Warrington Motorway Service Area, J11 M62

Extra MSA Group

Environmental Statement Non Technical Summary

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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.

Report Author .....Kate Goodwin

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Contents

Introduction

This is the non-technical summary for an Environmental Statement (ES) which has been prepared on behalf of Extra MSA Group to accompany an outline planning application for the proposed Motorway Service Area (MSA) development at Junction 11 of the M61.

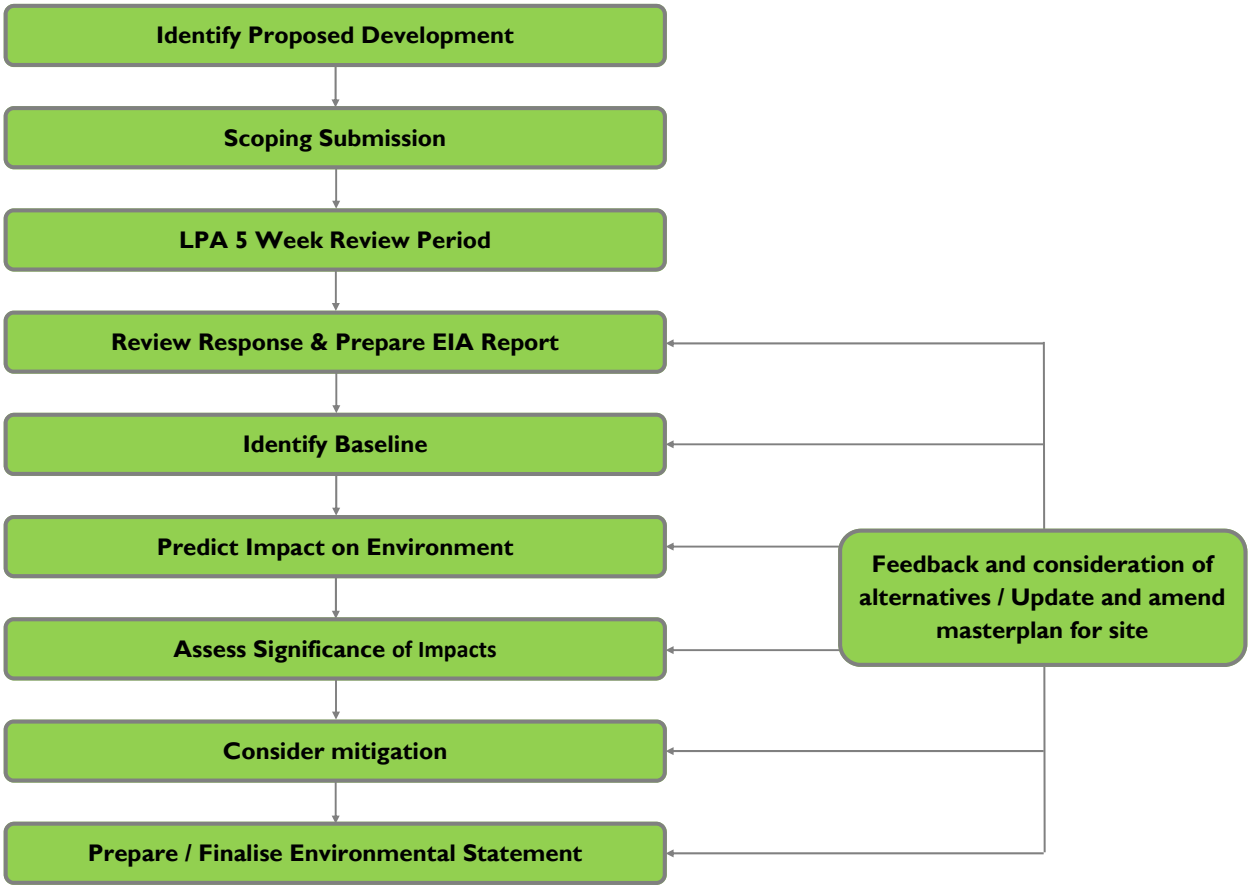
This document is a summary of the ES that has been submitted as part of the outline planning application with all matters reserved, except for access, having regard to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The report describes the physical characteristics of 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



Aerial view of the Site with Red Line Boundary

Site Description

The Application Site is located in Birchwood, within the local authority area of Warrington. The national and regional context is shown on the plans below:

The Application Site is located to the north-east of the urban area of Warrington, approximately 4.8km (7.8 miles) from Warrington town centre. The M62 Motorway runs in an east-west direction to the north of Warrington, and forms the east-west Trans-Pennine Motorway in Northern England, connecting the two major ports of Liverpool and Hull via intervening conurbations including Manchester, Warrington, St Helens and Leeds, and connects the three City Regions of Liverpool, Manchester and Leeds.

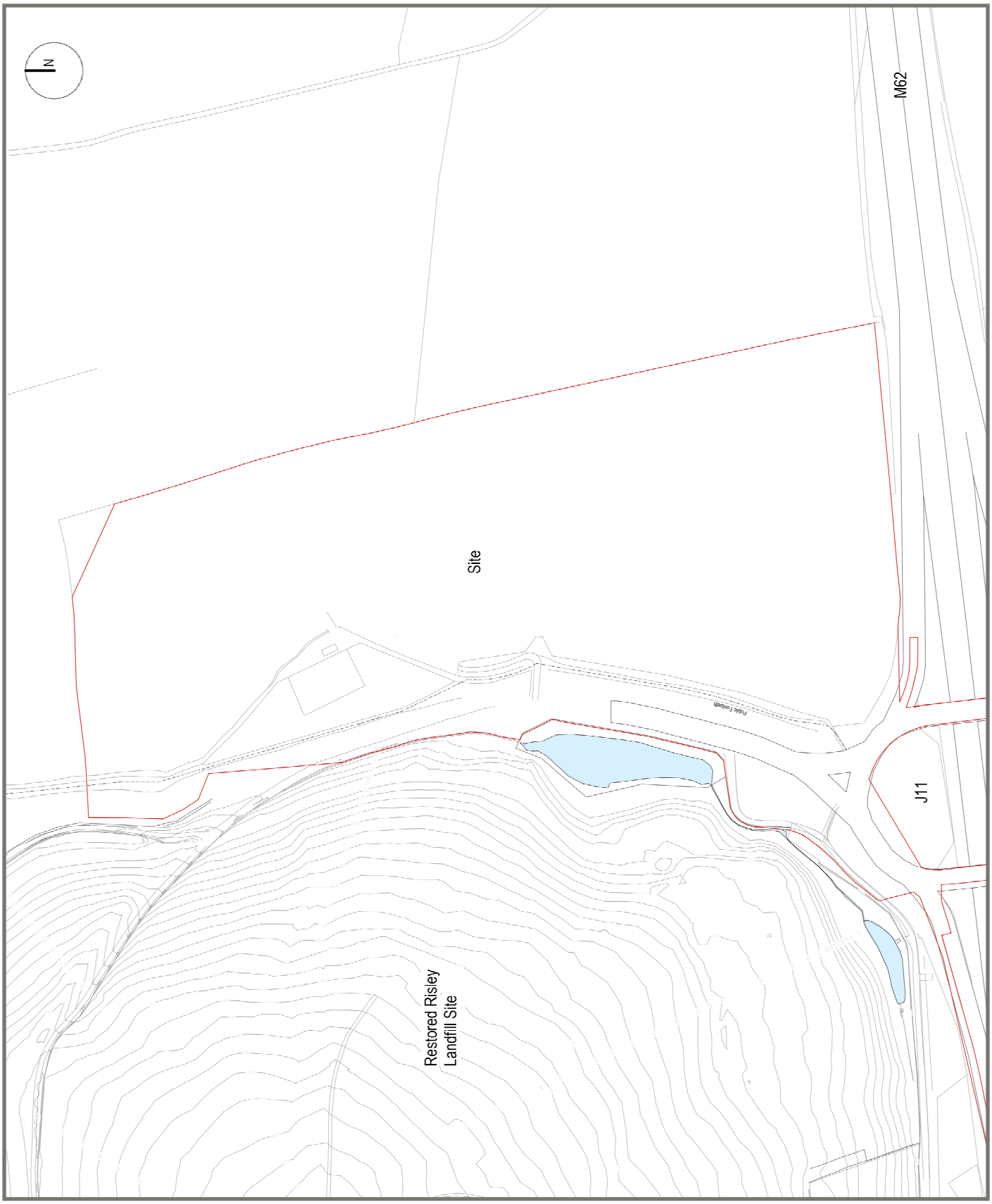
The Site is located to the north of the M62 Motorway at Junction 11, within its north east quadrant and has direct access to Junction 11 via a spur to the motorway junction roundabout (Birchwood Way). The M62 Motorway also provides access to the wider Strategic Road Network, with the M6 Motorway running north/south, approximately 4km (2.5 miles) to the west of the Site, and the M60 Motorway, which runs around Manchester, approximately 10km (6.1 miles) to the east of the Site.

Junction 11 of the M62 Motorway also provides access to the A574 Birchwood Way and the Birchwood area of Warrington, which is located to the south of the M62 Motorway corridor and consists of Birchwood Park (a business park) and beyond this, residential areas of Gorse Covert and Oakwood, which are suburbs to Warrington.

Immediately to the west of the Site is a former landfill site (Risley Landfill), where landfilling began in 1979, but which has now ceased, and the site restored and planted. There are a series of permissive footpath routes across the restored landfill site. To the east and north is arable farmland. A disused railway line crosses the farmland that is beyond the Site boundary, and arches to the east and north approximately 0.6km (0.4 miles) from the Site boundary.

To the east and north of the Application Site are agricultural fields. The settlement of Culcheth lies to the north west of the Site, with its centre approximately 2 km (1.2 miles) from the Site. Green Corridor and Green Space.

The main part of the Site relates to an area of land of approximately 15.41ha in extent, whilst the total land within the redline and therefore including highway works to M62 J11 Motorway Roundabout is 16.81ha. The Site is greenfield and located within the Green Belt. It comprises agricultural land and rough grassland, with a small area of restored landfill and hardstanding.



Site Location Plan (showing the application site)

Site Description Continued...

The planning application redline encompasses the M62 J11 Motorway Roundabout, spur from the roundabout and the main part of the Site. The total land within the redline and therefore including highway works to M62 J11 Motorway Roundabout is 16.81ha.

The Site is greenfield and located within the Green Belt. It comprises agricultural land and rough grassland. The agricultural land within the Site comprises a large arable field (11.58 ha). A small triangular area of rough grassland is present to the west of the Site (approximately 1.0 ha), this land previously formed part of a larger agricultural field, the majority of which was incorporated into the Risley Landfill Site. The remnant field area was removed from agricultural use by the operation of the landfill site and is therefore considered to be non-agricultural. All other land within the Site is also non-agricultural comprising areas of restored landfill and hardstanding. The agricultural land is partially located over peat deposits, which are located predominantly to the south western section of the Site.

The M62 J11 Motorway roundabout and the spur from the roundabout junction into the Site is at a higher level to the rest of the Site. The roundabout is vegetated to its edges with grass, shrubs and trees. The M62 Motorway Corridor and Junction 11 is lit in the vicinity of the Site.

The Site is set at a lower level than the M62 Motorway Junction 11 and its associated slip roads, but is higher than the M62 Motorway itself. From the Motorway Junction and the spur from this, the land falls away sharply into the main part of the Site, which is set at a lower level and is relatively level across the remainder of the Site.

There are trees to the eastern, and part of the southern and south western boundaries. A post and rail fence marks the southern boundary. The Site is bounded to the east, north and part of the western boundary by a water course, which is a dry ditch and classed as a non-main river. To the western boundary is another water course, known as Silver Lane Brook that extends into part of the Site as a 'dog leg'. It is identified by the Environment Agency as a main river. The Site is within Flood Risk Zone 1 and as such at low risk of flooding.

A Public Right of Way (Footpath number 13) runs along the western boundary of the Site and leads north to Silver Lane Pools, and west around the adjacent restored landfill site, before heading north to Culcheth and east to Holcroft Lane. Footpath number 28 continues around the north of the restored landfill site, connecting to Footpath 14a to the western boundary, which connects to Footpath 25 to the southern boundary, before reconnecting with Footpath 13 adjacent to the Application Site. This also links to a footpath at the spur of the Junction 11 roundabout and around the roundabout, before linking to footpath 25 to the south eastern quadrant of the Junction 11 roundabout in Birchwood.

The HS2 Safeguarded Land corridor arcs around the north eastern corner of the Site and is located outside the Redline Site Boundary.

A 50m Buffer Motorway Air Quality Management Area (MAQMA) runs along the Motorway corridor.

There is a high pressure gas main that runs north to south through the eastern extent of the Site and comprises an inner, middle and outer PADHIZone. Consultation has been undertaken with the HSE (Health and Safety Executive) to discuss the proposals and the extent of development that is acceptable within each of these zones. The exact location of the gas main has been confirmed by National Grid.

Site Description Continued...

Indicative Site Plan

Development Description

This outline planning application proposes the comprehensive development of the Site to the north-east of the M62 J11 Roundabout to provide a 'New Concept' Motorway Services Area (MSA). The application is submitted in outline with all matters, except access, reserved for consideration at a later date. The description of development is as follows:

Erection of a Motorway Service Area including Facilities Building, up to 100 bedroom Hotel, service yard, Fuel Filling Station, Electric Charging Station, parking facilities for each category of vehicle, access and internal circulation roads, structured and natural landscaping with outside amenity space/picnic space and dog walking zone, pedestrian and cycle links, boundary fencing, surface water drainage areas, ecological mitigation, pumping station(s), substation (s), retaining structures and associated infrastructure and earthworks.

The detailed appearance, landscaping, layout, and scale of the scheme will form reserved matters for later approval, however the proposals will include the following elements:

- Facilities Building incorporating public facilities, retail uses, food and beverage uses, business lounge and associated staff, storage and management uses within the building thermal envelope
- Hotel and associated guest facilities, front of house, staff and storage uses
- Fuel Filling Station (FFS) incorporating facilities for the public, retail uses, food and beverage uses, and associated staff and storage areas
- Parking facilities for all vehicles with access roads and pedestrian and cycle access in a landscaped setting
- Soft landscaping areas and ecological areas
- Highway access from junction 11 of the M62 Motorway

The design is based on the development of the 'new concept' Motorway Service Area, which offers travelers a break from their journey in a warm and welcoming environment. The building will be designed to create links with external amenity spaces and the wider area, particularly the adjacent Restored Risley land fill site. The development will include a Facilities Building of up to 5,000m2 GIA, with tenant units located around a central space. There will be Hotel with up to 100 bedrooms, which will integrate with the Facilities Building. Car parking, HGV parking, Electric Charging Station (ECS) and a Fuel Filling Station are also located on-Site, with layouts developed to make the most of the on-Site opportunities. Integrating the building design with the landscaping proposals will be key. Landscaping buffers will be created to the extents of the Site and in key locations on-Site to screen elements where necessary. Access to the Site will be taken from the existing Junction 11 of the M62 Motorway, via the existing spur from the roundabout at Junction 11.

