off-slip;
- Widening of the circulatory carriageway on the two M6 J20 dumbbell roundabouts and rationalisation of the lane markings / directional arrows; implementation of a yellow box and installation of queue detectors; and
- Incorporating MOVA delay management (or equivalent technology) and appropriate queue detection; and
- Widening on the eastern approach to the dumbbell roundabouts.

Measures to enhance sustainable travel are also proposed and include:

- A Framework Travel Plan which seeks to minimise the level of traffic associated with staff trips, single occupancy trips and to promote sustainable modes of travel. Measures detailed in the Travel Plan and those set out below will help to mitigate the impacts of the traffic associated with the development proposals.
- More than 1.2km of new pedestrian/cycle infrastructure will be provided on Grappenhall Lane to the north of the development;
- Significant upgrades are proposed to the existing Public Right of Way network that exists within the Site; commuted sums towards footpaths outside the site; and
- Funding for new Public Transport services will be provided, including the provision of new infrastructure within the site itself.

Following the delivery of these highway improvements (the mitigation) the likely traffic impacts are considered to be within acceptable levels (negligible or minor adverse impacts) and therefore the development should not affect other road users.



Drainage and Flood Risk

The Drainage and Flood Risk ES Addendum Technical Paper summarises the likely impacts, their significance of effect to the environment, proposed mitigation and the residual effect in relation to local water resources, the surface water regime and flood risk.

Excavations created during construction have the potential to collect water during heavy periods of rainfall. This could pose a flood risk for site operatives and act as a potential pollutant pathway for contaminants seen as a minor risk to the environment. These effects could be neutralised with a comprehensive construction plan hat avoids unnecessary earthworks, provides coverage to disturbed ground and treats water prior to discharge.

During construction, until the storm water system is installed, the site may have to deal with additional overland flows which would have a minor adverse impact on the receiving waters. With the installation of temporary drainage and/or portions of the attenuation early in the programme this will be neutralised.

Any existing drainage currently on the site could be cut off during the construction works or the permeant works and could cause minor local flood risk. Through diversions and on -site management this risk will be neutralised. The same existing drainage systems have the capacity to convey contaminants from the site. This risk can be neutralised through the treatment of any water to be discharged and the management of any groundworks to ensure existing drainage is properly sealed and only opened where necessary.

The existing uncontrolled drainage will be removed where possible or incorporated into the proposed drainage system. This will improve on the situation at the existing site.

Flooding from all offsite sources were reviewed and found to be at low risk, therefore no mitigation methods are required. The development will increase the area that requires storm water drainage and has the potential to increase flows and therefore flood risk offsite if not controlled. Through the careful design of drainage

systems, the flow rate offsite will be restricted to the equivalent greenfield run off rate. In addition to this the

drainage system will be designed and modelled to cope with increased storm events and to provide protection against future climate change projections. Attenuation devices will be used to ensure that all storm water can be held on the site. All this ensures that the flows and flood risks off site will be maintained as low.

The proposed development will collect and convey new storm water flows directly to Bradley Brook. Due to developing existing grassland with new buildings, car parking and roads, there is the potential to have an adverse effect on the receiving waters quality. The proposals include appropriate drainage measures that filter water and remove and treat contaminants.

All impermeable areas will be drained to Bradley Brook and no infiltration is proposed to the ground below the development. This means there is no risk of contaminates transferring to the ground below. Due to the reatment levels provided as part of the drainage system, any water that did come into contact with the natural ground will have been treated.

The development will have a negligible impact on water resources as any rainwater will be collected and conveyed south to the much lower brook which closely follows the existing groundwater model.

Existing View in to Site : Grappenhall Lane

Photomontage Illustrating Proposals

Photomontage Year 15 Post Development

Amendments have been made to the LVIA following discussions with Ramboll Consultants, advising the Council on landscape matters. Changes include an additional baseline character and visual amenity analysis, consideration of the residual effects of lighting on landscape and visual effects and a Residential Visual Amenity Study (RVAA).

The Landscape and Visual Impact Assessment (LVIA) and its Addendum focuses on assessing the potential effects of the development in two key areas:

Assessing the potential effects of development upon the physical nature and features of the receiving **landscape** as well as landscape character and quality; and

Assessing the potential **visual** effects of developments upon the visual amenity of people (referred to as visual receptors) in terms of the properties and locations to which the public has access. In the case of private properties, e.g. residential, the assessment is made judged from the best publicly available location.

The Warrington Landscape Character Assessment identifies the Site as being located within the Undulating Enclosed Farmland and more specifically Sub Type 1B Appleton Thorn. This character type is considered to contain a broad expansive agricultural landscape lacking hedgerows with a strong visual and audible presence made by the M56 Motorway, with existing commercial developments imposing upon the skyline of the ridgeline at Appleton Thorn. The assessment considers that substantial changes have occurred within the area including: a substantial reduction of hedgerows and hedgerow trees within the area; decline in the management of the remaining hedgerow and hedgerow tree species; and the encroachment of housing and other developments imposing onto the skyline of the character area.

The Site is currently contained within Green Belt land although the councils Preferred Development Options document has identified the Site as an area of potential employment land within the Garden City Suburb. A Scheduled Ancient Monument (SAM) is present in the form of a moat surrounding the farm building and the Appleton FP23 and Appleton FP28 public footpaths move through the Site.

The LVIA assesses as the character area as being of Medium sensitivity to change and recognises that a development of the nature proposed will result in a major change to the landscape of the Site, and it's immediate vicinity as well as the wider landscape type and to the adjacent character types to the north of the Site, which are inter-visible. Landscape effects with mitigation have been assessed as being Moderate/ Major, adverse, direct and significant due to the degree of change that will occur with the proposed development.

Visual effects have determined where some or all of the development is likely to be visible through a combination of desktop, digital modelling and field surveying. A Zone of Theoretical Visibility (ZTV) has been identified and to assist the assessment a series of photographs have been taken from viewpoints, which have been agreed with the Warrington Borough Council. For a selection of viewpoints, wireframe images of the Proposed Development have been superimposed to show the proposals as accurately as possible. It has been assessed that visual receptors within the Site or closest to the perimeter, particularly the residential receptors to the north and south of the Site will experience the greatest effect by the Proposed Development. Further away from the Site's boundary significant effects are experienced by views predominantly from the north. Views to the south are limited due to the distance from the Site and the dense overlapping vegetation screening the development.

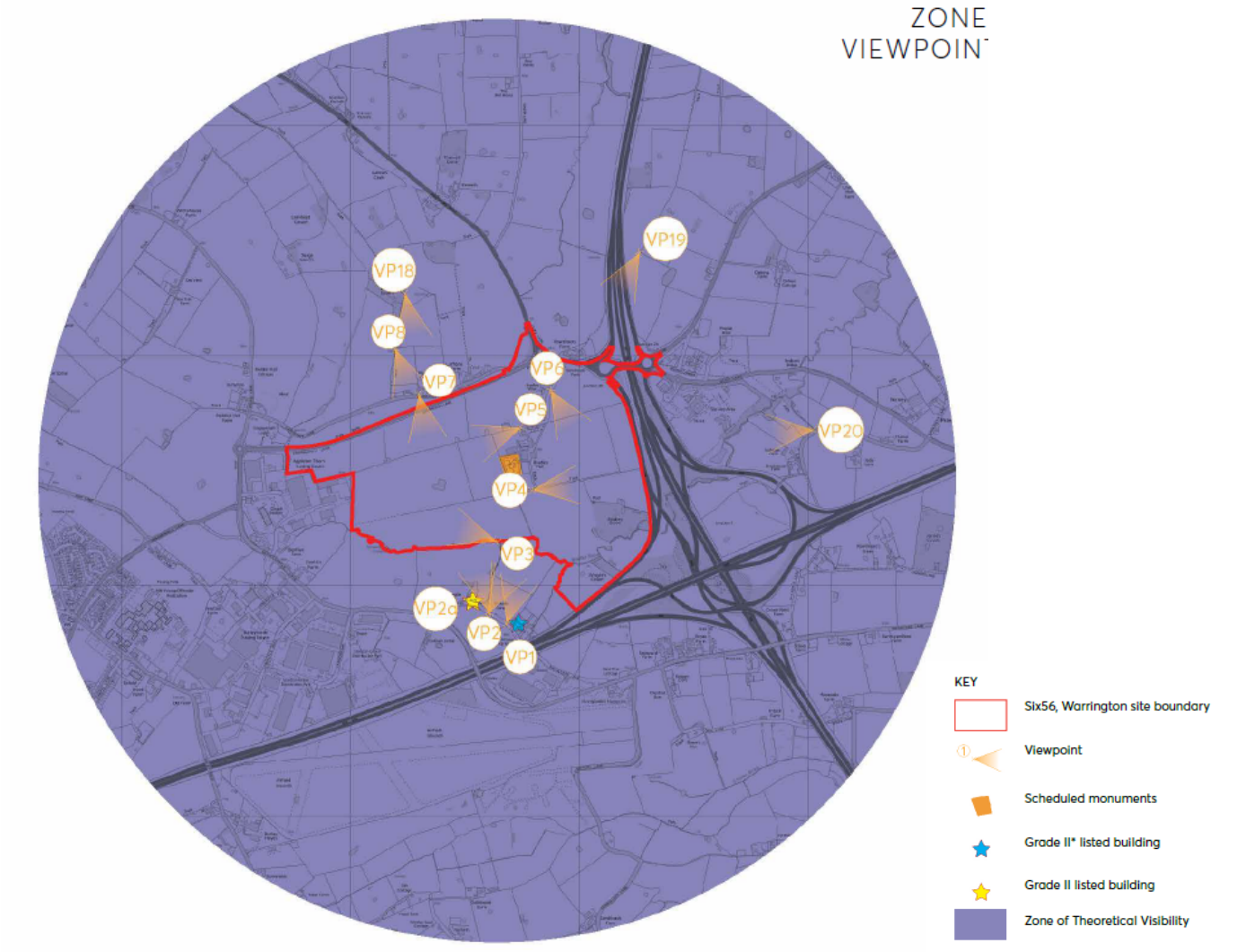
There are a number of residential receptors that will experience significant adverse effects. These include: Bradley View, which is encompassed by the Proposed Development; the properties located along Cartridge Lane to the north of the Site; and the properties along Barleycastle Lane to the south of the Site. Road users of the B5356 Grappenhall Lane and Cartridge Lane, to the north of the Site, will be affected along with users of the A50 Cliff Lane. Other roads to the north travelling southbound towards the Site will have varying visibility of the Proposed Development. Views to the south of the Site are limited especially to the west of the M6 Motorway and south of the M56 Motorway due to the presence of mature tree vegetation within and surrounding Bradley Gorse. Views from Public Rights of Way's (PROW), especially users of Appleton FP23, Appleton FP28, Grappenhall & Thelwall FP05 and Grappenhall & Thelwall FP17 will experience significant adverse effects to the view due to the Proposed Development. The Proposed Development will affect views from other PROW's within the area, however, But these have generally been assessed as not significant, particularly where distance and dense, overlapping field vegetation screens either fully or the majority of the development.