The Facilities Building will principally provide:

- A food court and ancillary retail, incorporating facilities for the sale and consumption of hot and cold food and beverages on and off the premises
- Free toilet, hand washing facilities for all drivers and disabled visitors.
- Free showers and washing facilities for all HGV drivers.
- Staff areas including kitchen, catering storage, staff rooms, retail storage, refuse areas and office space. Some of these areas will be accommodated at first floor level.

Other complementary uses will include:

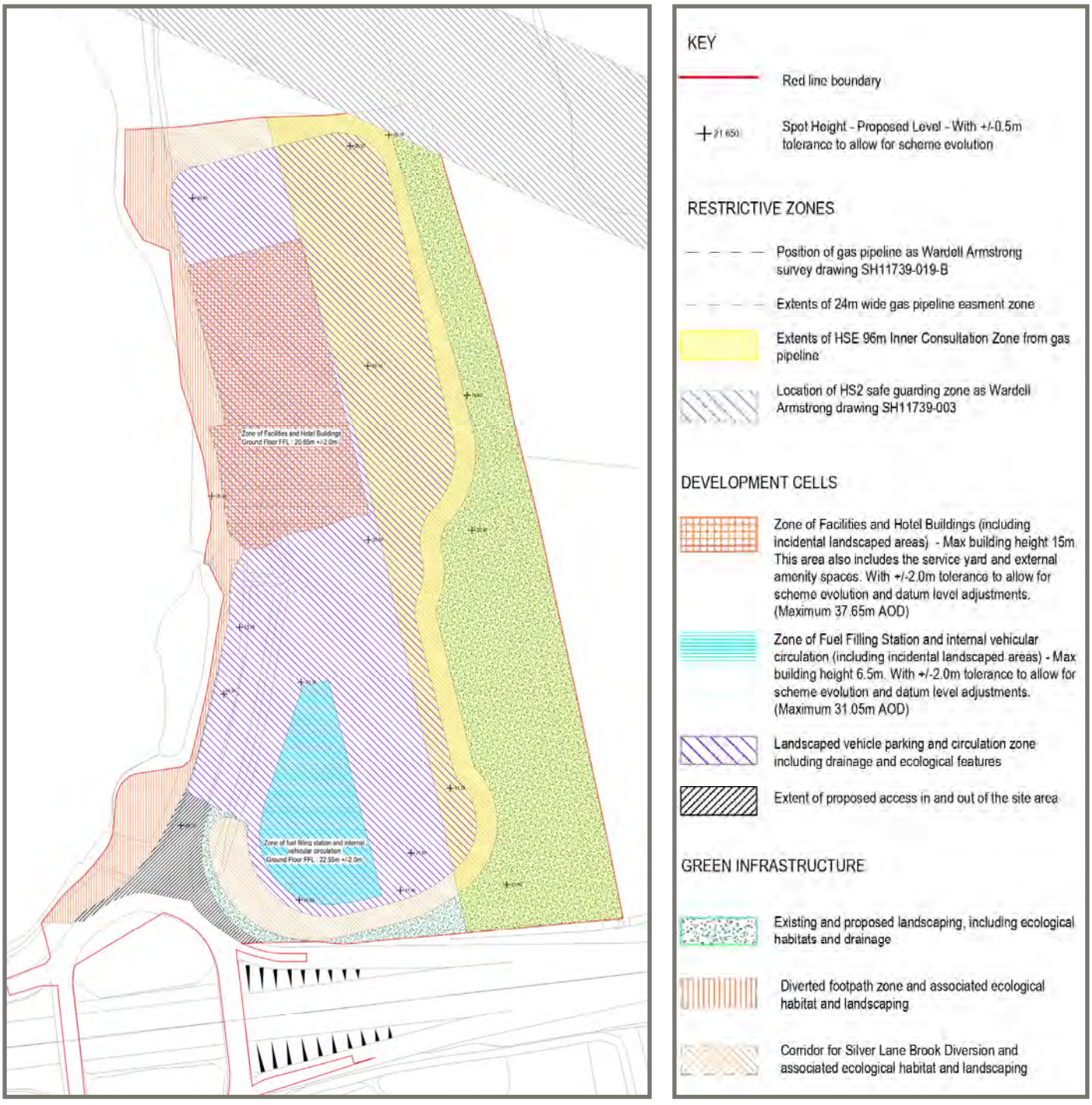
- Fuel Filling Station which will include a domestic forecourt and a HGV forecourt and a forecourt shop of approximately 500m^2. Alternative new technology fuels will be provided (subject to availability, such as hydrogen to contribute to Low Carbon targets).
- Electric Charging Station (ECS) located within the car park
- Parking facilities for:
  - 536 light vehicles
  - 105 HGV spaces
  - 1 abnormal load HGV space
  - 16 coach spaces
  - 15 car plus caravan / motorhome / vehicle plus trailer spaces
  - 15 motorcycle spaces

The Parameters are fixed and set the context for the environmental assessment and the context in which the

detailed design will be developed. At this stage, indicative details are provided to show how the scheme could be developed within the Parameters set. The parameters have been fixed to include the following details:

- Development Cells Parameter – area of built development, distribution of land uses, Site access, maximum building heights and spot height levels
- Green Infrastructure Parameter – existing and proposed landscaping, including ecological habitats, drainage areas, corridor to accommodate the diverted Silver Lane Brook, zone for public right of way and diversion of this and spot height levels.
- Restrictive Zones Parameter – gas pipeline location and associated zone of easement required by HSE guidance and, whilst outside the Site boundary, the HS2 Safeguarded zone is also identified.

Parameters Plan



Planning Policy Context

The statutory Development Plan for Warrington comprises the Warrington Local Plan Core Strategy, adopted in July 2014 and provides the spatial context from which more detailed policies and site allocations should follow. Nevertheless, it should be noted that in October 2016 Warrington Council agreed to carry out a comprehensive review of the Local Plan Core Strategy in response to results of the High Court Challenge and the emerging evidence which set out the Borough's growth ambitions as well as its housing and employment needs to reflect these aspirations. The revised evidence base and the commitment of the Council to review their Core Strategy are material considerations in the context of this application, but the Core Strategy remains the statutory development plan in the context of Section 38 of the Act until such time as it is replaced.

The Core Strategy's Key Diagram identifies that the Site is located on the edge of the urban area and within close proximity to an 'Existing Employment Location' (Birchwood). In line with the Strategic Vision, the strategic objectives include supporting growth in the local and sub-regional economy, maintaining the permanence of the Green Belt, securing high quality design and minimizing the impact on the environment.

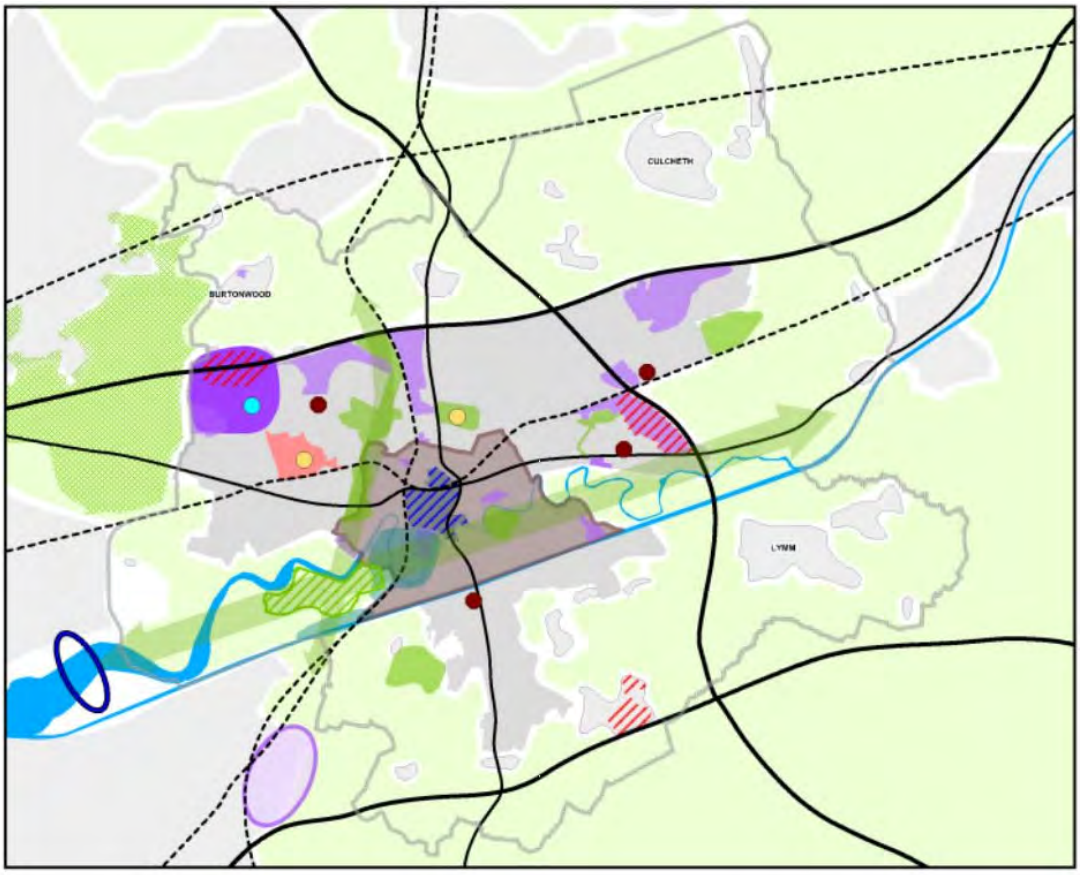
The adopted Core Strategy (2014) Proposals Map currently identifies the Site as Green Belt land. It also identifies that there is a Public Right of Way (PROW) running along the western edge of the Site. Further to the south of the Site and on the opposite side of the M62 is Gorse Green Mounds Local Wildlife Site.

The Green Belt Review has been produced to inform the findings of the Local Plan Review. The study was made in the context of the significant employment and housing land need identified within the new local evidence base. The Review identified that the Application Site as falling within General Area 2, which encompassed as a much larger piece of land stretching from the northern boundary of the M62 to the southern and eastern edge of Culcheth. The General Area 2 was identified as making a 'Moderate' contribution towards the purposes of the Green Belt.

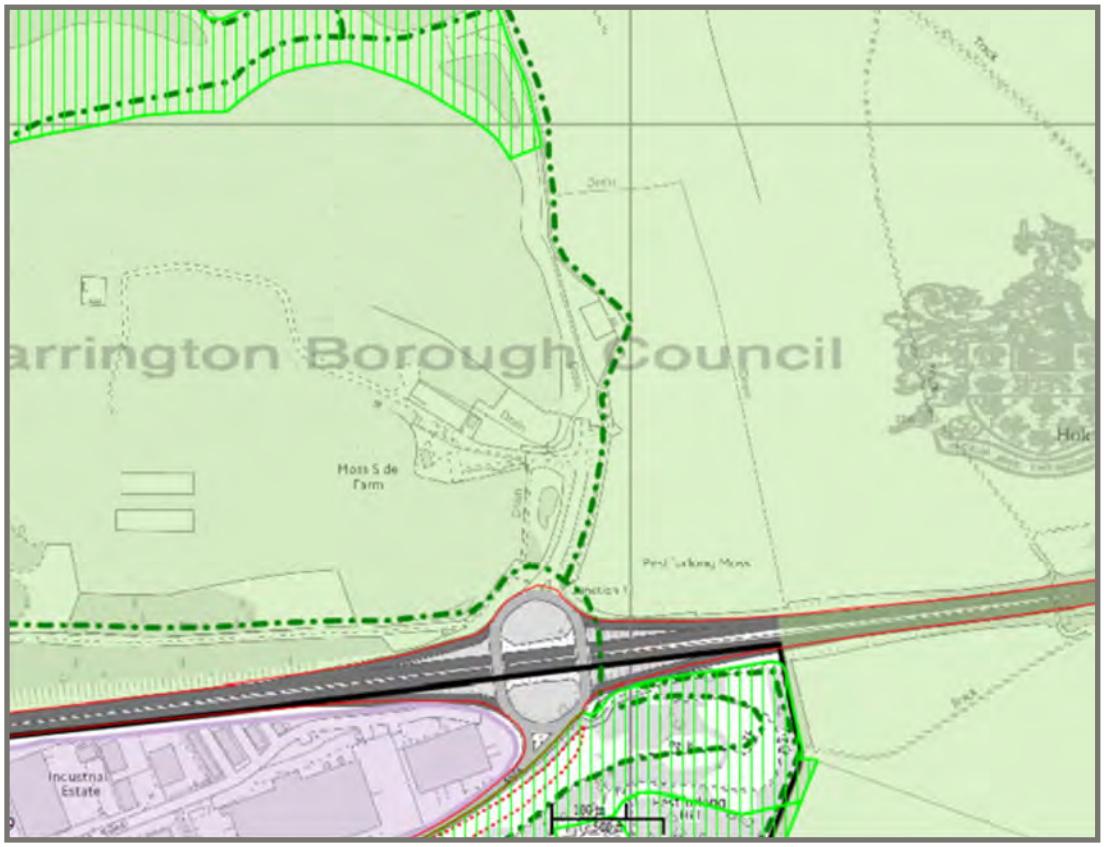
The Assessment went on to split the General Areas into a number of potential development parcels based on their proximity to built-up areas. The Application Site was identified as falling within Parcel WR14, which was identified as making a 'Weak' contribution to the Green Belt purposes. Whilst the site is in Green Belt, the policies state that development proposals within the Green Belt will be approved / supported where they accord with national policy i.e. for 'appropriate development' or where 'very special circumstances' are demonstrated for 'inappropriate' development.

When taken as a whole, the proposals will deliver economic development in a sustainable location which is the principle tenet that underpins the Core Strategy. The Application proposals therefore comply with the Development Plan "as a whole" and hence there is a Section 38(6) presumption in their favour and also, they benefit from support from NPPF (19) paragraph 11(c) relating to approving development proposals that accord with the Development Plan without delay.

Relevant Core Strategy Policies	
Policy PV 1 Development in Existing Employment Areas	Policy QE 6 Environment and Amenity Protection
Policy PV 3 Strengthening the Borough's Workforce	Policy QE 7 Ensuring a High Quality Place
Policy PV 4 Retail Development within the Town Centre and Primary Shopping Area	Policy QE 8 Historic Environment
Policy PV 5 Enhancing the Town Centre Economy	Policy MP 1 General Transport Principles
Policy PV 7 Promoting the Visitor Economy	Policy MP 3 Active Travel
Policy SN 4 Hierarchy of Centres	Policy MP 4 Public Transport
Policy SN 5 New Retail and Leisure Development Within Defined Centres	Policy MP 5 Freight Transport
Policy SN 7 Enhancing Health and Well-being	Policy MP 6 Transport Infrastructure
Policy QE 1 Decentralised Energy Networks and Low Carbon Development	Policy MP 7 Transport Assessments and Travel Plans
Policy QE 3 Green Infrastructure	Policy MP8 Waste
Policy QE 4 Flood Risk	Policy MP 10 Infrastructure
Policy QE 5 Biodiversity and Geodiversity	Policy CC 2 Protecting the Countryside



Extract from the Warrington Local Plan: Core Strategy Key Diagram



Extract from the Warrington Local Plan: Core Strategy Proposals Map

The need for the development of the Site can be categorised into needs in respect of safety on the strategic highway network, regeneration and economic. Together these needs justify the Site's redevelopment as an MSA.

Highway Safety Need

Highways Agency guidance points to a deficiency in MSA facilities within the area of the Application Site and Highways England have confirmed this is the case.

Based upon the gapping parameters contained within Circular 02/2013, four defined policy gaps exist in the provision of MSA facilities on the Strategic Road Network within the North West Region where spacing between existing MSAs is greater than the maximum limit of 28 miles or a maximum travelling time of 30 minutes. These gaps are:

- On the M58/M6/M62/M60/M62 corridor between M58 Terminus (Switch Island) and Birch Services.
- On the M6/M62/M60/M62 corridor between Charnock Richard Services and Birch Services.
- On the M58/M6/M62/M60/M67 corridor between M58 Terminus (Switch Island) and M67 Terminus (Hattersley Roundabout).
- On the M6/M62/M60/M67 corridor between Charnock Richard Services and M67 Terminus (Hattersley Roundabout).

The proposed Site, at the North East Quadrant of Junction 11 of the M62, is considered to be the optimal location in which to provide a high quality and bespoke MSA and will meet the needs of motorists in a sustainable and accessible location.

There is a 'need' fully supported by policy for a new MSA to serve the identified gapping between existing MSA provision between the M58 Terminus and M62 Birch Services; M6 Charnock Richard and M62 Birch Services; M58 Terminus and M67 Terminus; and M6 Charnock Richard and M67 Terminus. This is based on Government policy in Circular 02/2013 which sets out the maximum acceptable distances between facilities. As a 'need' has been established, the most appropriate location for an MSA needs to be identified.

Economic and Regeneration Need

Chapter 4 of the Warrington Core Strategy sets out the 2027 Vision for the Borough, stating that "*the Town continues to be a key economic driver for the surrounding area and its pivotal location within the 'Atlantic Gateway' is an advantage to residents and businesses and gives them unrivalled access to both the Manchester and Liverpool conurbations and national transport infrastructure*". The Proposed Development would support this Vision by contributing to the economic growth of the borough as well as tackling issues of deprivation and worklessness.

Extra MSA Group are investing circa £75 million to deliver the development which will create a significant number of short-term jobs in the economy. This is all private sector investment and equates to approximately £8 million per annum into the Warrington local economy.

The MSA will also bring approximately £1.05 million in annual Business Rate Revenue. Under the Busness Rate Retention Scheme, up to 50% of rates collected can be retained by the Council, thereby helping to ensure ongoing public services are maintained. It is also estimated that the construction phase of the development has the potential to generate £28.4 million in cumulative GVA (Gross Value Added) for Warrington and the North West economy. With the operation phase generating £39 million in cumulative GVA for Warrington and the North West economy between (for a 10 year period). This will have a substantial positive impact on Warrington and the Regional economy.

There will also be substantial job creation. This equates to 97 Full Time Equivalent (FTE) jobs during the construction stage. In addition to this, there will be 15 FTE job opportunities for supply chain network and maintenance sectors within Warrington and 32 FTEs within a wider catchment area.

Once operational, the M62 J11 MSA will support 228 FTE employees in addition to the 75 FTE jobs that are supported through the supply chain. Whilst some of these new jobs may be filled by people outside of Warrington, it is estimated that there will be at least 137 (net) new jobs within Warrington.

In reality, these positions will be filled by a mix of "full time" and part time" roles, meaning that the actual number of

individuals receiving the benefits of employment at the development may be significantly higher than these estimates. These jobs will be working on shifts on a 24/7 basis. Based on evidence from other MSAs operated by the MSA Extra Group, leading national and popular tenant operating companies will be accommodated on long-term leases; this will ensure that the operational jobs will be roles that will persist for at least 50 years, providing a longer-term major benefit to the local labour market within the Area and Warrington.

Extra MSA are fully committed to supporting apprenticeships. Independent research by Consultants along with experience from Extra MSA indicates that the development will generate 16 – 17 new apprenticeships. Extra MSA also fully support local school / educational visits and engagement as part of both the construction and operational phases of the development and are engaging with various Bodies such as Warrington & Co to facilitate this.

Extra MSA Group have produced an Employment and Training Charter to ensure that construction of the development delivers real and lasting positive social and economic benefits, such as promoting employment and training opportunities which are readily accessible to the local communities within the Area and Warrington. Extra MSA Group will expect the main contractor to endorse this commitment to support local employment opportunities by signing up to the Charters which are outlined in more detail in the Employment and Training Charter report.

Businesses within the supply chain and their employees will generate spend within the local economy which has a multiplier effect as further rounds of additional spend occur. The development will form part of a strategic 'gateway' for the Borough. When operational the development will act as a catalyst for the wider regeneration and economic development contributing to the area achieving its economic potential by attracting new investors and occupiers to Warrington.

Motorway Service Areas are a key component of this national infrastructure network and are essential for the welfare and safety of users. The Warrington MSA Junction 11 M62 development will help address the 'need' for a Motorway Service Area on this section of the M58, M6, M62, M60, M62 and M67 Motorway Network.

The availability of attractive, easy to access and convenient opportunities to stop on the motorway network can contribute to combating driver fatigue ("falling asleep at the wheel") which, according to research by The Royal Society for the Prevention of Accidents (2001), "is a major cause of road accidents, accounting for up to 20% of accidents on motorways and monotonous roads in Britain." The development will encourage road users to take breaks more frequently and therefore reduce opportunities for road traffic accidents to take place as a result of fatigue and tiredness and keep traffic flowing.

Accidents on the motorway network result in congestion and delay which in turn has an economic impact on all 'users' of the motorway. Whilst delays are primarily a result of demand exceeding capacity, accidents on the network are also a contributing factor and can take many hours to resolve, depending upon their severity. A recent government report 'Review of Investigation and Closure Procedures for Motorway Incidents – preliminary Report' (May 2011) found that the economic costs of disruption caused by incidents is high and the study estimated that for a "three lane carriageway closure, on a busy motorway, the economic impact can be more than £500,000".

The provision of convenient and accessible Motorway Service Areas, where drivers can take a rest break when needed, plays a key role in the efficient and safe running of the national road network. Drivers of commercial vehicles are subject to strict working hours requirements. Rest breaks must be taken regularly. The logistics industry is therefore heavily reliant on MSAs as places where drivers can take a rest break, have a shower, and a meal. MSAs are the 'ultimate refuge' for many drivers, who struggling with mechanical problems will try to reach the next MSA where they can safely stop and call for help.

The development will assist in the safe and efficient use of the Region's Strategic Road Network. The development will encourage road users to take breaks more frequently and therefore reduce opportunities for road traffic accidents to take place as a result of fatigue and tiredness and keep traffic flowing whilst reducing journey times and therefore has the potential to increase regional and local economic activity and efficiency. The scheme can deliver improvement to the national economy and more jobs may become available, which would increase economic activity.

There is a strategic need, fully supported by policy, for a new MSA to serve the identified gapping between M58 Terminus and M62 Birch Services; M6 Charnock Richard and M62 Birch Services; M58 Terminus and M67 Terminus; and M6 Charnock Richard and M67 Terminus. This is based on Government policy in Circular 02/2013 which sets out the maximum acceptable distances between facilities. The need has also been supported as recently as 11th June 2019 by Highways England.

As such, the most appropriate location for the MSA needs to be identified. This is addressed fully within the Alternative Sites Assessment submitted with the Planning Application and appended to the ES.

The detailed Alternative Sites Assessment Report sets out the site selection process that has been undertaken to identify a preferred site which best meets the need for a new MSA on this stretch of the Strategic Road Network with the least number of planning, engineering and environmental constraints having regard to both On-line and Junction locations and the policy guidance contained in Circular 02/2013.

The Assessment also contains a justification as to why the proposed Site at J11 of the M62 is the only potential location to meet the established 'need' for a new MSA serving travelers between the M58 Terminus and M62 Birch Services; M6 Charnock Richard and M62 Birch Services; M58 Terminus and M67 Terminus; and M6 Charnock Richard and M67 Terminus and why the Application Site is the only quadrant of J11 M62 where a new MSA can be delivered. 'Getting it right' commercially is critical as the travelling public will not make proper use of MSAs which are not easily accessible, attractive or well located. A location which is not commercially viable will not be delivered, leaving the 'need' on safety and welfare grounds unmet.

The applicant is a successful and experienced motorway service station operator. As such the consideration of alternative development options for the preferred site are limited. The following development options have however been considered in formulating the proposals for the Application Site :

- Do Nothing
- Compliance with the Development Plan
- Preferred Option – Motorway Service Area
- Preferred Option – Motorway Service Area Design Evolution

To Do Nothing

To do nothing with the Site would mean the Site was retained as existing and therefore as an agricultural field.

The new development would provide significant inward investment to an area identified as a strategic economic and regeneration area (approximately £75 million capital investment between 2021 and 2022). There would be substantial job creation (97 FTE at construction stage, with an anticipated 300 workers on Site at any one time; 228 FTE operation jobs with a further 273 FTE jobs supported through the supply chain). It would also bring substantial cumulative GVA for construction and operational phases of around £63.6 million into the Region (between 2021 and 2031). The Development would also generate £1.05 million in annual Business Rates.

Other benefits of the proposed scheme that would not be realized without the Proposed Development would include a financial contribution towards upgrading the existing Public Right of Way network and existing pedestrian links, a bespoke staff minibus service and measures to encourage cycling to work; dedicated HGV parking areas to relieve current issues at Birchwood Park, and various ecological enhancement measures. These benefits would positively impact the wider residential and business community and Warrington as a whole, and to do nothing would not enable these benefits to be realised.

In addition to this, Highways Agency guidance points to a deficiency in MSA facilities within this area and the existing planning policy context is supportive of a scheme. There is a strategic need fully supported by policy for a new MSA to serve the gapping in this location. The Site adjoins the M62 Motorway and has safe and convenient access from M62 J11 and lies within this area of identified need. It has been shown that this is the best option to address the four gaps on the strategic highway network. To do nothing would not enable this deficiency to be addressed in this suitable location.

Compliance with the Development Plan

With regards to compliance with the Development Plan, the Planning Statement concludes that, it is considered that whilst there is a need to assess compliance with individual policies (set out in full in the Planning Statement and summarised in Section 5 'Plans and Policies' of this ES Part 1 Report), case law identifies that the test of compliance should be in the context of whether the application proposals are in accordance with the development plan "as a whole". The Judgement (CO/774/2015 EWHC 2489 (Admin) (2015)) sets out in paragraph 30, the basis on which a decision maker may consider the issue, stating "that is not just in relation to one policy but against the development plan as a whole". This is reconfirmed in paragraph 31 "to determine whether a proposal is in accordance with the plan the decision maker needs to have regard to all of the relevant policies and not just one".

In considering the compliance of the Proposed Development with the Policy requirements of the Core Strategy it is concluded that the only non-compliance is in respect of one aspect of Policy CC2. In this regard however, it is considered that this non-compliance does not render the application proposals non-compliant as a whole with the Development Plan as the application proposals support the general thrust of the Policy requirements to support employment development.

Whilst the Site is in Green Belt, the policies state that development proposals within the Green Belt will be approved / supported where they accord with national policy i.e. for 'appropriate development' or where 'very special circumstances' are demonstrated for 'inappropriate' development. The 'very special circumstances' case, as set out in Section 9 of the Planning Statement, concludes that the Proposed Development does meet this test. As indicated above, when taken as a whole, the proposals will deliver economic development in a sustainable location which is the principle tenet that underpins the Core Strategy. The Application proposals therefore comply with the Development Plan "as a whole" and hence there is a Section 38(6) presumption in their favour and also, they benefit from support from NPPF (19) paragraph 11(c) relating to approving development proposals that accord with the Development Plan without delay.

Section 38 provides that development that accords with the Development Plan should go ahead unless material considerations indicate otherwise. The Applicant considers that the application proposals comply with the Development Plan for the reasons set out above.

Preferred Option—Motorway Service Area

The need for an MSA in this location has been identified, and as previously discussed the Site is the preferred location for an MSA. The Site is the preferred location for an MSA to meet the need and that, with the "very special circumstances" shown, the development is considered to comply with the Development Plan "as a whole". The Developer has therefore progressed site investigations, environmental assessment and detailed design works in order to inform the layout, scale, form and boundaries of the proposed MSA scheme on the Application Site, along with any necessary mitigation measures required to minimise and manage any likely environmental impacts.

The Developer has therefore progressed site investigations, environmental assessment and detailed design works in order to inform the layout, scale, form and boundaries of the proposed MSA scheme on the Application Site, along with any necessary mitigation measures required to minimise and manage any likely environmental impacts.

The Section below (Preferred Option - Design Evolution) identifies the evolution of the proposals and how environmental matters were considered in respect of the Preferred Option of an MSA.

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. This has been heavily influenced by the environmental assessment as well as key consultee, community and stakeholder engagement. The design evolution and overarching philosophy are set out in detail in the following section.

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. This has been heavily influenced by the environmental assessment as well as key consultee, community and stakeholder engagement.

A number of physical site constraints have also influenced the scheme design. These influences have included a high pressure gas main to the eastern extent of the Site, which has associated inner, middle and outer PADHI zones; Silver Lane Brook; peat beneath part of the Site; PROW; access to the Site and associated existing ground levels.

A number of opportunities have also influenced the scheme design. These include a relatively level main site area; opportunity to create a peatland type habitat within the Site; adjacent restored landfill site with ability to screen views of the Proposed Development; opportunities to divert Silver Lane Brook an create enhanced ecological habitat along its new corridor; existing tree belts to sections of the Site boundary and opportunities to enhance these; opportunity to connect to the wider PROW network and permissive footpaths on adjacent sites and enhance these connections.

Significant design development work has been undertaken to develop an indicative scheme, demonstrating how an MSA can be designed for this Site that will respond appropriately to the requirements of an MSA in order to serve a public road safety need, the specific constraints and opportunities of the Site, and the broader context within which it sits.