Mitigation for adverse landscape and visual effects has been incorporated into the development. Where feasible this has included the retention of boundary vegetation. The introduction on new bunding and associated planting. The

will also be carefully selected to use muted and non-reflective surfaces. The opportunity has also been taken to combine landscape and ecological mitigation through the retention of Bradley Gorse and the incorporation of an ecological mitigation area surrounding the Gorse as well as the establishment of natural woodland mixes and various habitat creation measures to provide additional screening as well as to support species diversity.

The nature and scale of the Proposed Development will result in adverse landscape and visual effects, that is effects, which cannot be fully mitigated for at the completion of construction and the commencement of operations. The landscape masterplan for the development incorporates areas of tree planting around the perimeter of the Proposed Development, which over time, will establish and mature to provide improved screening of the large proposed buildings. The LVIA includes an assessment comparing the effects of the development at year 1 and year 10. Whilst certain effects are not fully reversible, proposed planting will provide some limited reduction to the severity of effects, particularly to the north of the Site where the disturbance is initially likely to be the greatest with further reduction likely for some receptors over a longer time frame as planting continues to mature.

The supporting RVAA has assessed that there are a number of properties, which are predicted will experience substantial adverse visual effects as a result of the development. The assessment concludes that none of the properties assessed would reach the RVA Threshold.



Zone of Theoretical Visibility (ZTV) and View Point Locations

Ecology and Nature Conservation

The ecology and nature conservation ES Technical Paper and its Addendum has been produced by Tyler Grange and consists of an Ecological Impact Assessment (EcIA) that assesses the potential impact of the proposed development on the ecology and nature conservation interest of the Site and surrounding area. The assessment covers the potential for impact on designated sites, habitats and species, with particular reference to any species that are protected under national and international legislation. The nearest statutory designated site is Bongs and the Gorse Local Wildlife Site (LWS), located 1.3km to the north east.

The assessment concluded that due to the physical distance between the site and these designations, and considering the nature of development proposed, the development would be unlikely to affect any of them and that no mitigation would be required.

A phase 1 habitat survey identified that the site predominantly consists of the following habitat types:

- Arable;
- Buildings and Hardstanding;
- Broadleaved Plantation;
- Improved grassland;
- Ponds;
- Ruderal / scrub; and a
- Watercourse.

Of the above; the broadleaved woodland, ponds, hedgerows and the watercourse were identified as being habitats of local ecological importance and have therefore been retained and protected within the proposed development design, where possible, or their loss has been compensated.

The remaining habitats were deemed either to be of negligible ecological importance (arable, buildings / hardstanding and improved grassland) or of site ecological importance (scattered trees and ruderal / scrub).

The phase 1 survey also identified the potential presence of protected species, for which detailed surveys were undertaken (where necessary):

- Badgers – several outlier setts identified but not affected by development proposals (of negligible ecological importance);
- Bats and Barn Owl– minor roost of common species in buildings and foraging routes for common species along woodland edges, watercourses and hedges (constituting an assemblage of local ecological importance);
- Birds breeding and wintering – populations of common woodland species (both breeding and wintering) and small numbers of priority farmland species (breeding and wintering) (constituting an assemblage of local ecological importance);
- Brown hare - Regular sightings were observed during surveys for other species, (population estimated to be of local ecological importance);
- Hedgehog - Suitable habitat recorded within the site (population estimated to be of local ecological importance);
- Great crested newt (GCN) and other amphibians - small population of GCN recorded in one onsite pond, together with small populations of other common amphibian species (population considered to be of local ecological importance); and
- Otter and water vole - surveys confirmed these species were not present on site.

The site was identified to have invasive plant species consisting of rhododendron. This is confined to woodland areas which will not be affected by the proposed development. Development proposals have sought to retain habitats of importance consisting of broadleaved plantation woodland (Bradley Gorse and Wrights Covert) and the brook bordering the southern site boundary (with a buffer).

Impacts of the proposed development on habitats during construction consist of the loss of arable, improved grassland, buildings / hardstanding, six ponds, 63 trees, hedgerows and small areas of ruderal / scrub (all deemed to be of negligible, site or local importance). Of the habitats affected, mitigation would be required for the loss of ponds, trees, hedgerows and scrub / ruderal. Habitat loss is to be mitigated through the provision of an ecological mitigation area approximately 9 ha in area that will contain a mixture of grassland and scrub mosaic and ~~six~~ seven ponds. The Badger, brown hare and hedgehog – no significant impact and no specific mitigation required.

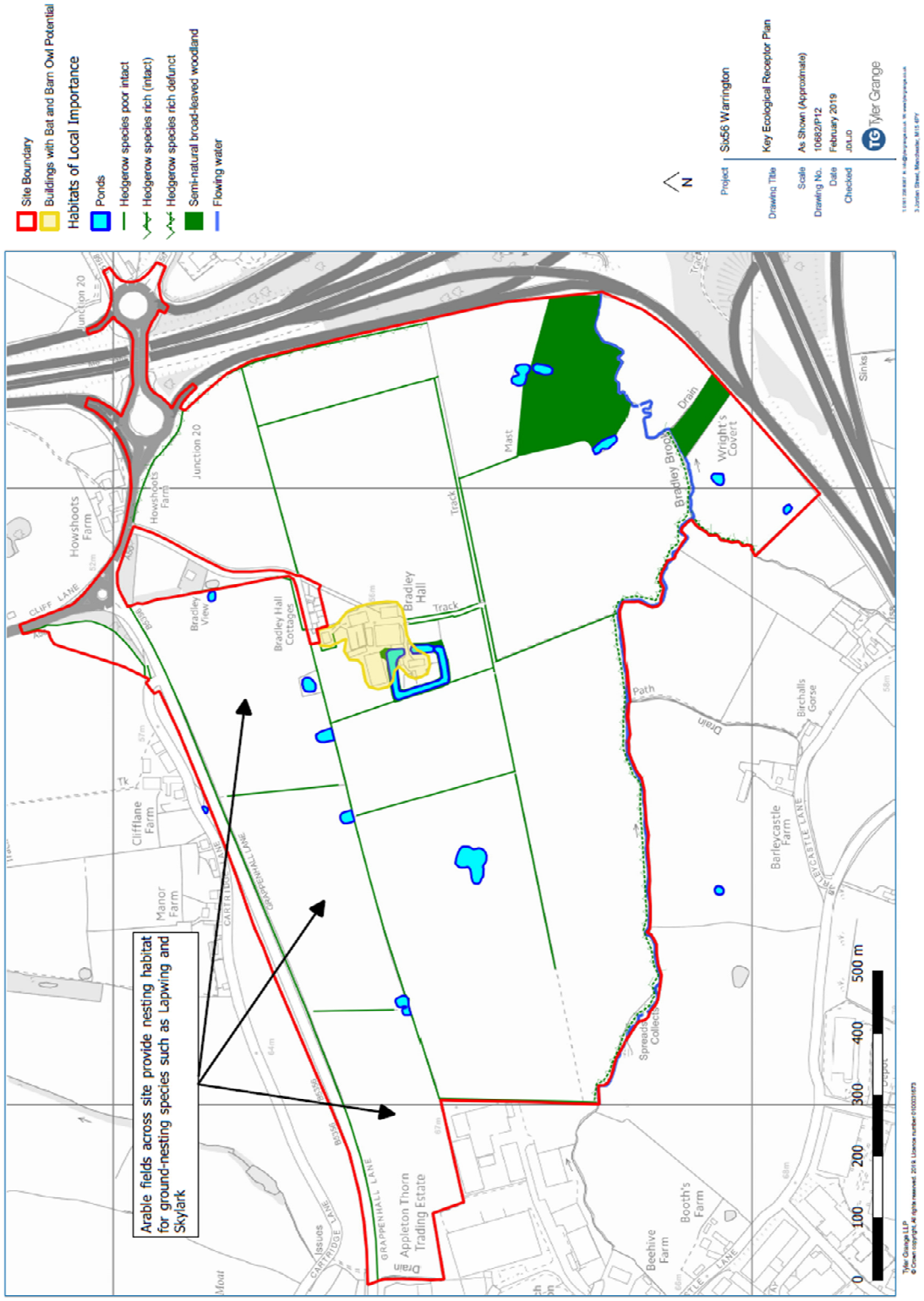
- Bats – loss of minor roosts for common species to be mitigated through provision of bat boxes to replace roosting opportunities that are lost. Foraging habitats are maintained though the protection of retained habitat features (woodland and watercourse) and through provision of new habitats in the ecological mitigation area;
- Breeding and wintering birds – loss of farmland affecting farmland species both breeding and wintering - partly mitigated through provision of new habitats in the ecological mitigation area; and
- GCN – loss of one breeding pond and surrounding terrestrial habitat mitigated through provision of new habitats in the ecological mitigation area.