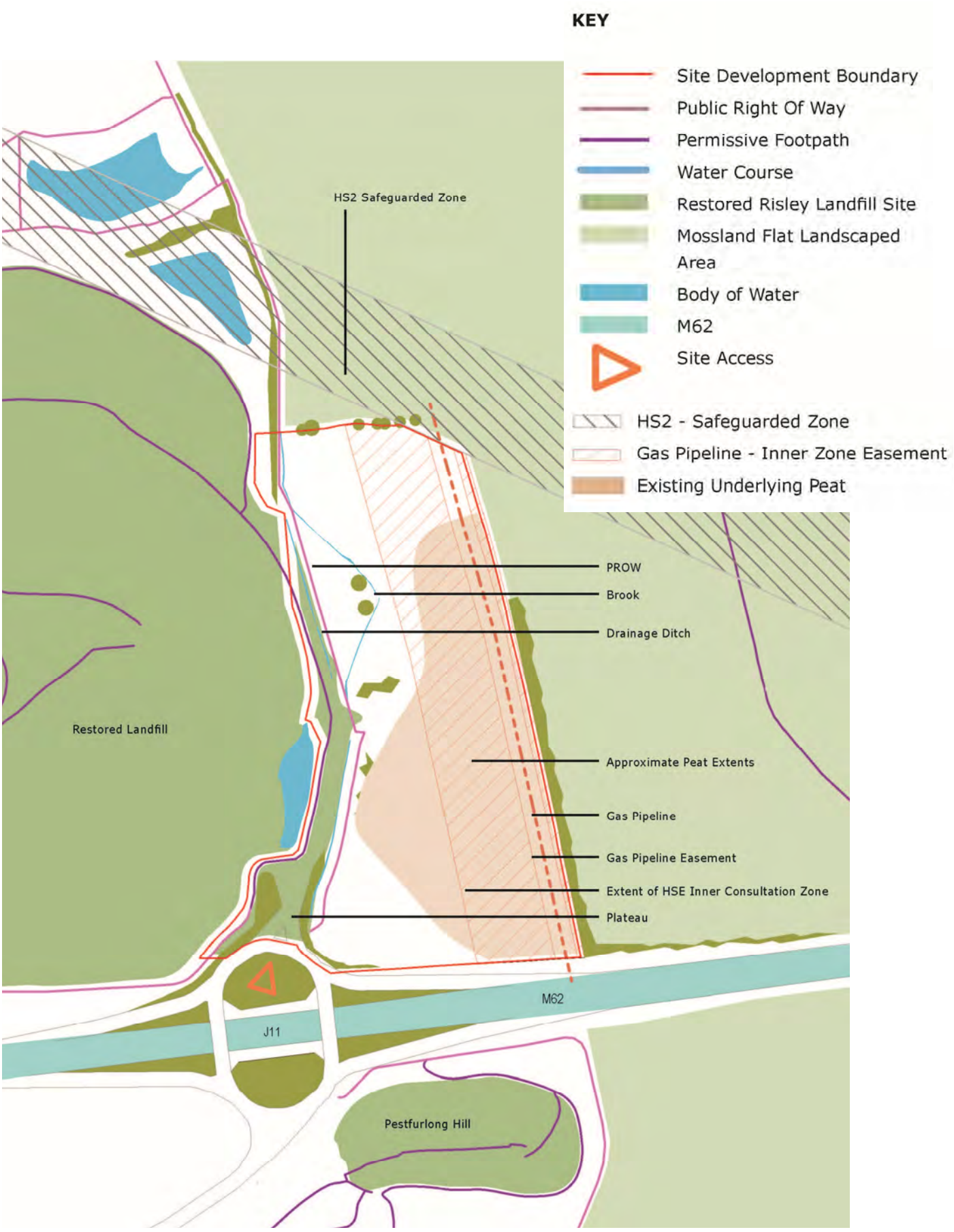
This indicative scheme demonstrates a considered design approach for the development. From this scheme a series of parameters have been established which will inform the future detailed proposals. These provide a degree of flexibility to allow for design development following further consultation with stakeholders at the detailed design stage.

The first stage established the context and requirements for the development masterplan, with the next stage considering how these contexts, alongside the requirement for an MSA, have been used to establish an appropriate concept masterplan for the development.

In considering these opportunities and constraints, the outcome of discussions with key consultees (in particular NE, EA and GMEU), along with the operational requirements of the MSA, a series of design principles were established for the design of the Site (as set out within the Design and Access Statement submitted to support the Planning Application).

- Embrace all viable opportunities to enhance the ecological value of the Site.
- Enhance Silver Lane Brook as an ecological habitat as part of a site wide strategy to enhance biodiversity
- Retain peat on site and create peat a peat habitat zone
- Enhance the pedestrian linkages across the Site improving the local PROW network, in particular strengthening the green link between Birchwood Country Park and Culcheth Linear Park.
- Enhance the planting across the whole site
- Avoid adverse impact on the existing drainage arrangements and supporting slope of the restored landfill site
- Comply with the easements related to the gas pipleine
- Allow for a clear view of the facility building entrance from the site entrance plateau to aid user orientation
- Position the Facilities Building to minimise the impact of noise from the M62 and HS2 on users of linked external amenity areas.
- Minimise visibility of the HGV parking and service yard from general users
- Minimise visibility of the MSA, in particular the HGV parking and service yard from Pestfurlong Hill and the restored landfill site
- Prioritise pedestrian safety by minimising road crossing
- Provide varied amenity spaces for users including south facing sheltered areas for sitting, play areas and space for exercise and dog walking.
- Minimise the distance that both car and HGV users need to walk to reach the Facilities Building

The Proposed Development is in outline, with only means of access being detailed at this stage, and all other matters reserved for consideration at a later date.

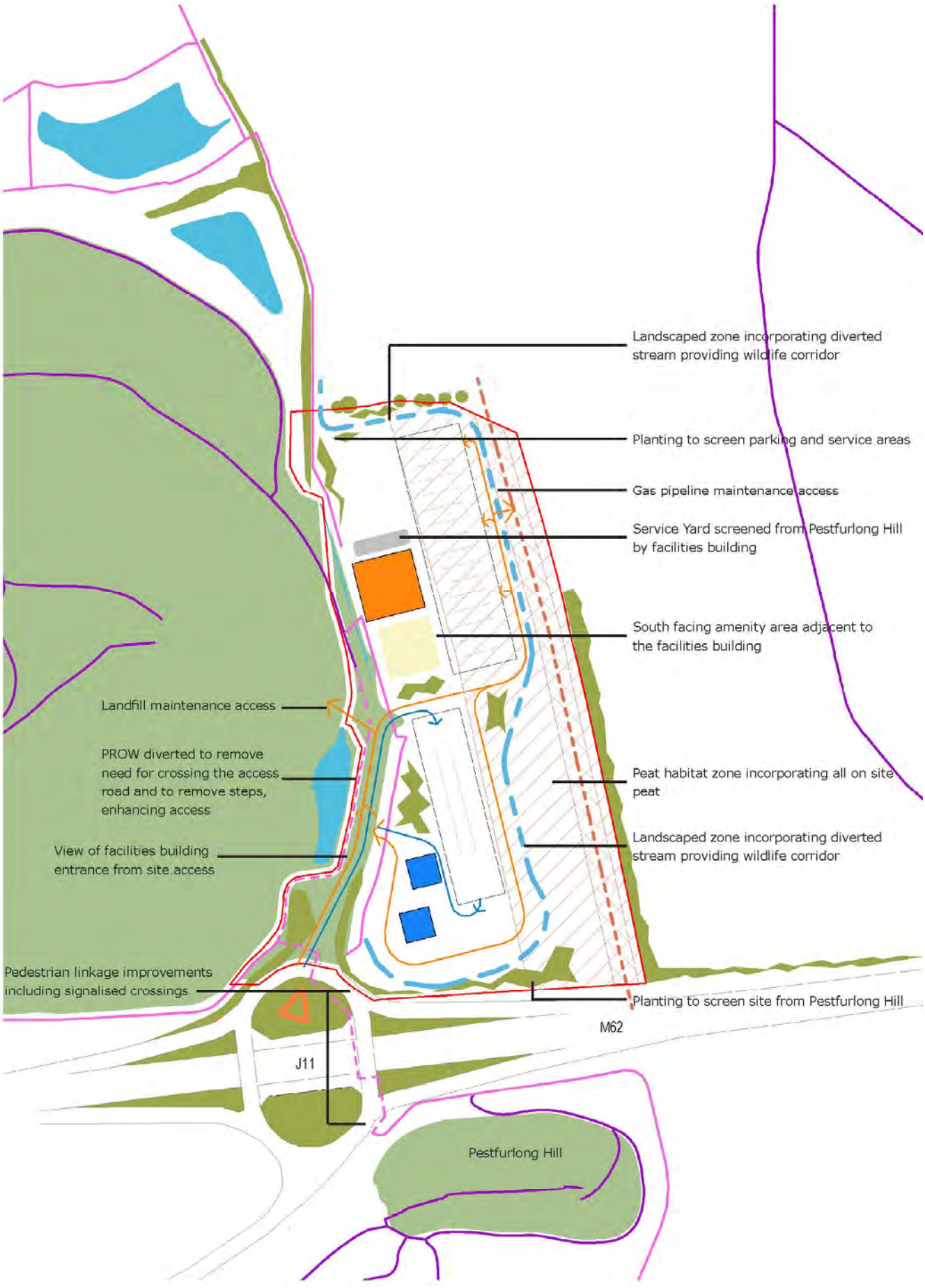


Combined Opportunities and Constraints diagram (Extract from Design and Access Statement)

there are however a series of Parameters that have been influenced through scheme evolution that set the context of the proposals, the environmental assessment and future development of the Site. Whilst the details of the Proposals are indicative they have been heavily influenced through scheme evolution

The Parameters are fixed and set the context for the environmental assessment and the context in which the detailed design will be developed. At this stage, indicative details are provided to show how the scheme could be developed within the Parameters set. The concept Masterplan has therefore evolved to incorporate the following key elements:

- Vehicular access into the site is via the existing access point from the north of the Junction 11 roundabout.
- Existing public rights of way through the Site are enhanced through footpath improvements and the creation of an accessible route opening up the footpath links to a wider range of users. This is achieved through an on site diversion of the footpath creating a more direct link from Silver Lane to the footpaths north of the Site with a high quality path removing the current steps, at the South West corner of the Site.
- The strategic green link, which connects Culcheth, Birchwood and Pestfurlong Hill is strengthened. This is to be achieved through the footpath improvements alongside the creation of safe signalised crossing points at junction 11.
- The impact of the High Pressure Gas Pipleine is taken into account. A 12m Easement zone is retained to provide for maintenance and repair of the pipeline with an access route constructed across the diverted brook to provide access when required for statutory undertakers. This clear area will form part of a wildlife corridor running around the Site and offers the potential for creating an element of grassland habitat.
- The Facilities Building, HGV parking, fuel filling station and play areas are all located outside the 96m inner zone.
- The facilities building is visible on site entry and the entrance clearly apparent to visitors.
- The external amenity space responds to the orientation of the site. The external amenity space is located to the south of the facilities building. Here it will receive maximum sunshine whilst being shielded from service areas to the north.
- The HGV parking is to be screened from view as far as possible.
- Dense planting to the edges of the area will screen it from all directions.
- Pedestrian safety is prioristised. Clear pedestrian routes with defined crossing points are located to minimize crossing of the busier elements of the internal vehicular network. All accessible parking bays are located so that there is no crossing required to reach the facilities building for these users.
- Landscaping is to be used to break down areas of parking and circulation. Parking areas and roads have been designed to allow for significant planting between them to soften their impact and create an attractive environment for users.
- The Silver Lane Brook is to be enhanced. The diversion of the brook allows for the creation of varying habitat areas and the creation of a substantial wildlife corridor around the edge of the Site.
- A peat habitat zone is to be created at the south east corner of the Site - leaving the deepest areas of peat in situ, removing the topsoil above it and augmenting the peat with other peat from the site to establish a sustainable peat habitat.
- The service yard is screened from view as far as possible. By placing the service yard to the north of the facilities building it is screened from Pestfurlong Hill. Dense planting to the edges of the area will screen it from other directions.
- A vehicular access point is retained to the former landfill site to allow for occasional maintenance access. This is provided via a spur from the HGV loop road on the western edge of the Site.
- The design will embrace all viable opportunities to enhance the ecological value of the Site.



Site Concept Masterplan

The Site layout has been developed to provide the necessary services in a compact form to maximise soft landscape areas and ecological enhancement, and to assimilate the development into the landscape.

The location of different elements of the Proposed Development has been determined to minimise their visual impact from key vantage points. The Facilities Building is located at the base of the restored landfill slope so that it does not break the skyline when viewed from the east. The parking is to be located around these buildings in a landscape setting so as to reduce their visual impact.

Whilst Indicative at this stage, it can be seen that the circulation has been developed to offer a logical and legible arrangement that separates HGV and car users at the earliest opportunity and has been designed to maximise safety for Site users both in their vehicles and as pedestrians.

The location of the Facilities Building reduces the distance users will need to walk from their vehicles to the building to a minimum.

The indicative Facilities Building design has been developed in a way that references the local area. A sinuous wall, constructed in a manner reminiscent of peat stacks is a reference to the local peat moss land and the historic peat cutting that took place in the area. This wall guides people to the main entrance and the Hotel entrance and forms a key feature within the central space of the Facilities Building and the Hotel reception. Above this wall sit a series of simple linear pitched roof elements that as a cluster reflect the form and grouping of local farm buildings. Their fragmented form reduces the visual impact of the building at a distance. The selection of materials will also reference the local vernacular. The interaction of these linear forms and the sinuous wall beneath provides an interesting series of internal spaces that provide an efficient and commercial layout alongside a series of interesting views and protective and expansive spaces to provide for the various needs of the travelling public.

The design is based on the development of the 'new concept' Motorway Service Area, which offers travelers a break from their journey in a warm and welcoming environment. The building will be designed to create links with external amenity spaces and the wider area, particularly the adjacent Restored Risley land fill site.

The development will include a Facilities Building of up to 5,000m^2 GIA, with tenant units located around a central space. There will be Hotel with up to 100 bedrooms, which will integrate with the Facilities Building. Car parking, HGV parking, Electric Charging Station (ECS) and a Fuel Filling Station are also located on-Site, with layouts developed to make the most of the on-Site opportunities. Integrating the building design with the landscaping proposals will be key. Landscaping buffers will be created to the extents of the Site and in key locations on-Site to screen elements where necessary.