Mitigation for losses to bat and great crested newt habitat and hedgerow nesting birds can be a can be accommodated on site within the designated mitigation area and overall landscaping design, while it is proposed that impacts to ground nesting birds can be mitigated through an agreed contribution to the management of off-site habitats within the local area.

The above mitigation will be detailed in a Construction Ecological Mitigation Plan (CEMP) to be secured via a planning condition.

Once operational impacts of the proposed development will be confined to potential degradation of habitat over time (unless protected and managed) and risks from human disturbance and traffic moving through the site. These will be mitigated through the adoption of an Ecological Management Plan (EcMP) for the site which will also be secured via a planning condition.

Securing the development layout (retaining key habitat features) and mitigation proposed though planning conditions requiring CEMP and EcMP approval by the local authority in advance of development, together European Protected Species licensing for activities affecting bats and GCN will ensure development proposals comply with legislation and planning policy relation to nature conservation.



Socio Economic

The Socio Economic ES Technical Paper and its Addendum produced by Amion assesses the potential significant effects of the Proposed Development in terms of the socio-economic impacts on the local and wider sub-regional economy. It covers a range of socio-economic impacts, both beneficial and adverse, with regard to temporary and long-term employment opportunities, increased economic output, new business rate revenue, the creation of new training and apprenticeship opportunities, local labour market effects, the impact on out-commuting, effects on local services and facilities, and wider impacts such as stimulating further economic growth locally.

Through the redevelopment of the Application Site for new B8 floorspace, the Proposed Development will create 1,762 person years of construction employment (the equivalent of 271 jobs being supported over a 6.5 year construction period). Further jobs will be created during the Construction Phase due to supply chain expenditure and workers on the development spending money in local shops and facilities. The overall economic impact of the construction phase is estimated to be approximately £11 million per annum.

Other impacts during the Construction Phase will include the provision of new training and apprenticeship opportunities. It is envisaged that the Construction Phase could provide the opportunity for at least 180 new trainee placements. In addition, the Construction Phase will provide employment opportunities for residents living in nearby deprived communities. Based on employment construction contracts data from Omega, the Proposed Development could create around 100 job vacancies for local unemployment people during the Construction Phase.

There is the potential for adverse impacts as a result of the proposed construction works, including in relation to increased demand for local services and facilities and the disruption to local residents and businesses. However, the scale of these adverse impacts is not expected to be significant. It is unlikely that the Construction Phase will result in many new people moving into the area, thereby limiting the additional demand placed on services such as

Primary and Secondary schools and GP surgeries. A Framework Construction Environmental Management Plan will also be put in place to limit any disturbances caused during the Construction Phase.

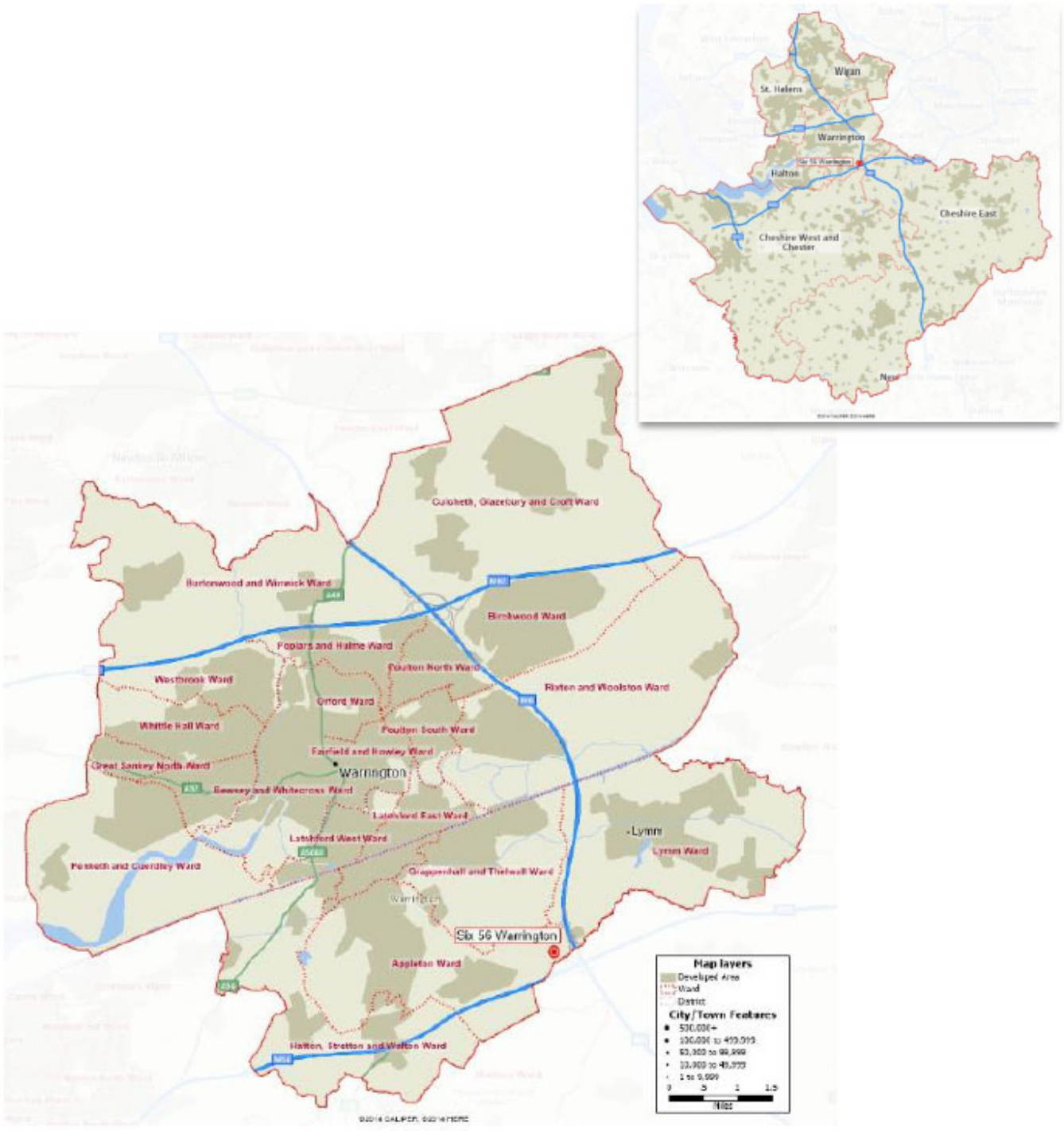
After the development has been completed, it is estimated that 4,113 jobs could be created on-site through the attraction of new businesses from the logistics sector, along with further new employment opportunities in the local economy due to additional economic activity being generated off-site. In total, once the site has been fully occupied, it is estimated that the economic impact of the scheme will be around £210 million per annum. In addition, the

Proposed Development will lead to an increase in business rates within Warrington, estimated to be approximately £7.1 million per annum.

A key principle of the scheme will continue to be that the benefits to local people are maximised. This will involve work with local partners to raise the awareness of future opportunities and equip local people with the necessary skills to access the new jobs that will be created. Discussions have been held with Warrington and Co. and Cheshire and Warrington LEP in relation to raising the awareness of future opportunities and the methods through which local people can best be engaged, particularly those in areas suffering from deprivation and higher levels of unemployed.

Due to the nature of the employment created, the Proposed Development will offer accessible routeways into work for those who are currently unemployed. Roles within the logistics sector are recognised as being accessible to those with low skills but with the real possibility to start at a lower level and 'work your way up'. At the same time, technological change within the logistics sector is driving a requirement for more complex work roles and a greater need for specialised technical skills, generating demand for a range of roles including operations managers, engineers and HR and IT specialists.

More generally, beyond the direct impacts associated with the Proposed Development, the provision of new logistics space will also play an important role in supporting the economic growth of the wider economy of Cheshire and Warrington LEP. The logistics sector is recognised as key enabler of growth in terms of its relationships with other sectors, such as manufacturing and the wider transport sector. Cost-effective and efficient logistic operations have cross-sector benefits, helping to improve the productivity and competitivity of other businesses in the region. The sector itself is seen as providing an opportunity to drive growth in Warrington and neighbouring areas, with the Borough enjoying a competitive advantage as a result of its location and strong transport links.