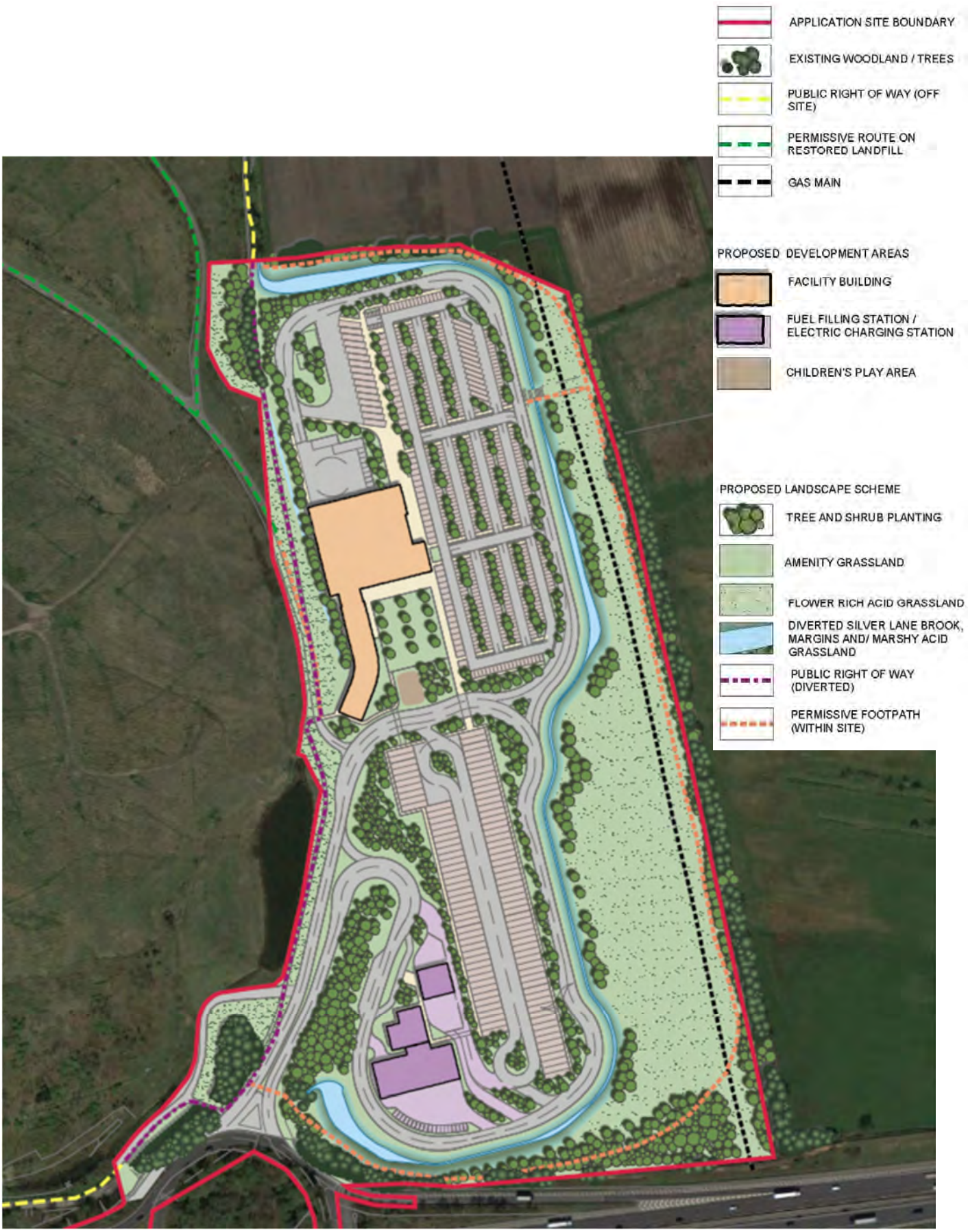
Access to the Site will be taken from the existing Junction 11 of the M62 Motorway, via the existing spur from the roundabout at Junction 11.

Access and circulation roads and footpaths will be provided between the various on-Site facilities. Street lighting will be provided to ensure vehicular and pedestrian safety in-line with Highway Standards. The street lighting within the MSA development will conform to the obtrusive light limitations commensurate with the surrounding environmental zone.

Due to the presence of local skyglow, existing artificial urban and highway lighting bordering the Proposed Development, as prescribed by the Institutes of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light 2011, it is professionally judged that this area is typical of an E2 / partial E3 zone. However, due to the rural nature of the location and areas of natural conditions, on a precautionary approach, the assessment threshold limits are based on E2 Zone classification (Low district brightness).

Non-vehicular forms of connectivity will be provided within the Site, with links also being provided to the Public Rights of Way network that currently exists within the Site, thereby allowing linkages to the wider non-definitive and definitive footpath network and the permissive footpaths across the adjacent restored landfill site.

There will be amenity areas within the landscaping areas, providing picnic and a dog walking zone.



Indicative Landscape Masterplan

The Geology, Hydrogeology and Ground Conditions Technical Paper presents information in order to consider the likely impacts upon geology, hydrogeology and ground conditions resulting from the Proposed Development.

The Site has been subject to a Phase I Environmental Assessment including a site walkover survey as well as a preliminary intrusive site investigation and a soil resource and agricultural land classification (ALC) report. The Site is not located within a defined Development High Risk Area for coal mining. A Coal Mining Risk Assessment (CMRA) has not been carried out.

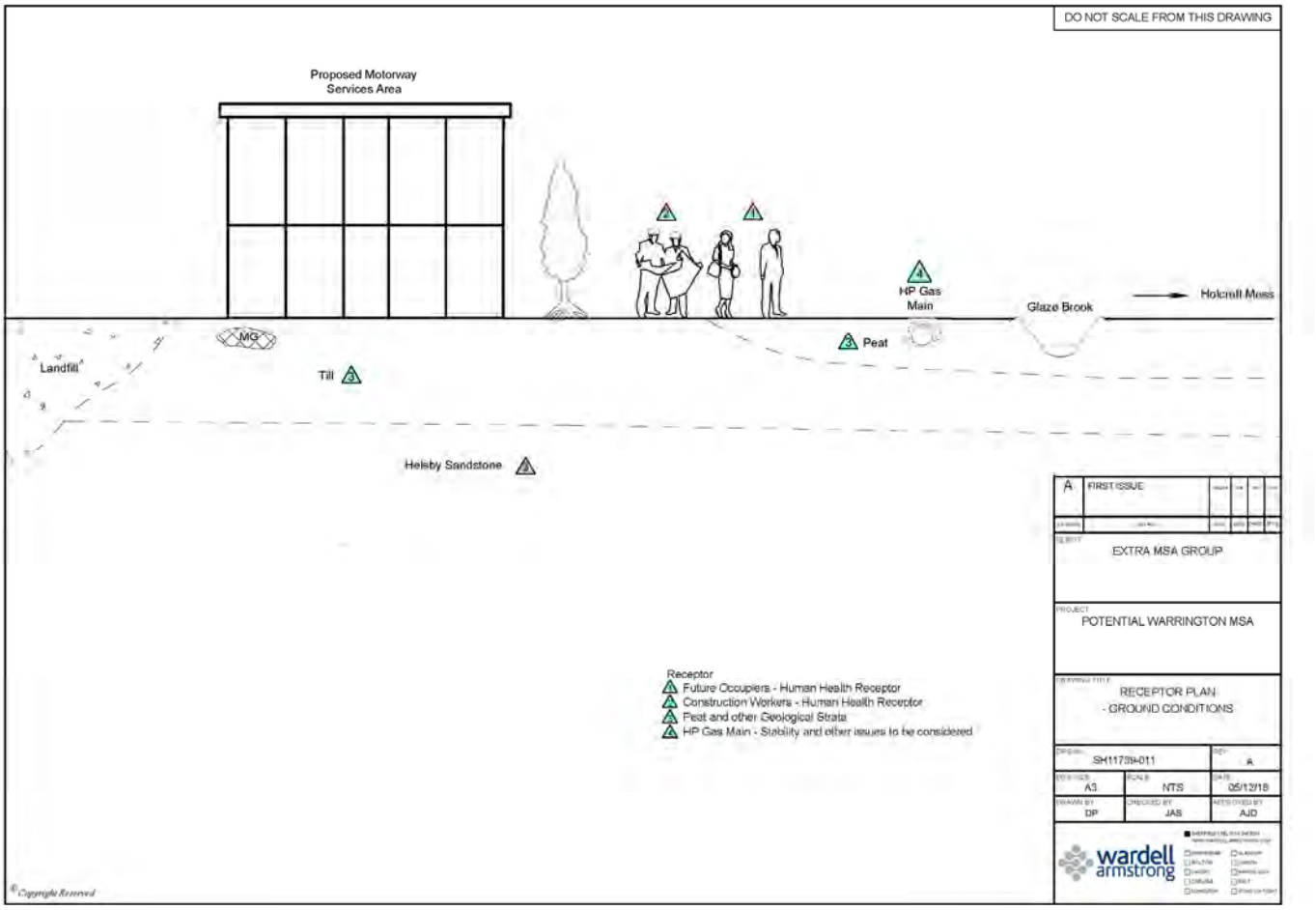
The site comprises agricultural fields. The strata on site currently comprises superficial deposits of Peat and Glacial Till overlying the Helsby Sandstone. The Superficial deposits are classified as unproductive and or Secondary Undifferentiated Aquifers respectively with the Helsby sandstone being a Principal Aquifer.

The site investigation has provided baseline information only on depth of the Peat of the site. Baseline information on soils is provided within a Soil Resource and ALC Report. Further information on geotechnical characteristics of the ground will be obtained as part of the design process. No contamination is expected on site as a result of its agricultural land use.

Receptors have been identified for both construction and operational phases of the Proposed Development and comprise Human Health (construction workers and future occupiers), Agricultural Soils, Groundwater, Strata, the proposed building and underground infrastructures and adjacent properties and structures.

Potential impacts were identified for both construction and operational phases and were assessed in terms of the value of the receptor, the environmental impact and the overall significance of the effect. Prior to mitigation measures the assessment identified Moderate Adverse to Negligible effects as a result of ground conditions.

Mitigation measures are outlined to reduce the significance of the impacts identified. In all instances the significance of the impact can be reduced to negligible.



Ground Conditions Receptor Plan

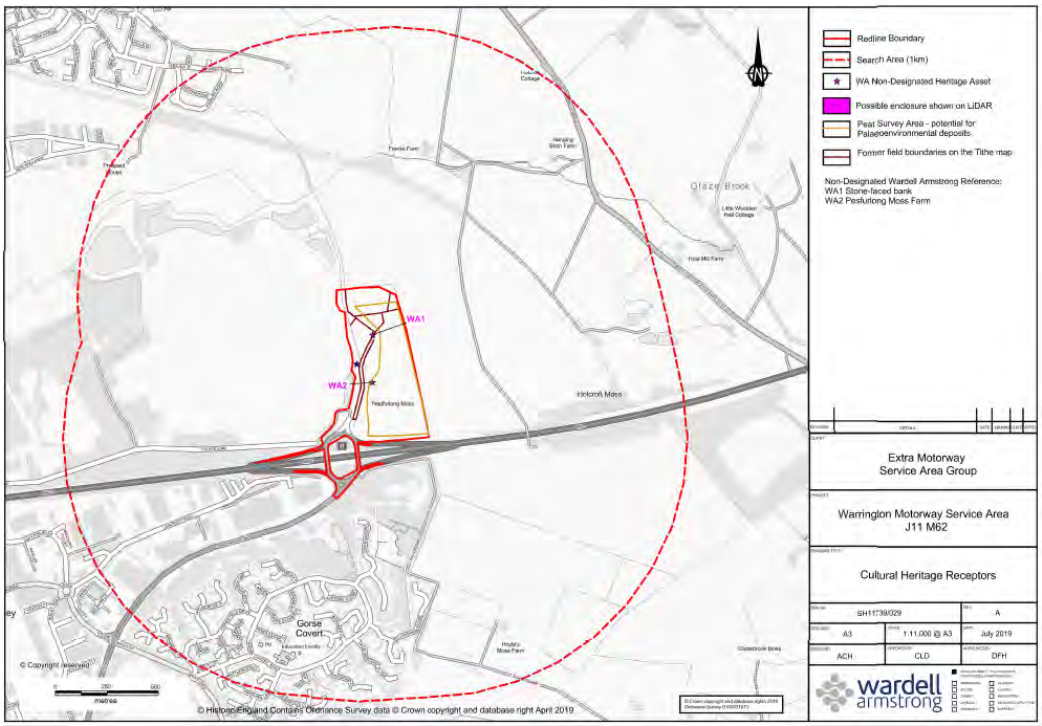
The assessment of potential impacts to the Archaeological and Cultural Heritage resource has been undertaken in accordance with the requirements of the National Planning Policy Framework and guidelines prepared by the Chartered Institute for Archaeologists and Historic England.

Baseline date was gathered from the Cheshire Historic Environment Record, archival research, Historic England datasets and a site walkover survey. The HER consultation revealed that there are three non-designated heritage assets recorded within the boundary of the Application Site. These comprise the findspot of a Roman coin (HER reference 14458), the findspot of a copper alloy stud and a lead gaming piece (HER reference 14457), and the site of the Royal Ordnance Factory at Risley Moss (HER Ref:4092/0/0). With regards to the former two assets, having been removed from the Application Site, these are not considered further as receptors. With regards to the latter asset, the disturbance caused by the construction of the M62 and associated works including J11 would have likely heavily truncated if not removed any remains, if present, such that this would not be affected by the Proposed Development. It is therefore not considered further as a receptor.

Historically, the Application Site was referenced as moss land within historic documents and maps, located within an area known as Pestfurlong Moss which was gradually reclaimed for agricultural use from the at least the mid-18th century onwards. This saw a farmstead established within the boundary of the Site by 1894. Now demolished, there remains a potential for the presence of below ground remains. It is also possible that the peat present within the Application Site has the potential to hold remains of palaeoenvironmental potential as do any buried remains of historic boundaries, if present.

The potential impact to buried archaeological remains has been assessed to be of no higher than moderate adverse significance only. Due to the marginal use of the Application Site until its draining/ reclamation from the mid-18th century onwards for agricultural purposes, it is anticipated that archaeological remains, if present, are likely to be of low to medium significance; there being no evidence for archaeological remains of high (national) significance within the Application Site.

On discussions with the Local Planning Authority Archaeologist, it has been highlighted that any necessary further fieldwork could be undertaken as a condition to consent. The further works may comprise a sectioning of the historic boundary between the Pestfurlong and Holcroft estates (WA1); a programme of boreholes/sampling suitable to collect deposits of a palaeoenviromental potential; and an archaeological watching brief or strip and record (whichever is appropriate) of Pestfurlong Moss farmstead (WA2). The scope and extent of such fieldwork would need to be agreed with the Local Planning Authority Archaeologist. Whilst the residual impact to the buried resource would still be adverse, the preservation by record of the archaeology would contribute to the archaeological understanding of the area.



Cultural Heritage Receptor Plan

The environmental impacts of traffic attracted by the Proposed Development have been assessed in the context of industry standard guidance and prudent professional judgement. These impacts may relate to driver delays, pedestrian delay and amenity, fear and intimidation, severance, road safety and impacts on public transport users. Consideration has been given to potential temporary impacts relating to construction traffic and to permanent effects relating to traffic attracted to the Site once the Motorway Service Area (MSA) becomes operational.

The assessments presented in the ES are based on a comprehensive series of independent traffic surveys conducted at various locations on the M62 Motorway and the A574 Birchwood Way during November 2018 and average Midas data from 2018. The approach to the assessment has been discussed with both Highways England and Warrington Borough Council (WBC) Highways.

The Technical Paper presents a review of planning policy relevant to the determination of the planning application. Of particular importance is the policy set out in the Department for Transport's Circular 02/2013 which identifies key requirements for the siting of, and provision of services at, MSAs. It goes on to explain the consultation and design processes through which the proposed access arrangements have emerged.

The study area for the assessment of traffic and transportation impacts has been agreed in principle with both highway authorities. This includes M62 Motorway Junction 11 (including its slip roads) and the Birchwood Way / Daten Avenue / Moss Gate junction. Weaving between M62 Motorway Junctions 10 and 11 has also been considered.