Socio Economic Main Receptors

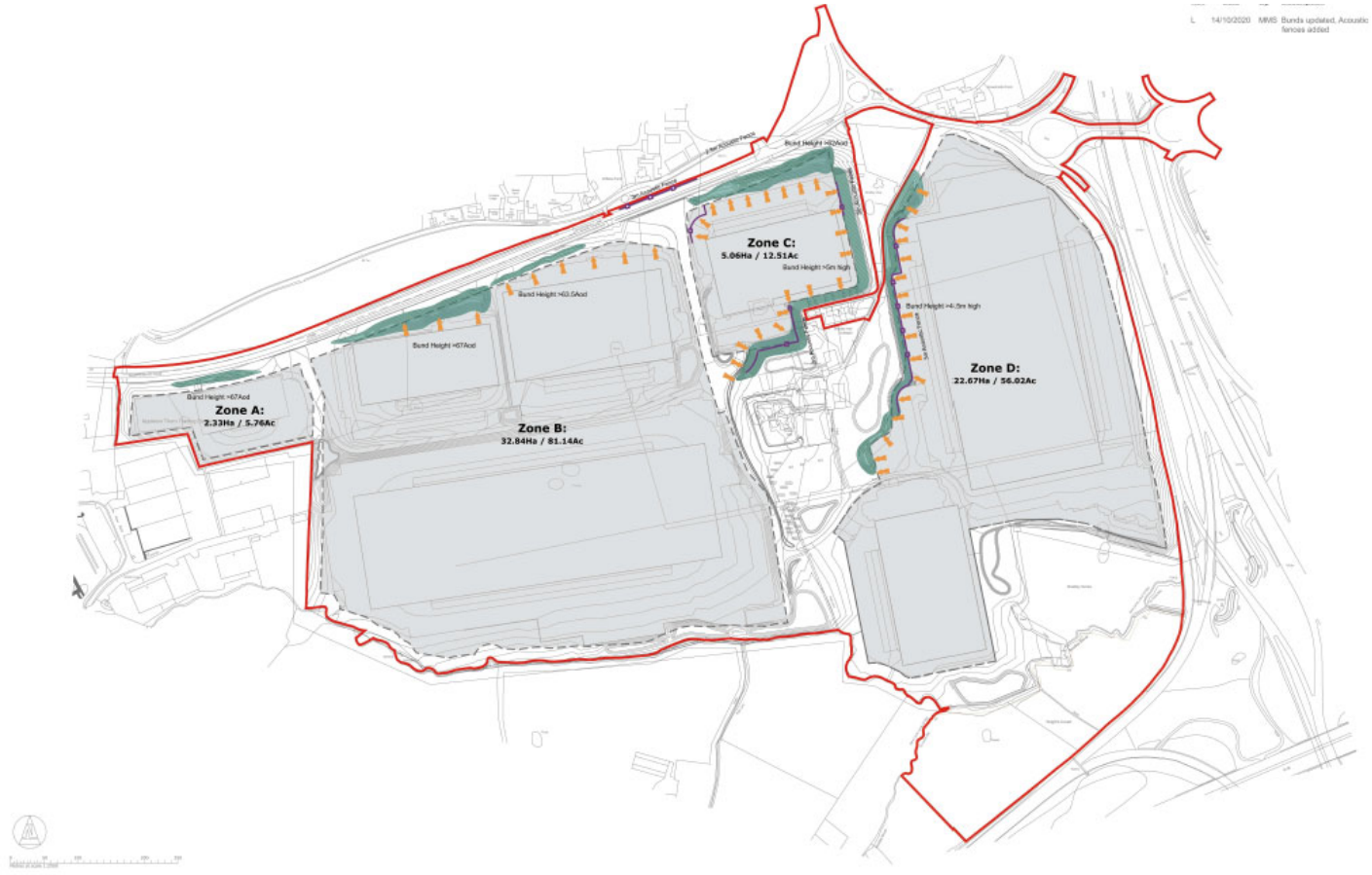
Noise and Vibration

The Noise and Vibration ES Technical Paper and its Addendum has been produced by Cundall. It summarises the likely impacts, their significance to the surrounding environment, proposed mitigation measures and the residual effects in relation to Noise & Vibration. Both the Construction and Operational Phases of the development have been considered.

Following concerns raised by WBC Environmental Protection regarding high noise levels that will be experienced at existing properties on Cartridge Lane and sensitive receptors within the site comprising Bradley Hall Cottages and Bradley View the illustrative masterplan and acoustic parameters plan has now evolved to reduce these noise impacts.

The baseline noise conditions at the Application Site and surroundings were measured; anticipated significant environmental effects assessed; and mitigation measures required to prevent, reduce, or offset any significant adverse effects outlined.

To assess the prevailing levels of environmental noise affecting nearby noise-sensitive receptors to the site a comprehensive environmental noise survey was carried out in August 2017. The updated Operational noise modelling has identified a significant reduction in the expected magnitude of impact at Bradley View Cottages and Bradley Hall Cottages in comparison to the original Operational noise modelling exercise. This is in part due to the re-alignment of the Plot 2 estate road which was previously located immediately to the south of Bradley Hall Cottages, but is now positioned further away on the opposite side of the Scheduled Ancient Monument (SAM) to the north of Plot 3. In addition, an increase in the effective height of bunds and timber fencing in various location nearby to Bradley Hall Cottages has resulted in an increase in the level of sound attenuation provided to these receptors. ~~Outline~~ These mitigation measures have been set out for the control of noise impacts during the development's operational phase, and these will be refined as part of future Reserved Matters planning applications, once development proposals are finalised. ~~At Bradley View and Bradley Hall Cottages, it is considered unlikely that significant adverse effects can be avoided~~. However, it should be noted that the current assessment is based upon a number of worst case assumptions. It is possible that detailed mitigation proposals submitted by industrial operators at Reserved Matters application stage could reduce noise impact at these receptors. The control of construction noise and vibration will be addressed by an appropriate Construction Environmental Management Plan, developed by the main contractors, as part of future Reserved Matters applications.

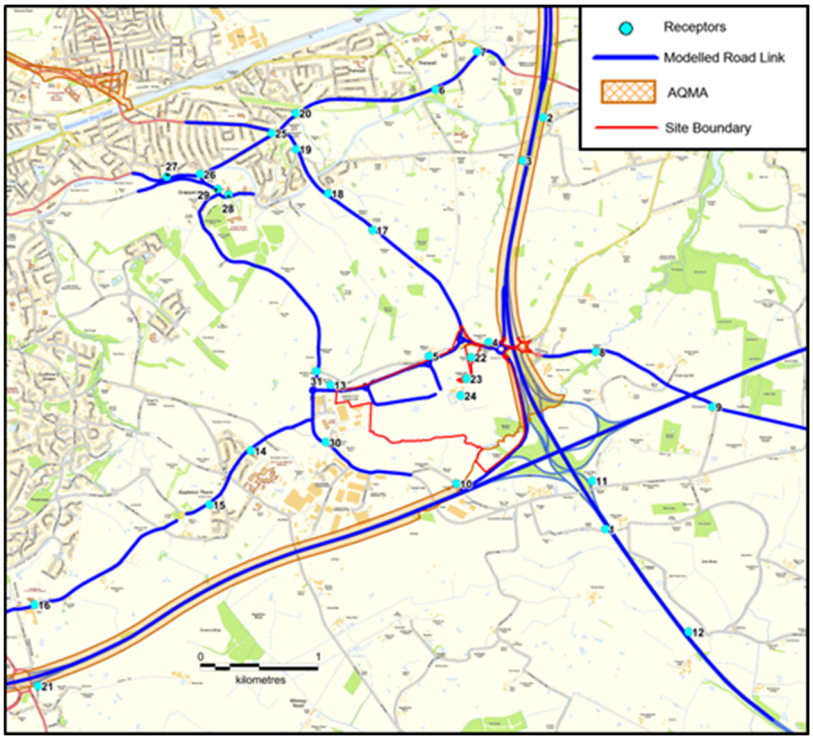


Air Quality and Dust

The Air Quality and Dust ES Technical Paper has been produced by RPS to assess the impacts of the Proposed Development on air quality and dust.

The Proposed Six 56 development is located within Warrington Borough Council (WBC) which has designated three Air Quality Management Areas (AQMAs) due to high levels of nitrogen dioxide (NO_2) pollution from road traffic. The nearest, AQMA No 1, is a 50 m continuous strip on both sides of the M6, M62 and M56 motorway corridors. A small part of the development is within this AQMA.

This Air Quality Assessment considers the air quality impacts from the construction phase and once the Proposed Development is fully operational. For the construction phase, the most important consideration is dust. Without appropriate mitigation, dust could cause temporary soiling of surfaces, particularly windows, cars and laundry. The mitigation measures provided within this report should ensure that the risk of adverse dust effects is reduced to a level categorised as "not significant". For the operational phase, arrivals at and departures from the Proposed Development may change the number, type and speed of vehicles using the local road network. Changes in road vehicle emissions are the most important consideration during this phase of the development. Detailed atmospheric dispersion modelling has been undertaken for the years 2021 and 2029. Pollutant concentrations are predicted to be within the relevant health-based air quality objectives at the façades of existing receptors. Therefore, air quality is acceptable at the development site, making it suitable for its proposed uses. The operational impact of the Proposed Development on existing receptors is predicted to be "negligible" taking into account the changes in pollutant concentrations and absolute levels. Using the criteria adopted for this assessment together with professional judgement, the operational air quality effects are considered to be 'not significant' overall. In summary, the Six 56 Warrington development does not, in air quality terms, conflict with national or local policies, or with measures set out in WBC's Air Quality Action Plan. There are no constraints to the development in the context of air quality.



Above Top: Noise Parameter Plan; Above Bottom: Air Quality Receptor Plan and Air Quality Management Area

Cultural Heritage and Archaeology

BWB Consulting were appointed by Langtree & Panattoni to assess the impact that their proposals will have on Cultural Heritage. The potential effects of the Proposed Development (with mitigation) on the identified cultural heritage resource are considered with respect to legislation, guidance documents and existing planning policies. Mitigation measures have been recommended where appropriate in order to minimise the effect on sensitive receptors during the construction and operational phases of the Proposed Development.

A number of designated and non-designated have been identified within the study area which are recorded on the Cheshire Historic Environment Record. Four of these are recorded within the site including Bradley Hall Moat (101924) which is classed as a Scheduled Monument (SAM). At the heart of this is the locally listed Bradley Hall and associated barn (DCH127563).

The SAM comprises a moated medieval manor house which was established in the 14th century. The setting of the monument will be affected by development proposals. To reduce this impact mitigation measures have been incorporated in to the scheme proposals including a 30m standoff from the moat, retention of trees and vegetation arounds its edge, the provision of a green corridor to preserve views to and from the moat and demolition of later farm buildings. Following further investigation and assessment, of these buildings it was accepted by Officers that these buildings have undergone alteration and extension to a degree that they are not suitable for conversion and therefore the demolition of these outbuildings is supported subject to agreement that these buildings should be recorded, prior to demolition.

The latter will in part return the landscape in this locality to its original form and thus improve the historical integrity of the moat. In addition to the Public Right of Way will be brought closer to the monument to aid heritage interpretation and pubic engagement. Prior to the commence of any groundworks or construction activity, archaeological recording of Bradley Hall and barn and the farm buildings to the northwest will be undertaken. The scope of the recording will be discussed and agreed with the Cheshire Archaeology Planning Advisory Service. Immediately to the north of the Scheduled Monument is the course of a Roman Road (547/1/7) which heads through the northern margins of the Site in an east west direction. Sources state that this connected the fort at Manchester to the Legionary fortress of Chester. Recorded near to the line of the road is the site if a medieval cross (551).

The route of the Roman road and the site of the cross were covered by a geophysical survey undertaken by phase site investigations in 2017. No anomalies were identified which signifies to their presence. Similarly there were no anomalies relating to the moat in the surrounding fields. The features that were identified seem to relate to later agricultural activity, variations in the geology and former quarries. In addition to this several linear/ curvilinear anomalies were evident which may be associated with post-medieval or later agricultural activity, drainage features or natural features / variations. A programme of archaeological evaluation and mitigation will be undertaken to further investigate the Roman road and the site of the medieval cross. A number of the anomalies identified by the geophysical survey will also be evaluated.

The landscape surrounding the site is characterised by post-medieval and later agricultural fields interspersed with farmsteads. Evident are later intrusions including the M6 and M56 and various trading estates which form a dominant aspect of the area to the east, west and south of the Proposed Development. Set within this landscape are a number of farms, some of which date to the 16th century. A number of these are listed including Barleycastle Farmhouse which is listed at Grade II (1329741). This is situated on Barleycastle Lane as is Tanyard Farm (1139363) which is designated at Grade II*. East of these is Booths Farm Farmhouse (1329740) and Shippon (1139362), and Beehive Farmhouse (DCH1659), all of which are listed at Grade II. South of this group, on the northeastern edge of Barleycastle Trading Estate is the Grade II listed Yew Tree Farmhouse (1139340). In addition to this there are a number of locally listed farm buildings including Bradley Hall and barn (DCH127563) which lies within the Scheduled Monument and the barn at Manor House Farm (DCH12753) located to the north of the Proposed Development on Cartridge Lane.

The character of the listed and locally listed assets has been affected by modern development, however, they do retain elements of their post-medieval character. The fields within which they sit form an important part of this. Development proposals will see some further intrusion into this agrarian landscape which will in part affect the historical setting of some of these assets, however, the post-medieval landscape will remain thus maintaining the ability to gain an appreciation of the assets original landscape context. Sympathetic design has been incorporated in to design proposals to limit the impact on setting on the listed and locally listed assets. Measures will include the retention of hedgerows and trees along the northern and southern edge of the development and the provision of a buffer set back from these boundaries to further screen the development proposals from the sensitive aspects of the historic environment.

Utilities

The Utilities assessment undertaken by Ridge LLP mainly focuses on the following key areas:

- The Utilities assessment mainly focuses on the following key areas:
- The existing infrastructure on the site, and associated disconnection, diversion and alteration works.
- The existing infrastructure to surrounding areas of the site, and associated disconnection, diversion and alteration works, including re-alignment of roadways / roundabout.
- Maintaining easements for asset owners to access and maintain network owned equipment.
- New utility services connections with sufficient capacities required for the Proposed Development.
- Identifying any potential environmental impacts associated.
- Potential impact or disruptions to existing residential receptors.

A summary of the potential Construction and Operational impacts, including the above, have been considered and improved following mitigation to a Significance of Effect of 'Neutral' or 'Negligible'.

To establish the existing infrastructure on site, all available Utility record drawings have been obtained.

Relevant asset owners have been consulted to agree easements for future maintenance to network owned equipment.

New utility services connection proposals, for the calculated required capacities for the Proposed Development, have been submitted to the relevant asset owners.

Provision of a proposed services corridor has been detailed to run along access roads to each plot. The services corridor will contain the new utility services connections, any diverted utility services, and spare ducts for future additional services to be installed.

All proposed new utility connections and alterations are to be installed underground and are coordinated with the proposed masterplan, therefore there will be no visual impact to local residential receptors.

All new services connections are anticipated to be connected in relative close proximity to the site. Suitable traffic management will be provided and no disruption to local supplies are anticipated, therefore minimal disruption to local residential receptors is envisaged.

The new electrical 33kV EHV connection to the Proposed Development will be taken from SP Energy Networks local 33kV EHV Network. The new underground HV cabling will be installed in a route subject to agreement with SP Energy Networks, suitable traffic management will be provided and no disruption to local supplies are anticipated, therefore minimal disruption to local residential receptors is envisaged.

Energy

The Energy Assessment undertaken by Ridge LLP focuses on the options available to deliver a development to meet the requirements of The National and Local Authority Planning Documents (National Planning Policy Framework 2018 & Warrington BC Core Strategy Local Plan Policies and Specific Planning Documents).

The environmental assessment identifies the following potential impacts:

- Increase in CO2 emissions
- Increase in NOx emissions
- Increase in water consumption

In doing this, the Energy Assessment has also considered the following:

- Opportunities and limitations of the site
- Baseline carbon emissions
- Technology and Design Strategy options
- Conclusion of recommendations and proposed Energy Strategy

A summary of the potential Environmental impacts during Construction and Operational phases, including the above, have been considered and improved following mitigation to a Significance of Effect 'Minor adverse'.

The site has a number of limiting factors that discount the use of certain technologies such as large-scale wind power, on the use of large heat generating power plant such as anaerobic digestion etc.

A further dictating factor of the energy strategy is the requirement to provide a flexible approach for future tenants and end users as they will all have different requirements and demands in terms of energy requirements and utility supplies.

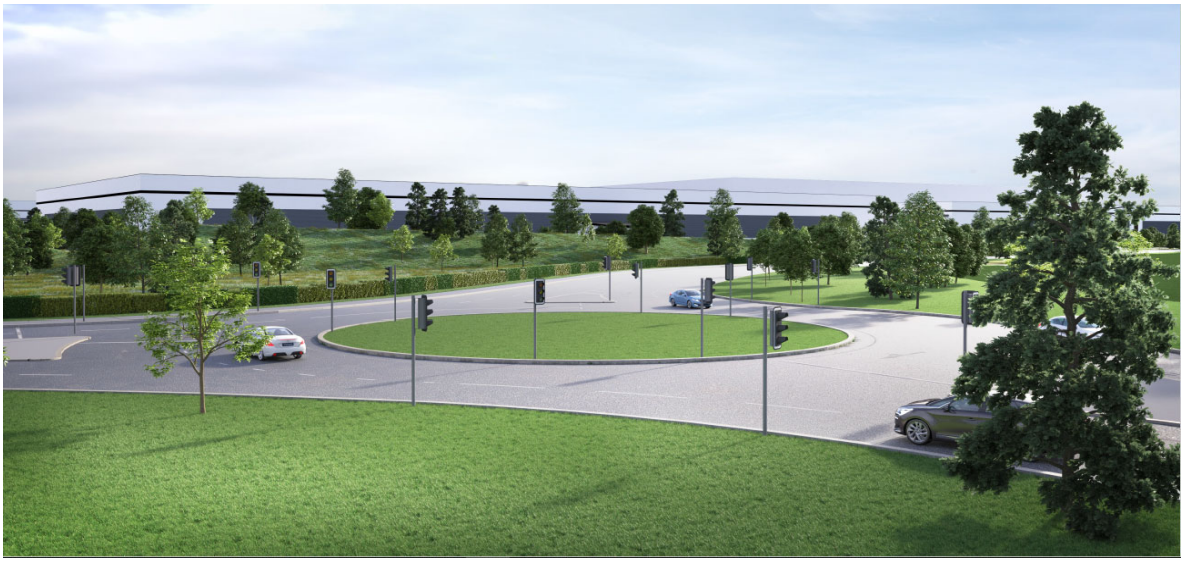
A commitment to a common central energy strategy solution at this stage may not suit the mix of future tenants' requirements and hence a more flexible solution is required which will be progressed at the detailed design stage.

The initial design concept of the warehouse units has been to focus on initial good practice design and promote passive measures such as good levels of thermal insulation and access to good natural daylight etc. These passive measures will reduce the initial energy use of the warehouse units and in the first instance and therefore promote the betterment required over and above the minimum Building Regulation Part L Standards.

The next stage of the design was to consider and adopt the use of Energy efficiency technologies such as high efficiency light fittings, presence detection on lighting systems etc. These systems optimise the use of energy in the Warehouse units and again promote the requirements set out in the Warrington Core Strategy.

The final stage of the report was to consider the use of Renewable and Low Carbon technologies and how these systems are built in to the overall energy strategy. The key aspect of this stage was to consider the flexibility for future tenants and end users and to promote systems and technologies that match their energy use.

In respect of the effects on the environment, these are considered to be minor adverse as a worst-case scenario,



Waste

The Waste Technical Paper has been prepared by RPS and considers the likely significant effects of the Proposed Development in terms of waste generation and management. Waste will be generated as a result of construction and operation of the proposed buildings. The waste streams generated during these phases will comprise different types and volumes of waste that will require appropriate management measures. The assessment has been undertaken with regard to all relevant waste legislation, policy and guidance.

Baseline information on the volumes of waste produced in the local area and existing waste management infrastructure has been gathered from publically available sources.

There are a number of impacts associated with the construction phase of the proposed development, including the impact of waste generated on the capacity of existing/ proposed waste management infrastructure. Spoil is likely to comprise the main type of waste generated during construction phase as a result of site levelling and other earthworks. A cut and fill balance has been achieved in the outline design, which would result in spoil being retained on site.