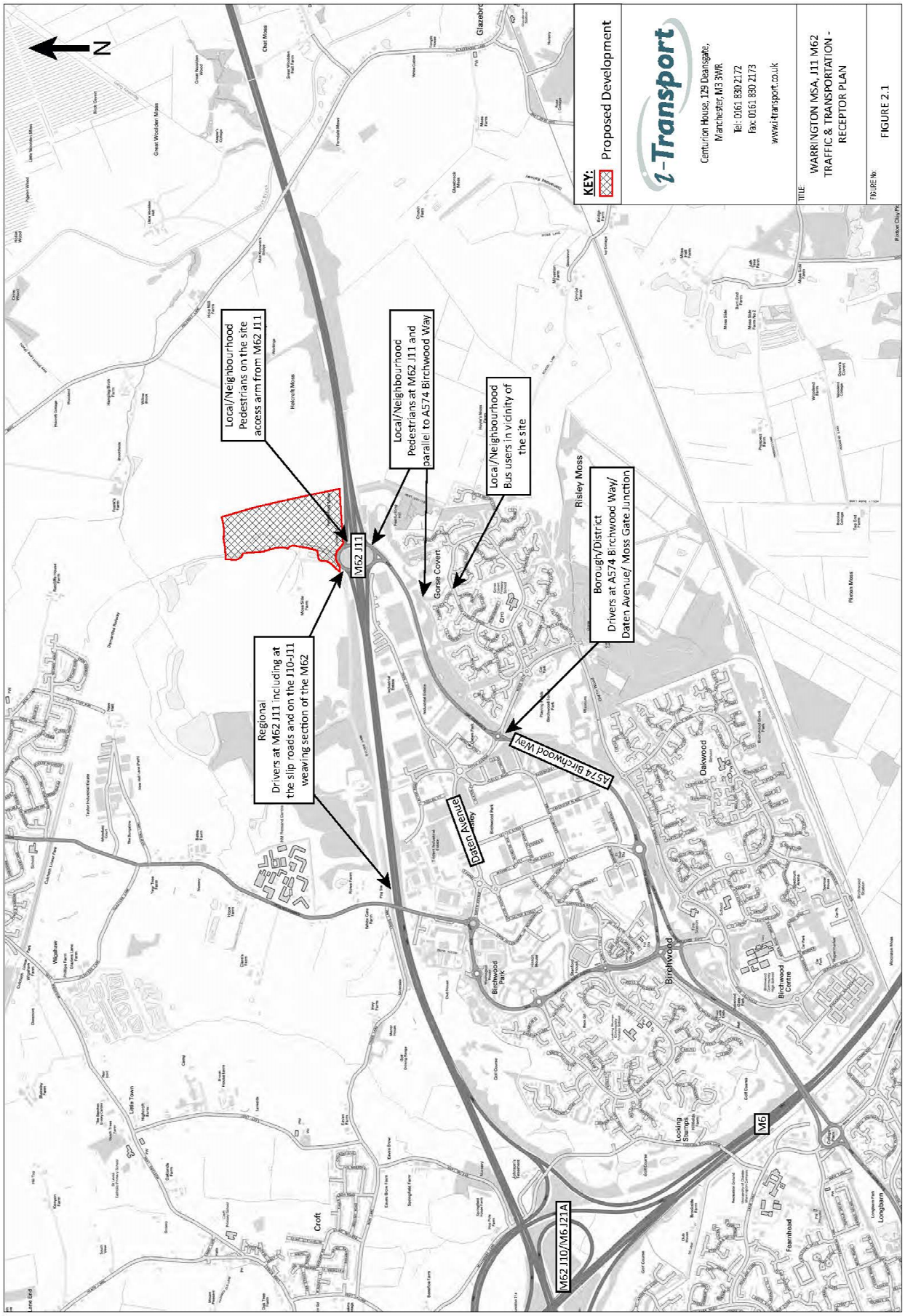
Five traffic scenarios have been considered; these take account of development proposals on nearby sites and planned improvements to the local and strategic highway networks.

Construction Phase: The proposed MSA will generate additional vehicle movements (primarily HGVs) across the highway network during the construction phase. The number of construction trips, particularly at peak times on the highway network, will be low compared to when the MSA opens to the public. Any effects will be temporary in nature and mitigated through the implementation of a Construction Management Plan.

Operational Phase: Mitigation measures are included in the development proposals to provide safe and suitable access to the Site. Physical mitigation includes proposed modifications to M62 Junction 11, provision of high capacity access arrangements into the site, and sufficient parking space for all vehicle types within the development. A Framework Travel Plan will be implemented to reduce the potential traffic impacts of staff travel.

Of the various potential permanent environmental impacts which could occur once the MSA is open, only Accidents and Road Safety is predicted to be high adverse in nature. The significance of this impact reduces to negligible when accidents involving drivers under the influence of alcohol are excluded from the analysis. The MSA is predicted to have a moderate to high beneficial impact on Accidents and Road Safety for drivers using the M6 Motorway and M62 Motorway between existing services.

The assessment demonstrates that the proposed MSA will not result in significant environmental traffic impacts or on the safety or operation of the highway networks. Satisfactory and safe access can be provided. The proposals will provide a moderate to high road safety benefit, satisfying a currently unmet road safety related 'need' for services on this section of the Motorway network.



Traffic and Transport Receptor Plan

Water Resources

An assessment of the potential effects of the Proposed Development upon the water resources of the Site has been undertaken that focuses on effects relating to changes the hydrological and hydrogeological regime and the pollution and a degradation in water quality.

The eastern and northern boundaries of the Site are defined by relatively straight drains, while the west of the Site comprises of a drain, and Silver Lane Brook which is classified as a statutory main river. The southern boundary of the Site is marked by the M62. Silver Lane Brook is a tributary of the Willow Brook, which in turn is a tributary of the Glaze Book.

The Site is underlain by Peat deposits, which are deepest in the southeast of the Site. The Peat is underlain by glacial Till, which is underlain by sedimentary sandstone bedrock. The sandstone bedrock is classed as a principal aquifer and the Site is located in a groundwater (drinking water) Source Protection Zone 3.

There are three hydro-ecological designated sites, within 2km of the Site, two Sites of Special Scientific Interest (SSSI), which are also a part of the Manchester Mosses Areas of Conservation (SAC). The closest is Risley Moss, SSSI, approximately 840m south of the Site. It is thought that there is unlikely to be a hydrogeological connection between the Site and with this site or the rest of the Manchester Mosses SAC sites.

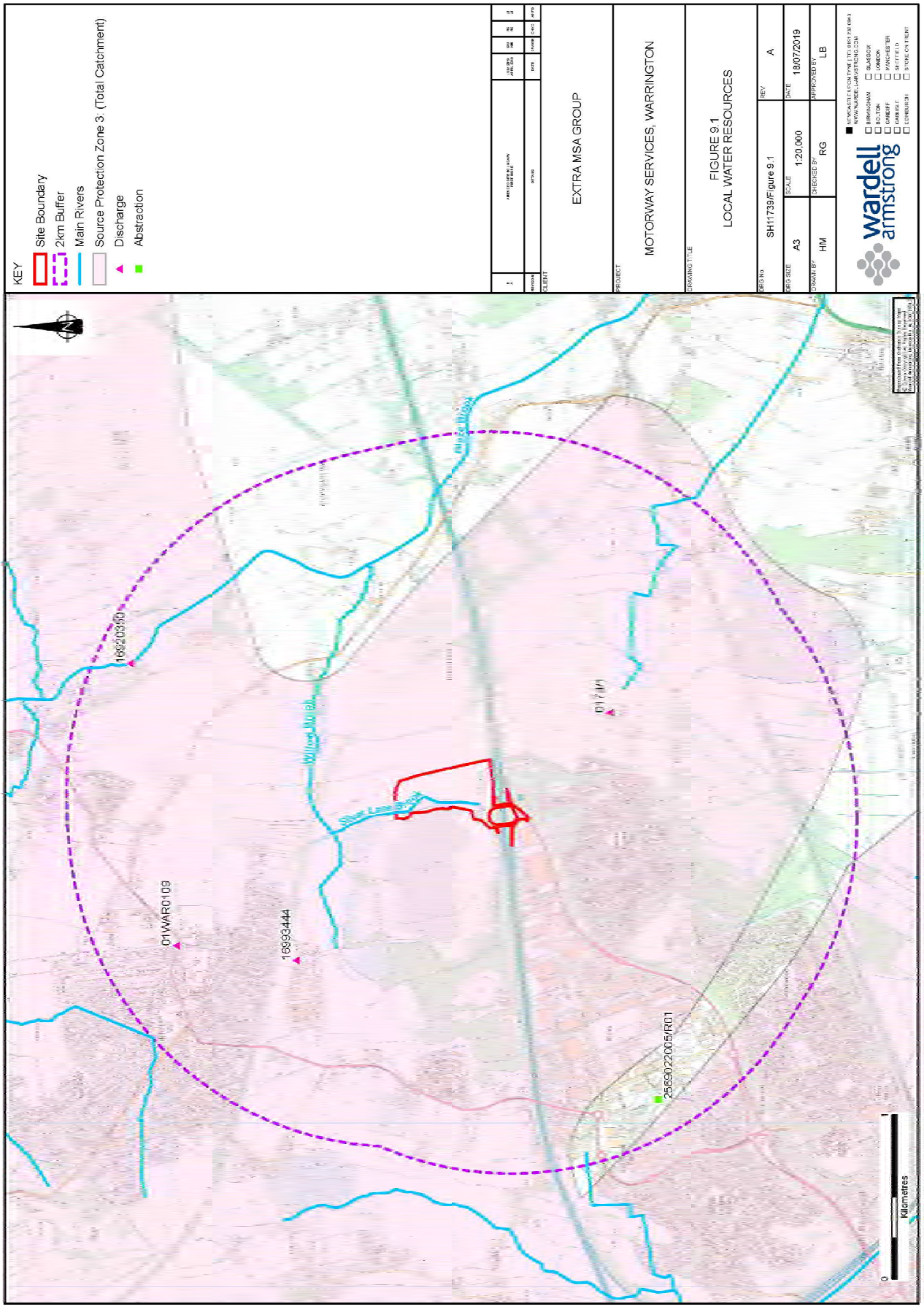
The assessment of effects has found that with mitigation and good industry practise (e.g. drainage scheme, which includes the use of SuDS, and the design of the river diversion would ensure that the existing greenfield rate of surface water runoff discharged to the Silver Lane Brook is maintained) no effect was found to be greater than minor adverse, which has no significant effect. As such no additional receptor specific mitigation was found to be required.

The Flood Risk Assessment (FRA) found that the Proposed Development has no flood risk from tidal, sewer or artificial sources and a low risk of flooding from fluvial, surface water and groundwater sources. It is also considered that any residual flooding can be mitigated. The surface water management strategy for the Site concluded that a surface water drainage system, with storage, for the Site can be provided which ensures no increase in flood risk on or off the Site. The surface water management strategy also provides a reduction in the surface water runoff from the existing land thereby reducing flood impacts to the surrounding area.

The Water Framework Directive (WFD) Screening Assessment for the Proposed Development found that the Proposed Development has been determined to have no effects which are likely to cause deterioration in WFD status or prevent waterbodies from achieving their WFD objectives, provided that best practice and established guidance is adhered to.

The cumulative effect assessment found the effect on the water environment as a result of HS2 and the Proposed Development to be negligible for all lifecycles of these projects. This is due to strict planning guidance and regulation over the water environment, both projects will have to demonstrate that appropriate drainage design and pollution prevention measures have been incorporated into their site design and will be in place during the construction and operational periods.

The assessment found that, with appropriate mitigation in place, the scale of potential effects was no greater than minor (adverse or benefit). As such, there would be no significant effect on the water environment.



Water Resources Receptor Plan

This section summarises the impacts of the development and recommendations for further work. this assessment has examined the landscape and visual impacts in relation to proposals for the development. The potential impacts have been thoroughly assessed though a combination of desk study research and walk over surveys of the Site and the surrounding context.

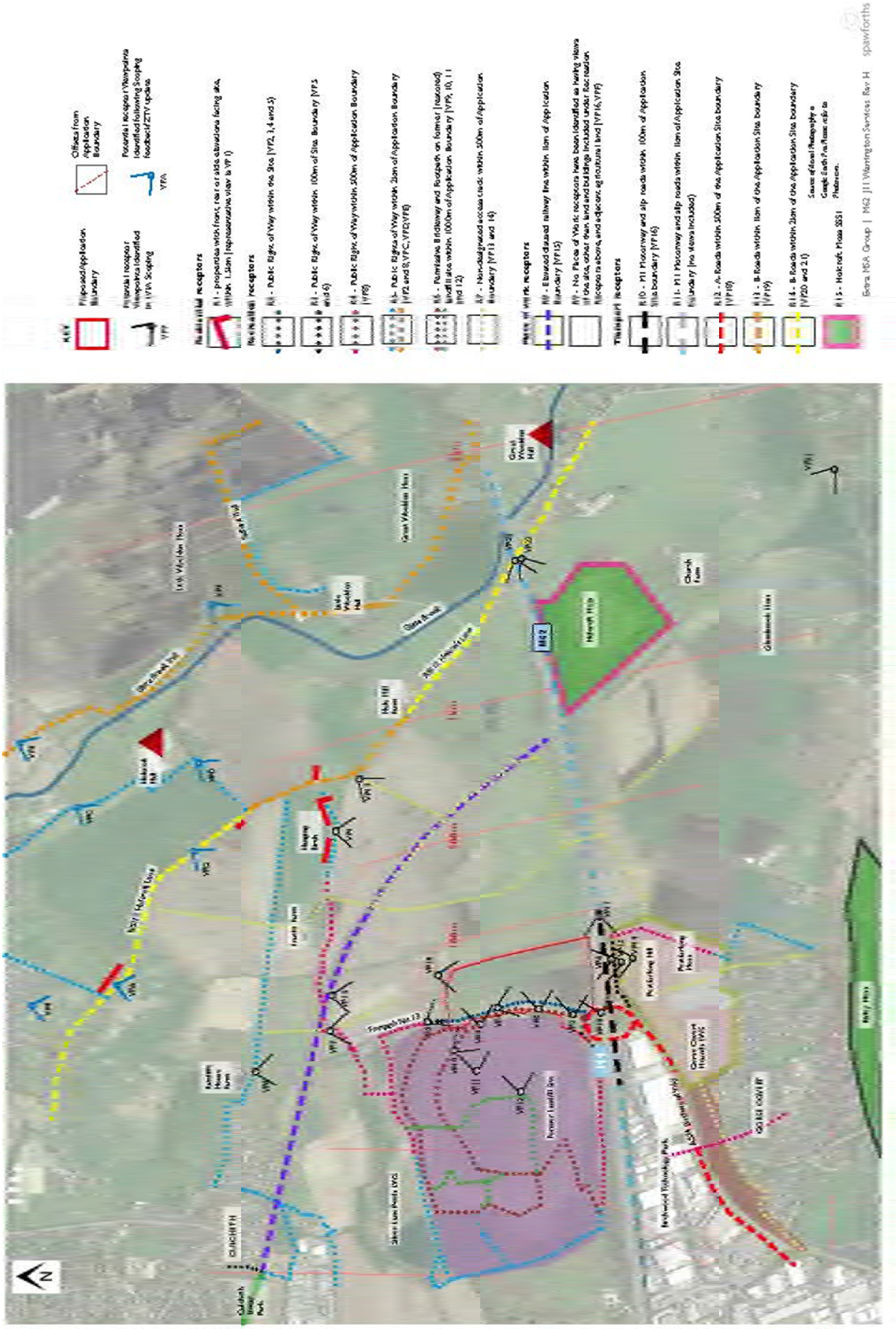
The Proposed Development will change the existing arable fields to a Motorway Services Area incorporating retained hedgerows, woodland blocks, scrub and new hedgerows, woodland blocks and belts, scrub and species-rich acid grassland. A comprehensive landscape infrastructure strategy indicates establishment of vegetation within public circulation spaces to help soften the proposed built form and assimilate the development into the wider landscape context. These include hedgerows incorporating trees to car park areas, flower-rich acid grassland and a wide Silver Lane Brook corridor, diverted along the east of the Site. There will be a large change to the nature of the proposed Application Site.

Paragraph 170 of the NPPF states that 'the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes'. This paper accepts that the absence of a formal landscape designation does not necessarily imply that a landscape is of lower value, and that the landscape of the Site and that of the study area may well have value for people who walk, cycle or birdwatch within the local area. This paper adopts a methodology for assessment of landscape value which rates landscapes as being 'of local importance' and 'widely used by the local community' as being of 'Moderate' or even 'Good' value, regardless of designation, although 'Good' is generally attributed to landscapes which have been designated for their landscape value.

Mitigation measures have been proposed to reduce the impact on receptors with 'significant' and lesser effects at construction and operational stages. These measures will include retention of existing vegetation, where this is feasible, including trees and hedgerows, and their enhancement (as visual screens and wildlife habitats) through additional planting and appropriate management and maintenance of these features. General design principles applied through the masterplan to help further assimilate the development into the surrounding landscape during operation include location of open space, play space and infrastructure planting and orientation of the proposed MSA buildings.

There are residual visual effects deemed significant at both the construction and operational stages. These are Cultural Environmental Designations owing to their Borough receptor values, and Representative Receptors (VP4, V6, VP7, VP10 and VP14) owing to proximity of receptors to the Proposed Development. It is predicted that residual impact for these visual receptors will reduce in significance by year 15 if not earlier as internal vegetation establishes, to being not significant in environmental impact terms.

Cumulative landscape and visual effects can be defined as those that result from additional changes to the landscape or visual amenity caused by the Proposed Development in conjunction with other developments (associated with or separate to it), or actions that occurred in the past, present or are likely to occur in the foreseeable future. It is assessed that the largest landscape effects arising from possible cumulative development both in the short and medium term will be on LCT 2: Mossland Landscape 2B - Holcroft & Glazebrook Moss and Salford Rural Mosslands Sub Area 2 LCA and on Effects on water bodies and drainage systems recreation, and the wider green space network. At operational stage in comparison with the assessment of only the MSA development it is predicted that residual impact significance of effect is likely to change for landscape and visual receptors located to the northeast and east of the Site owing to the screening effect of HS2, but unlikely to change for receptors to the south and west of the Site.



Landscape and Visual Impact Receptor Plan

Multiple habitat and species surveys were undertaken to inform the ecological assessment of the Proposed Development, which include (survey dates are given in parentheses):

- Preliminary Ecological Appraisal (including data collection from RECORD (November 2018);
- River Corridor Survey (April 2019);
- Habitat Suitability Index (HSI) assessment for Great Crested Newt (November 2018);
- eDNA sampling for Great Crested Newt (April 2019);
- Breeding Bird Surveys (April, May and June 2019);
- Wintering Bird Surveys (January – March and October – December 2018);
- Water Vole Surveys (April, May and June 2019);
- Badger Surveys (November 2019);
- Climbed inspection of trees for roosting bats (April 2019);
- Bat Activity Survey (October 2018, April and June 2019);
- Aquatic and Terrestrial Invertebrate Surveys (April 2019);
- Reptile Surveys (May and June 2019); and
- Tree Surveys (April 2019).

The Proposed Development will result in the permanent loss of existing arable fields, areas of woodland, trees, neutral and marshy grassland and scrub. The development will also involve the re alignment of the Silver Lane Brook and relocation of an area of sub-surface peat deposit.

Following baseline surveys, the following sites, habitats and species were identified as sensitive ecological receptors and were subject to a full assessment of the potential effects of the Proposed Development (assigned evaluation for each are given in parentheses):

- Manchester Mosses SAC/SSSI suite (International);
- Pestfurlong Moss LWS (Borough);
- Silver Lane LWS (Borough);
- Silver Lane Brook (Local);
- Scattered Trees and woodland (plantation) (Local);
- Foraging and commuting bats (Local);
- Breeding Birds (Local;
- Wintering Birds (Local);
- Bats (Local); and
- Terrestrial and aquatic Invertebrates (Local).

Mitigation measures will be secured including habitat retention via site design, habitat enhancement and creation including woodlands, trees, meadow grasslands, and more detailed measures to protected species. These measures will ensure that there are no significant adverse residual impacts, and wherever possible, positive outcomes will be established. The realignment of the Silver Lane Brook and utilising buried peat for the development of a peatland type habitat will present substantial opportunities for biodiversity net gain and the delivery of habitats which are reflective of the development location within the Chat Moss peatlands area.

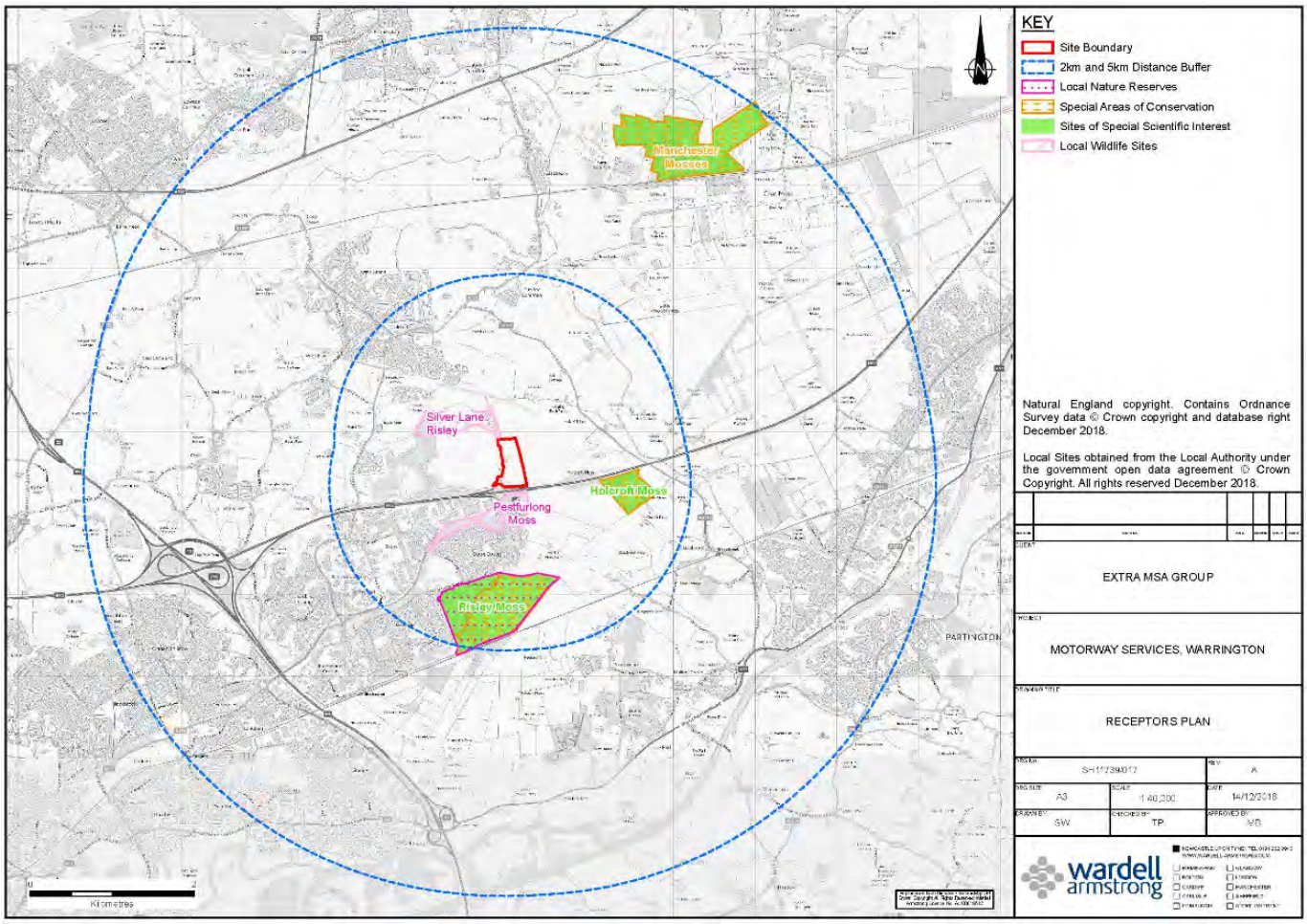
Specific measures to maximise biodiversity benefit associated with the realignment of the Brook will include:

- Design the channel profile with varied bank treatments and angles to provide a greater diversity of aquatic habitats, to include shallow berms, areas of dense marginal planting, alder and willow tree plantings.
- Design the realigned section with range of features of conservation benefit including in channel features and diverse marginal habitats. These will include riffles, areas of slow/static flow, deep peaty sediment;
- Design the route the realigned section of Brook to follow a more natural sinuous' form (where possible);
- *I*nclude specific mitigation features for aquatic and terrestrial invertebrates (including dragonflies and damselflies), as well as enhancements for fish, kingfisher and other 'Priority' species such as water vole;
- Create a wildlife corridor - linking habitats within the biodiverse landscaped areas on Site and Silver Lane Local Wildlife Site to the north and west;
- Marshy (acid) grassland: habitats will be established especially in the margins of
- the brook.

Objectives for the peatland type habitat will be as follows:

- The translocated peat will be subject to a different and likely variable hydrological regime and a peatland type habitat will be created with variable peat depth and topography, providing a range of micro-habitats from dry to permanently wet; creating varied habitats for a range of flora and fauna.
- Plant material from 'high quality' peatland vegetation from nearby designated sites will be sourced where possible or existing established nurseries supplying those sites where re-vegetation is taking place, to ensure plants of local provenance establish on site.
- It is expected that the peatland habitat will receive water both from rain and from groundwater, given that the external bunds will be semi-permeable and hence allow a degree of continuity with external hydrology. It will therefore be possible to create hollows around groundwater level and to mound areas which will become largely dry heath vegetation. By creating a diversity of topography and habitats, the area will be more resistant to seasonal change as well as climate change.
- During the management phase, parts of the peatland habitat would be permitted to develop natural tree and scrub regeneration, with species such as birch willow and alder likely to self-seed from surrounding habitat. This would attract species such as willow warbler, willow tit, and reed bunting. In other areas, trees and scrub may be prevented from establishing, such as around developing heathland and bog pools. This would benefit species of invertebrate that are reliant on open water.

In terms of cumulative effects, the potential development of HS2 to the north of the development could increase both the negative and positive pressures created by the proposed Motorway Service Area (MSA). This has been taken into consideration within the cumulative assessment, however given the advanced timescales, details regarding the impacts arising from the HS2 scheme are scant and hence confidence in the assessment is low.



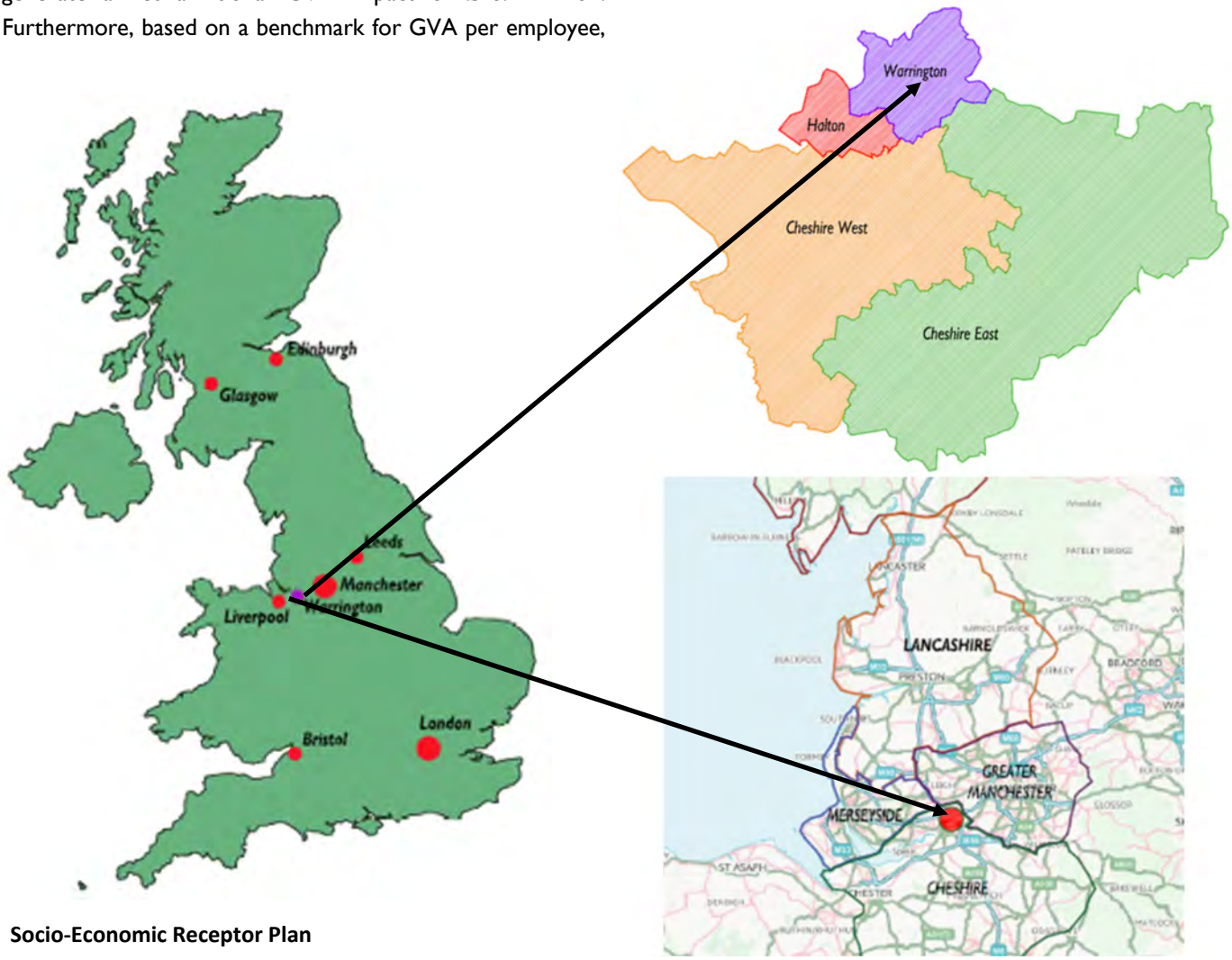
Ecology Receptor Plan

The Warrington Junction 11 M62 MSA development brings a series of significant benefits to the Study Area which comprises of the four wards within Warrington Borough Council's administration; Birchwood, Poulton North, Poplars and Hulme, Rixton and Woolston as well as the Salford City Council ward of Cadishead. The socio-economic baseline assessment has demonstrated that the more rural wards perform comparatively better than the urban wards against the majority of the key socio-economic baseline indicators.