Waste from the construction phase will be managed in accordance with a waste minimization and recycling programme set out in a Site Waste Management Plan (SWMP). An Outline SWMP has been included in the Environmental Statement and is based on the available outline design information. It identifies the key types of waste that will be generated during the construction phase and how they would be managed. It also sets targets to divert construction waste from landfill which are based on targets from the Waste Framework Directive and industry best practice. The SWMP will be updated as the detailed design progresses and additional information on the design and construction of the proposed buildings becomes available.

Similarly, an Operational Waste Management Strategy has been prepared which sets out the procedures that would be implemented to manage the environmental impacts of operational waste in accordance with duty of care obligations and the waste hierarchy principle. With the implementation of the above management plan and strategy it is predicted that the above impacts will be mitigated to the extent where any residual effects will range from negligible to minor adverse.

Agricultural Land & Soils

The Agricultural Land and Soils Technical Paper has been prepared by Patrick Stephenson Agricultural Consultants and considers the likely significant effects of the Proposed Development during on the construction and operational phases of development on the loss of the 'best and most versatile' agricultural land and impact on soils on the Site.

A detailed Agricultural Land Classification Survey of the agricultural land quality has been undertaken on the site, including examination of soils using 366 geo-tech borings by Dunhelm Geotechnical and Environmental and supplemented with hand held Dutch Auger borings to confirm soil boundaries. Secondary research was carried out via a desk top survey covering the whole site. The findings of these reports form the basis of the environmental assessment.

This assessment has concluded that on a County level the loss of 25 ha of the 'best and most versatile' land is minor adverse however, if this is assessed with the potential additive effect from Garden suburb proposal this increases the potential loss to more than 225 ha and the impact rise to Regionally substantial adverse.

The overall impacts on access, economic and severance are mitigated by the acquisition of land and the compensatory principles. Suitable mitigation measures on soil handling identified in a CEMP and replanting with mixed vegetation reduces the impact to negligible. Having limited access paths and metaled roadways will greatly reduce the reduce the soil compaction reduce these adverse factors to negligible.

Dust issues can be reduced with periodic ground wetting also reducing this adverse issue to negligible. Post construction issues can be reduced with suitable mitigation for fencing, signage, noise and planned street lighting. The economic impacts of the proposal are mitigated by the complete acquisition of the site in the proposed development. Proposed mitigation will also minimize other environmental impacts. The most significant factor being the loss of the 'best and most versatile' agricultural land, although this is only 27% of the total area of the site. 68% of the site is Grade 3b, therefore the loss of this land is only a Minor Adverse impact.

Synergistic Effects (Interaction of Effects)

There are two key areas of interactions which are likely to occur, these being:

- Interaction of construction effects
- Interaction of operational effects

The different types of receptors are categorised as follows:

- Humans- (a) long term human receptors- residents, business users; and (b) transient human receptors, including pedestrians, cyclists, drivers and public transport users, construction workers.
- Property- residencies and business uses.
- Ecological- habitats, including protected sites or species.
- Historic Environment– heritage assets
- Landscape - character areas
- Controlled waters- surface waters like water courses or groundwater (aquifers).
- The economy
- Local waste infrastructure i.e. landfills, recycle and recovery facilities

Where all individual residual effects associated with a single receptor group are neutral or negligible there will be no in-combination effects as these effects would not be significant. Where at least one effect on a receptor, after mitigation measures are determined, is minor adverse, or greater, then all identified effects (including neutral or negligible) have been reviewed to determine whether there are likely to be in-combination effects upon this particular receptor.

These are detailed for the construction and operation phases below and summarised in the respective tables.

Construction

The controlled water receptors are also vulnerable to synergistic effects, but as the assessment for the Proposed Development identified these effects as being no greater than negligible, it can be concluded that there will be no significant synergistic effects.

In respect of the likely impacts on human and properties (which includes residents and businesses), the impacts associated with traffic and transport, landscape and visual impact, socio economic, noise and vibration, loss of and agricultural land/business and energy (as a result of an increase in CO2, NOx emissions and water consumption) could combine to create a significant impact on humans, particularly those in close proximity to the site.

In respect of socio economic, the effects associated with job creation during the construction phase, increased GVA and training and apprenticeship opportunities have been assessed as being beneficial, however the effects of traffic and transportation associated with the increased construction traffic movement are minor adverse, The loss of an agricultural business comprising best and most versatile agricultural land (27% of the total Site area) and the impact this loss has on the landscape character of the site will be moderate/minor adverse, given top soil will be kept and re-used on site as far as is possible.

In respect of ground conditions and contamination and air quality and dust, the effects associated with inhalation or ingestion of dust by site workers or adjacent residents have been assessed as being negligible. Noise associated with construction traffic and vibration from construction activities and dust arising from construction activities is assessed as having a neutral to minor adverse effect on residential receptors and site workers. The effects of utility disconnections and diversions are considered to be negligible.

These effects are therefore not considered to be significant when considered on their own and are unlikely to combine with other effects to become significant due to their negligible or neutral impacts.

These effects are therefore not considered to be significant on their own, however potential exists for these to be more significant when considered in combination with one another on a single receptor.

The visual impact in respect of residential receptors and from transport and PROW routes are considered to be adverse during construction, due to the change and disturbance that will occur to the landscape during this time, with an adverse impact on a number viewpoints during construction.

There are a number of physical measures that will be in place as part of the inherent mitigation (such as the bunding that will be created as part of the earthworks at an early stage in the construction) and a commitment to other mitigation such as the implication of a CEMP to manage construction activities and help mitigate the effects of the construction phase. The CEMP will include measures to limit the hours of working, co-ordinate on-site construction movements; manage potential conflicts between construction activities and vehicle movements; promote car sharing for site workers; provide parking provision with the Site; notification of public and local businesses as to the works being carried out; and implement measures to prevent dirt and dust on the local roads. This will all help to manage and mitigate the impact on receptors as far as is possible, especially those effects that can combine to have a greater overall effect.

There are still however potential for adverse synergistic effects on some receptors in respect of visual, earthworks and construction traffic. The greatest effect will be on the nearest residential receptors (e.g. Bradley Hall Cottages and

Synergistic Effects (Interaction of Effects)

Hall View) who are likely to be affected by all or some of these impacts at some point during the construction phase.

The construction phase is temporary and different parts of the Site will be worked at different times, which aids the management of the combination of the likely impact on any one receptor. The phasing relates to site enabling and infrastructure works taking place in the first 6 months of construction, with the construction of buildings phased thereafter, over a period of 6.5 years, delivered on a plot by plot basis. After the initial earthworks, the bunds will have been created, which will help to minimise the impacts on residential receptors, particularly in respect of construction noise, dust and visual impacts. Landscaping will also be planted as early as possible to help soften the impacts of the Proposed Development and enable it to start establishing as soon as possible.

For the human and property receptors at closer range to the Site, such as residential properties at Bradley Hall View and Bradley Hall Cottages, the in-combination effects have the potential to be significant, but will be managed as identified above to minimise the effects so they are no greater than those assessed individually within the ES.

In respect of the historic environment receptors, the likely in-combination effects are associated with visual impact and impacts on the heritage assets, which in this case is indirect on the setting of the assets (Scheduled Ancient Monument of Bradley Hall moated site, Locally Listed Bradley Hall, Grade II* Listed Tan House Farm, and Grade II Listed Beehive Farmhouse and Barley Castle Farmhouse).

The in combination effects of the Proposed Development on the setting and visual impact have been assessed as moderate/major adverse during construction. The visual impact generally on landscape character is considered to be significant. In combination the effects on these heritage assets are assessed as moderate/minor adverse and have the potential to be significant. However, as identified above for the human and property receptors, mitigation will be put in place to manage and limit the individual and synergistic effects on these receptors through activities such as the creation of bunds and early landscape planting and with the implementation of a CEMP to control and manage the construction activities and their impact on receptors. The synergistic effects on the heritage receptors are therefore not considered to be any greater than those assessed individually within the ES.

Receptor Category	Ground Conditions and Contamination	Traffic and Transport	Drainage and Flood Risk	Landscape and Visual Impact	Ecology and Nature Conservation	Socio Economic	Noise and Vibration	Air Quality and Dust	Cultural Heritage and Archaeology	Utilities	Waste	Energy	Agricultural Land & Soil	Synergistic Effect
Humans	N	A	N	A	-	B	A	N	-	N	-	A		Yes
Property	-	-	N	-	-	-	-	N	-	-	-	-	A	Yes
Ecology	-	-	-	-	A	-	-	-	-	-	-	-	-	No
Historic Environment	-	-	-	A	-	-	-	-	A	-	-	-	-	Yes
Landscape	-	-	-	A	-	-	-	-	-	-	-	-	-	No
Controlled Water	N	-	N	-	-	-	-	-	-	-	-	-	-	No
Economy	-	-	-	-	-	B	-	-	-	-	-	-	A	No
Local Waste Infrastructure	-	-	-	-	-	-	-	-	-	-	A	-		No

Table 9.2: Possible Synergistic Effects during Construction

Summary of Construction Phase Potential Synergistic Effects

"A" refers to Adverse, "N" refers to Neutral / Negligible, and "B" refers to Beneficial effects, after the consideration of mitigation.

Operation

For the operation phase, the human, property, historic environment and controlled waters are the most likely to be subject to synergistic effects.

Taking the likely impacts on human and properties (which includes residents and businesses) first, the impacts associated with flood risk and drainage are assessed as beneficial, as the drainage strategy proposed incorporates SUDs, swales and attenuation ponds with a control of flows from the site, therefore there is a benefit to the human and property receptors in respect of drainage and flood risk. As such the interaction of these effects can only be beneficial to the human and property receptors. The effects on air quality in respect of traffic movements are assessed as negligible and therefore not significant.

Effects in respect of socio economic are all beneficial (creation of long-term employment and effect on the labour market, increase in GVA and training and apprenticeship opportunities), Operational effects in respect of utilities and energy are assessed as negligible, given the utilities are installed at construction stage.

The increase in traffic and the resulting effects on driver delay and amenity and severance for pedestrians and cyclists on the local highway network is assessed as negligible to minor adverse. The operational noise from the Site and effects on property and human is assessed as minor to moderate adverse, however the in-combination effects of noise on humans resulting from the increase from traffic on the local road network is assessed as negligible to minor adverse. There are a number of physical measures that will be in place as part of the inherent mitigation such as the bunding that will be created as part of the earthworks and acoustic barriers that will mitigate these impacts.

The visual impact of the proposed Development in respect of residential views and from transport and PROW routes are considered to be adverse during operation, due to the change that will occur to the landscape during this time. In particular, the Proposed Development is assessed as having an adverse impact on certain viewpoints during operation.

There are a number of physical measures that will be in place as part of the inherent mitigation such as the bunding that will have been created as part of the earthworks early in the construction phase that will also mitigate the operational phase; and significant landscape planting and screening which will establish and mature over time and be managed and maintained with long term management plans. There is also a commitment to other mitigation such as Travel Plan(s) to reduce the reliance on the private car and to reduce, manage and minimise vehicle movements; parameters to manage noise through detailed scheme design by such things as limiting the noisier activities such as service areas and loading bays close to sensitive boundaries with residential receptors; off-site junction improvements will help to manage and in some cases improve driver delay and pedestrian and cycle severance and amenities. These measures will all help to manage and mitigate the effects of the Proposed Development on receptors as well as the synergistic effects that could occur.

There is still however potential for adverse synergistic effects on some receptors in respect of visual, traffic generation and operational noise from the Proposed Development. The greatest effect will be on the nearest residential receptors (e.g. Bradley Hall Cottages and Bradley Hall View) who are likely to be affected by all or some of these impacts at some point during the operational phase. With the mitigation and measures in the form of bunds to attenuate noise and acoustic barrier screening at carefully considered locations adjacent to Bradley Hall Cottages, it is anticipated that these synergistic effects will be reduced and be no greater than those assessed individually. In the short term there is potential for adverse synergistic effects associated with visual, traffic generated and noise. These effects are not however considered significant in the longer term as the Site's boundary planting matures and the scheme assimilates into the landscape.

For the human and property receptors at close range to the Site, such as residential properties at Bradley Hall View and Bradley Hall Cottages, the in-combination effects have the potential to be significant, but will be managed as identified above to minimise the effects so they are no greater than those assessed individually within the ES.

In respect of the historic environment receptors, the likely in-combination effects are associated with visual impact and impacts on the heritage assets, which in this case is indirect on the setting of the assets (Scheduled Ancient Monument of Bradley Hall moated site, Locally Listed Bradley Hall, Grade II* Listed Tan House Farm, and Grade II Listed Beehive Farmhouse and Barley Castle Farmhouse).

The effects of the Proposed Development on the setting of these heritage assets have been assessed as moderate/major adverse during the operational phase. The visual impact generally on landscape character is considered to be significant. In combination the effects on these heritage assets are assessed as moderate/minor adverse and has the potential to be significant. However, as identified above for the human and property receptors, mitigation will be put in place to manage and limit the individual and synergistic effects on these receptors through activities such as the creation of bunds and early landscape planting which will have a long term management plan and a 30m buffer around the SAM which will make provision

for a wildflower meadowland in the centre of the site, creating a sense of openness around the SAM to reduce the level harm to the setting of the monument and allow an appreciation of the monument.

Building heights, massing, orientation and proximity to the SAM have also been considered to alleviate the impact on the setting of the monument. The synergistic effects on the heritage receptors are therefore not considered to be any greater than those assessed individually within the ES.

Summary of Operation Phase Potential Synergistic Effects

Receptor Category	Ground Conditions and Contamination	Traffic and Transport	Drainage and Flood Risk	Landscape and Visual Impact	Ecology and Nature Conservation	Socio Economic	Noise and Vibration	Air Quality and Dust	Cultural Heritage and Archaeology	Utilities	Waste	Energy	Agricultural Land & Soil	Synergistic Effect
Humans	N	A	B	A	-	B	A	N	-	N	-	A	-	Yes
Property	-	-	B	-	-	B	-	N	-	N	-	N	N	No
Ecology	-	-	-	-	N	-	-	-	-	-	-	-	-	No
Historic Environment	-	-	-	A	-	-	-	-	A	-	-	-	-	Yes
Landscape	N	-	-	A	-	-	-	-	-	-	-	-	-	No
Controlled Water	N	-	B	-	-	-	-	-	-	-	-	-	-	No
Economy	-	-	-	-	-	B	-	-	-	-	-	-	-	No
Local Waste Infrastructure	-	-	-	-	-	-	-	-	-	-	A	-	-	No

Table 9.3: Possible Synergistic Effects during Operation

"A" refers to Adverse, "N" refers to Neutral / Negligible, and "B" refers to Beneficial effects, after the consideration of mitigation.

Cumulative Effects

There are a number of other projects that have been considered given the likely impact they will have cumulatively with the Proposed Development.

A geographical search area has now been identified where it is considered that cumulative impacts could be caused together with the Proposed Development, as shown on the Cumulative Development Plan overleaf. Within this geographical area, through discussions with Warrington BC, during the Scoping stage of the EIA process, a site sieve has been undertaken to include the following within the Cumulative Assessment:

- Development with planning permission that is not yet constructed.
- Any existing development that needs to be considered.
- Phases of the Garden Suburb proposed for allocation in the emerging Local Plan expected to be delivered in parallel with the phasing and delivery of the Application proposals.

These are identified on the plan opposite and the full details can be found in Section 9 of the ES Part 1 Addendum Report. In summary, the main potential for the cumulative effects are associated with the following sites:

Stobart's and Liberty Properties proposals for a National Distribution Centre on Barley Castle Lane. ~~Whilst this currently has no committed status following its refusal, a revised application and or appeal is expected to be submitted in Q2 of 2019.~~ A highways sensitivity test for traffic associated with this development has been undertaken as part of the Transport Assessment appended to the Traffic and Transportation Addendum Technical Paper 2 in Part 2 of this ES. Therefore this has not been reconsidered in the cumulative assessment for traffic and transport; or in terms of the cumulative environmental effect of noise and vibration and air quality generated by this traffic.

Other sites referenced include residential sites 1, 2, 3 and 5 granted outline planning permission. These sites are assessed as committed development within the Transport Assessment, therefore they have not been reconsidered in the cumulative assessment for traffic and transport, noise and vibration and air quality. Whilst there is a potential socio economic effect on the Proposed Development site, there is no link or cumulative effect in respect of any other technical areas due to the distance of these sites from the Proposed Development and the detached nature from the site.

In terms of the proposed industrial developments granted planning permission at sites 6, 7 and 8 traffic generation is not considered to be significant and therefore there is not considered to be a cumulative impact or link in respect of traffic and transport; noise and vibration; and air quality. This section will now summarise any cumulative impacts associated with these sites in terms of geology and ground conditions; flood risk and drainage; socio economic and waste.

Summary

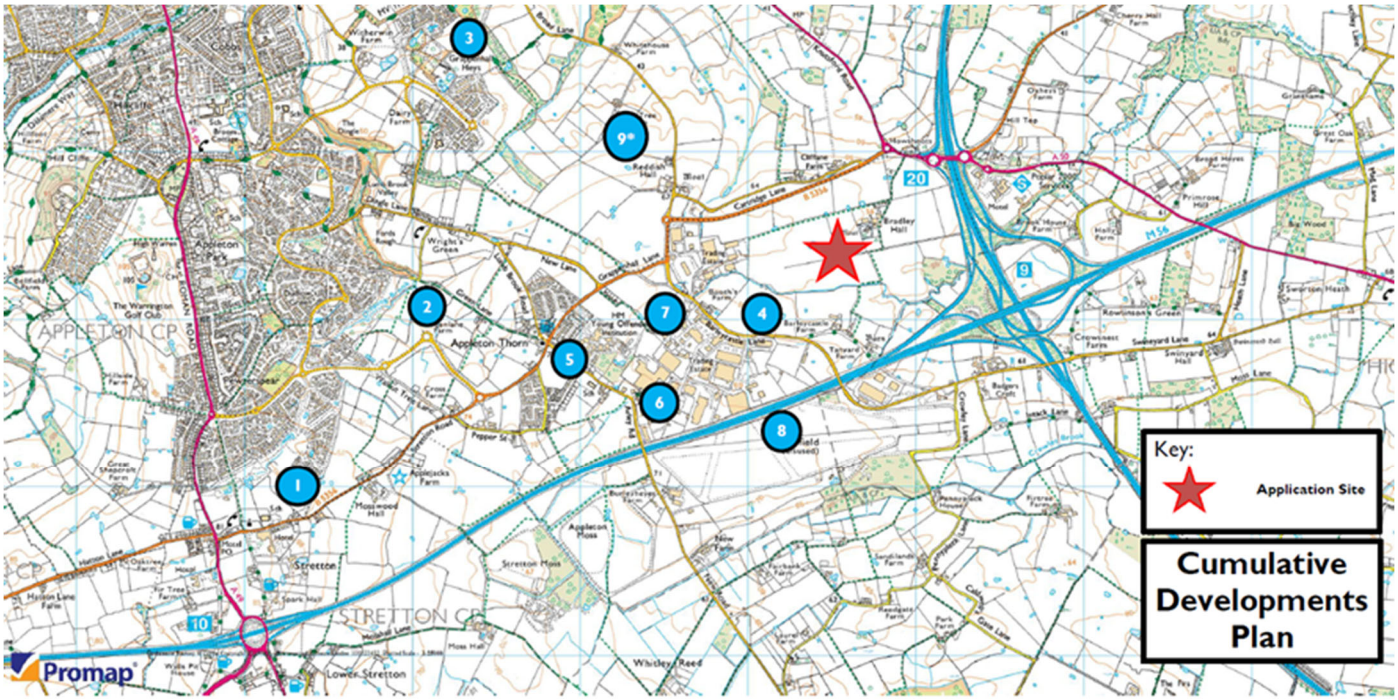
The overall assessment and impact of the Proposed Development Site when considered cumulatively with other cumulative sites in respect of ground and contamination, drainage and flood, ecology and nature conservation, air quality, utilities, energy and waste are not considered to be significant.

There are some significant adverse impacts arising as a result in the change to the landscape and the visual impact for some of the viewpoints closest to the site at both construction and operational phases. Each development will however mitigate these impacts as far as possible with bunding and/or landscape proposals to try and soften their appearance and help to screen their presence in the landscape.

In combination with other sites, there will be a permanent loss of an estimated 200 ha of 'best and most versatile' land, which is a significant long term adverse impact which cannot be mitigated. There will some minor adverse impacts on the setting of nearby listed buildings as a result of the visual intrusion of these proposed developments on the listed buildings and loss of the post-medieval agricultural landscape. In the long term, these cumulative effects will reduce as a result of mitigation in the form of maturing landscape and vegetation.

There are some minor adverse noise impacts as a result of the Proposed Development combined with the Liberty and Stobart's scheme (subject to its future delivery) and road noise on sensitive receptors, will be neutral to minor adverse. There are some adverse impacts arising from the traffic generated during the operational phases of the development combined with committed and cumulative developments assessed as part of the WMMTM, although it is noted that this is an extreme worst case assessment and that each future scheme will need to assess the impacts of their own development and mitigate accordingly.

There will be significant socio economic cumulative benefits in terms of GVA and job creation, which will significantly boost the local economy and also the benefits of new housing being in close proximity to the jobs created by the Proposed Development which will allow for non-car borne modes to be utilized for journeys to work. The cumulative schemes would, if implemented, bring forward new commercial floorspace and could cumulatively support approximately 700 gross jobs. When considered in combination with the Proposed Development, the cumulative effects on employment creation would equate to over 4,800 gross jobs. This could generate approximately £270 million of gross GVA per annum, once the developments have all come forward and have been fully occupied.



Above Top: Cumulative Developments Plan

Conclusion

The main purpose of the ES is to provide an objective assessment of the environmental impacts of the Proposed Development. This Non-Technical Summary provides a summary of the main issues identified within the ES Part 1 and ES Part 2.

The separate papers within the ES Part 2 contain the detailed analysis of impacts and mitigation and should be referred to for the complete assessment of impact. The ES Part 1 Report provides an overview of the predicted effects and how it is proposed to mitigate the impacts. It should be noted that the information submitted for this planning application is extensive given the nature of the Site and the Proposed Development. However the detailed mitigation strategies will be controlled via the use of planning conditions. A variety of mitigation measures are proposed to control, manage and reduce the effects of the Proposed Development. Further mitigation of environmental effects is also inherent in the design of the Proposals. All of the mitigation is devised to either mitigate individual effects or it is multi-functional to mitigate a number of effects.

As a whole, the majority of the potential environmental impacts and their effects (with mitigation incorporated) are assessed as neutral, negligible or minor adverse at both construction and operational phases and as such are not significant. This is in relation to ground conditions and contamination, traffic and transport, drainage and flood risk, ecology and nature conservation, socio economic, air quality and dust, utilities, waste, energy and agricultural land and soils as well as some effects associated with cultural heritage, noise and vibration landscape and visual impact.

There are a number of environmental impacts and their effects that are assessed as beneficial and these relate to the operational phase with the drainage and flood risk through a managed drainage strategy. Socio economic effects are significantly beneficial in respect of job creation, GVA and the opportunities for training and apprenticeships at both construction and operational phases, which has a benefit for the immediate locality as well as the wider Sub-region and the Borough.

The loss of some best and versatile agricultural land (based on 27% of the site being classified as Grade 3a) will result in a moderate adverse impact, given the land is a finite resource and as such cannot ultimately be replaced. However, the impact is mitigated by the ability for the landowner to purchase new land and re-invest, providing a minor benefit. There are, however some adverse effects on some receptors in respect of operational noise from the Proposed Development. The greatest effect will be on the nearest residential receptors (e.g. Bradley Hall Cottages and Bradley Hall View) who are likely to be affected by all or some of these impacts at some point during the operational phase. With the mitigation and measures in the form of bunds to attenuate noise and acoustic barrier screening at carefully considered locations adjacent to Bradley Hall Cottages, it is anticipated that these effects will be reduced.

It should also be noted that the current noise assessment can be considered an absolute worst-case assessment. Exact noise levels can only be determined and assessed in detail once specific end user operators come forward with reserved matters applications. At this point, detailed mitigation measure requirements can be determined and implemented.

There are also some significant adverse impacts associated with the effect on the setting of the SAM and adjacent Grade 11 and Grade 11* Listed Buildings which will experience indirect moderate adverse impacts on their setting at construction and operational phases due to their proximity to the Site. This will however be managed and limited as far as possible through the creation of bunds, retention of existing vegetation and openness with provision of a 30m buffer and wildflower meadow around the SAM location in addition to significant mitigation planting that is proposed.

Other significant effects are in respect of landscape character and visual amenity as a result of the change and disturbance that will occur with the Site's redevelopment. At the construction phase this is in respect of views into the site from Bradley Hall Cottages and Bradley Hall View. The effects of the Proposed Development will however be managed as far as possible with the early establishment of bunding to the Site's perimeter and early landscape planting where possible as well as the implementation of a CEMP. At the operational phase, the significant adverse effects are also in respect of those receptors closest to the Site at Bradley Hall Cottages and Bradley Hall View which will experience moderate adverse and high adverse effects respectively at year 1. Whilst the significant mitigation planting will mature over time to soften the appearance of the Proposed Development in the landscape and ensure the longer term effects on these views are reduced so as not to be considered significant, the assessment of effects remain as significant at these receptors.

The ES Part 1 also assesses the potential for the synergistic interaction of effects and concludes that in the main these are

not considered to be significant with the multi-functional mitigation that is proposed. The synergistic/interaction of effects which have the potential to be significant are as a result of the significant effects of visual impact, cultural heritage combined with the effects of traffic and transport and noise.

Cumulative impacts are assessed and take account of a number of developments in the area that either have permission or are likely to come forward in a similar timeframe to the Proposed Development. This includes the emerging Local Plan allocation for a mixed use urban extension referred to as the Garden Suburb. The main cumulative site considered and that are relevant to all the technical topics is the adjacent Liberty Properties and Eddie Stobart site for a National Distribution Centre, which currently has no committed status following its recent refusal of planning permission and the Garden Suburb. The cumulative impacts of the Garden Suburb have only been assessed in terms of traffic and transportation, socio economic and agricultural land. The cumulative impacts are not considered to be any more significant than those effects assessed as part of the main Environmental Assessment of the Proposed Development Site. This is except for those assessed during the operational phase for traffic and transport. However the assessment undertaken is based on data available which is based on an unmitigated highway network and as such shows an extreme worst case scenario.

The cumulative developments will each

Six 56 Warrington

ES Addendum – Text Deleted from Original ES Non-Technical Summary

Section Number / Paragraph Number / Table number / Figure Number in Original Paper	Text Deleted from Original ES	Reason
Front Cover	Revision A - 26 March 2019	Report Date and Revision change
Page 6	…and converted to B1a office use as part of the Proposed Development.	Change to the description of development.
Page 7	…change of use of… …to B1 (a) office use (335m² (3,600ft²)).	Change to the description of development.
Page 7	are seeking to consult	Change to status of Local Plan
Page 7	will be	Change in tense

Text Deleted Table

Page 11	are seeking to… the next stage of their Local Plan,	Change to status of Local Plan
Page 11	Whilst the Submission Version of the Local Plan has not commenced formal consultation at the time of submission of this planning application, the Local Plan has been presented to Members at a Full Council Committee Meeting.	Change to status of Local Plan
Page 12-13	the North West has a supply of speculative / Grade A units of 2,567,953 square feet including units under construction which will not be available until between August 2020 and January 2021. A unit of 103,968 square feet is under offer. This is a 13- or 14-month supply based on the five- and ten-year average regional take up. that in 2018, there has been approximately 4.2 million sq ft (390,186 sq m) of large scale premises take-up across the North West region. With total Grade A & Grade B space 2018 totalling over 4.2 million sq ft, this is the highest year on record up 30% on 2017 and up approx. 30% on the five year average (2014-2018). Design & build / speculatively built space accounted for 50% of all take up, which reinforces the need for further large-scale development sites to accommodate future demand for new build accommodation. At the end of 2018 there were 14 large scale logistic units speculatively under construction in the North West totalling approximately 3 million sq ft, eleven of which have now reached or with practical completion being imminent. With the 10-year average new build take up of approximately 2.5m sq ft this is currently standing at just over 1 years supply. Should 2019 take up levels hit 2018 recorded levels of 4 million sq ft JLL expect to see many of these units let during 2019. With increasing numbers of businesses seeking sites for	
	distribution and warehouse facilities in strategic locations, with easy access to the region's major transport networks this speculative supply will be quickly taken up by ongoing pent up demand.	
Page 29	At Bradley View and Bradley Hall Cottages, it is considered unlikely that significant adverse effects can be avoided.	Changes to the noise impacts
Page 39	Whilst this currently has no committed status following its refusal, a revised application and or appeal is expected to be submitted in Q2 of 2019.	Changes to committed status of Stobarts application

Spawforths
Junction 41 Business Court, East Ardsley, Leeds, West Yorkshire. WF3 2AB
t: 01924 873873, f: 01924 870777, mail@spawforths.co.uk, www.spawforths.co.uk