The Warrington MSA would also deliver benefits for Warrington and the wider North West Region. The overall impact of the proposal in terms of socio-economic issues is considered to be negligible to significant beneficial due to the delivery of the MSA and the positive effects that the development will have to the local communities and economy. The development is also likely to have a significant positive cumulative impact when assessed against the identified cumulative developments in the locality.

It is estimated that the construction phase investment could generate a net additional GVA impact of £28.4 million. Furthermore, based on a benchmark for GVA per employee, it is estimated that the net additional GVA impact could amount to more than £39million in the operational phase for a period of 10 years. The presence of the new businesses operating from the development will generate approximately £1.05m in Annual Business Rates. It is anticipated that the construction of the development will generate 970 gross additional job years of employment (97 gross Full Time Equivalent Jobs (FTE)). It is also anticipated that the operation of the development will support 137 net additional FTE jobs for residents of Warrington, increasing to 152 net FTE jobs across the wider catchment. In addition, 8 construction apprenticeships and 4 professional services apprenticeships will be created during the construction phase and a further 4-5 hospitality apprenticeships created during the operation of the development.

Extra MSA Group will work in partnership with Warrington Borough Council and its Agent Warrington & Co, other Council services and partners in the wider Employment and Skills service to deliver the Construction Skills Programme and Job Centre Plus, in order to deliver the employability



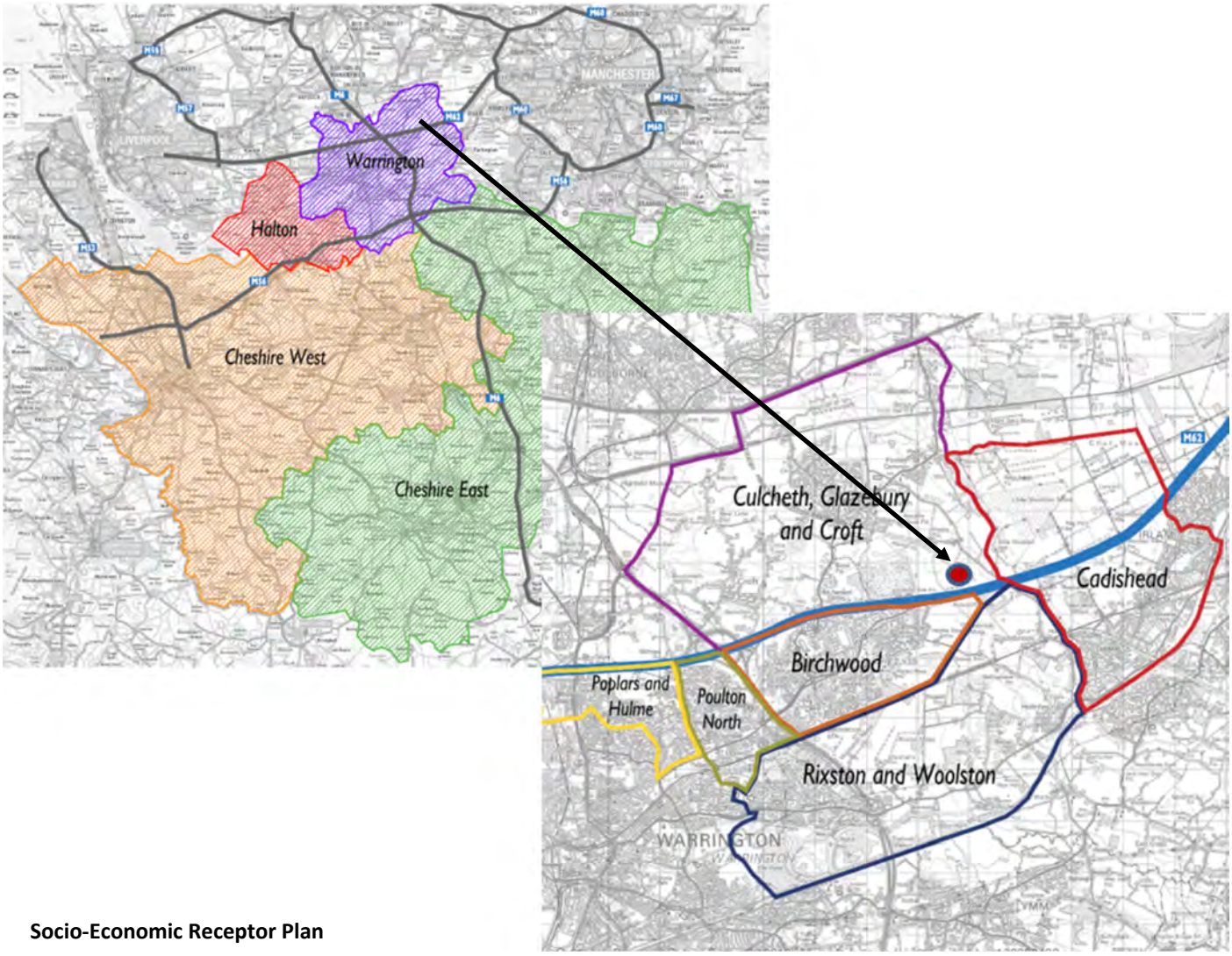
Socio-Economic Receptor Plan

programmes that will specifically target the long-term unemployed. If required or deemed necessary through demand assessments, a dedicated centre will be established locally through the selected training provider offering potential job applicants the opportunity to access employability programmes, particularly targeting those within the urban wards with higher levels of economic inactivity, unemployment and income deprivation to ensure suitable and accessible long term job opportunities are provided. Extra MSA Group have prepared an Employment and Training Charter and Voluntary Charters for contractors and tenants of the development to sign which ensures that the development delivers real and lasting positive social and economic benefits, such as promoting employment, training and education opportunities which are readily accessible to the local communities within the Study Area and Warrington.

The developments role as a 'gateway' in providing a safe and attractive stop-off point to use the facilities means there is also the potential for the Study Area and Warrington to secure additional business, leisure, tourist, retail spending locally, which has a multiplier effect as further rounds of additional spend occur within the borough. The new retail and leisure offer will enhance the locational appeal and attractiveness of Birchwood and Warrington as a key business and growth location in the North West Region.

The development will enhance the local leisure, tourist and recreational infrastructure within the Study Area through maintaining and enhancing visual and physical connections to the Restored Risley Landfill Site, Goose Covert Mounds and Pestfurlong Moss and Hill.

The development has the potential to raise the image of the Study Area to assist with the economic regeneration of Warrington. The MSA development would form part of a strategic 'gateway' for Birchwood and Warrington and will provide significant inward investment and a quality standard for future development which may also influence perceptions and confidence in the local area, Warrington and the North West as a place to live, work, invest and do business.



Socio-Economic Receptor Plan

A noise and vibration assessment has been undertaken in support of an outline planning application for a Motorway Service Area at land to the north of Junction 11 on the M62. The assessment considers the construction and operational phases of the Proposed Development, including;

- Noise and vibration from the demolition, earthworks and construction phase of the development on receptors;
- Changes in road traffic noise due to development related traffic on receptors;
- Existing noise sources on the Proposed Development. These sources are likely to include road traffic on the M62 and the local road network, and noise from the future HS2 line to the north; and
- Proposed noise from fixed plant, and vehicle movements associated with the proposed motorway service area (MSA) on existing and proposed sensitive receptors.

A baseline noise survey has been undertaken to establish the noise levels, at existing sensitive receptor locations, and at the development site itself.

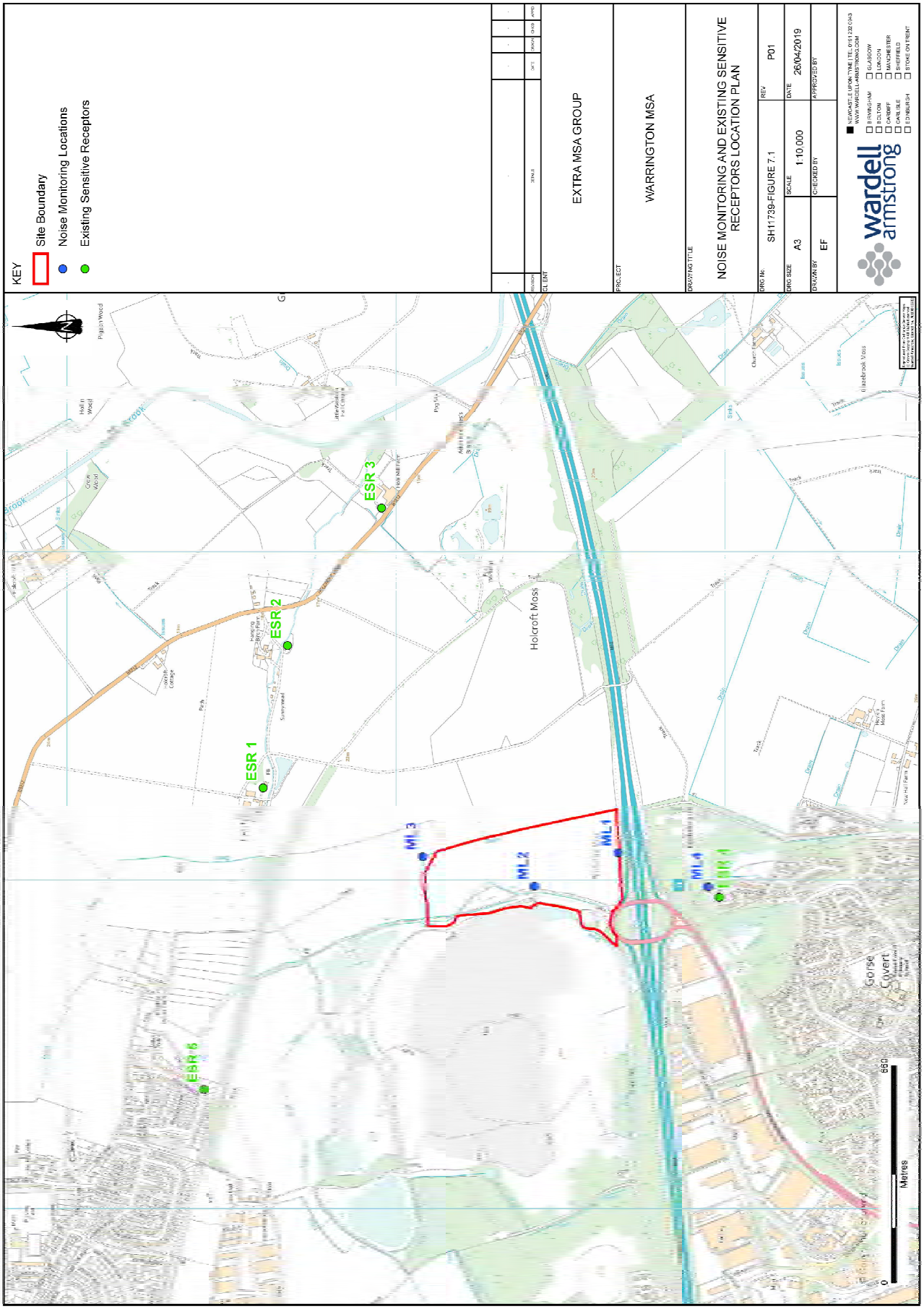
The activities carried out during the enabling works and construction phase of the development have the potential to generate short term increases in noise level. The use of plant and machinery associated with the enabling and construction works, including piling, has the potential to give rise to ground-borne vibration. The predicted residual noise and vibration impacts of enabling works and construction phases is considered to be **minor adverse**. However there will be only brief periods of **moderate adverse** effects at some receptor locations. To minimise potential noise and vibration impacts, mitigation measures will be put in place. These mitigation measures will include a restriction on working hours, the implementation of temporary screening, and best working practice. The impact following mitigation is **minor adverse to negligible** on existing sensitive receptors.

The current and future road traffic noise levels at identified receptor locations, both with and without the development, have been predicted using the Department of Transport's memorandum, Calculation of Road Traffic Noise (CRTN) 1998. Baseline traffic flow data was provided by the traffic consultant. The potential changes in noise levels have been assessed against the significance criteria set out in the Design Manual for Roads and Bridges (DMRB) Volume 11, 2008. It is concluded that the potential increase in noise levels at existing receptor locations **negligible**.

The existing noise level at the development site has been compared with the guidance specified in the World Health Organisation Guidelines for Community Noise (WHO), British Standard 8233:2014 Guidance on sound insulation and noise reduction for buildings (BS8233), and British Standard BS4142: 2014 Methods for rating and assessing industrial and commercial sound (BS4142). Appropriate glazing and ventilation will be required to reduce external noise to meet internal guidance noise guideline levels at the proposed hotel which forms part of the development.

The results of the BS4142 assessment indicate that the noise from the proposed MSA may cause a **minor adverse to negligible** impact at existing sensitive receptors.

With regard to noise and vibration, the Site is considered to be suitable for the Proposed Development. Appropriate noise mitigation measures are required at the proposed hotel, such as glazing and an alternative means of ventilation to remove the need to open windows for ventilation.



Noise and Vibration Receptor Plan

Air Quality and Dust

An air quality, odour and dust assessment has been undertaken in support of the proposed Warrington Motorway Service Area at Junction 11 of the M62 Motorway. The assessment has considered the potential air quality effects associated with vehicles accessing the Proposed Development during its construction; as well as the potential effects associated with dust and fine particulate matter arising from construction activities. The air quality effects associated with vehicles accessing the Proposed Development, once it is operational, have also been considered. In addition, the assessment has considered the potential for odour effects at the Proposed Development, as a result of the Restored Risley Landfill Site, for workers during the construction phase and at sensitive areas once it is operational (i.e. at the Hotel and outdoor amenity space/picnic space).

A qualitative assessment has been undertaken to consider the potential air quality effects associated with vehicles accessing the Proposed Development during its construction. The assessment has shown that the significance of these effects is considered to be negligible. This is because any changes in flows on local roads are expected to be significantly lower than during the operational phase, and these changes will be temporary in nature. Measures to reduce the potential effect of construction phase vehicles are not therefore required.

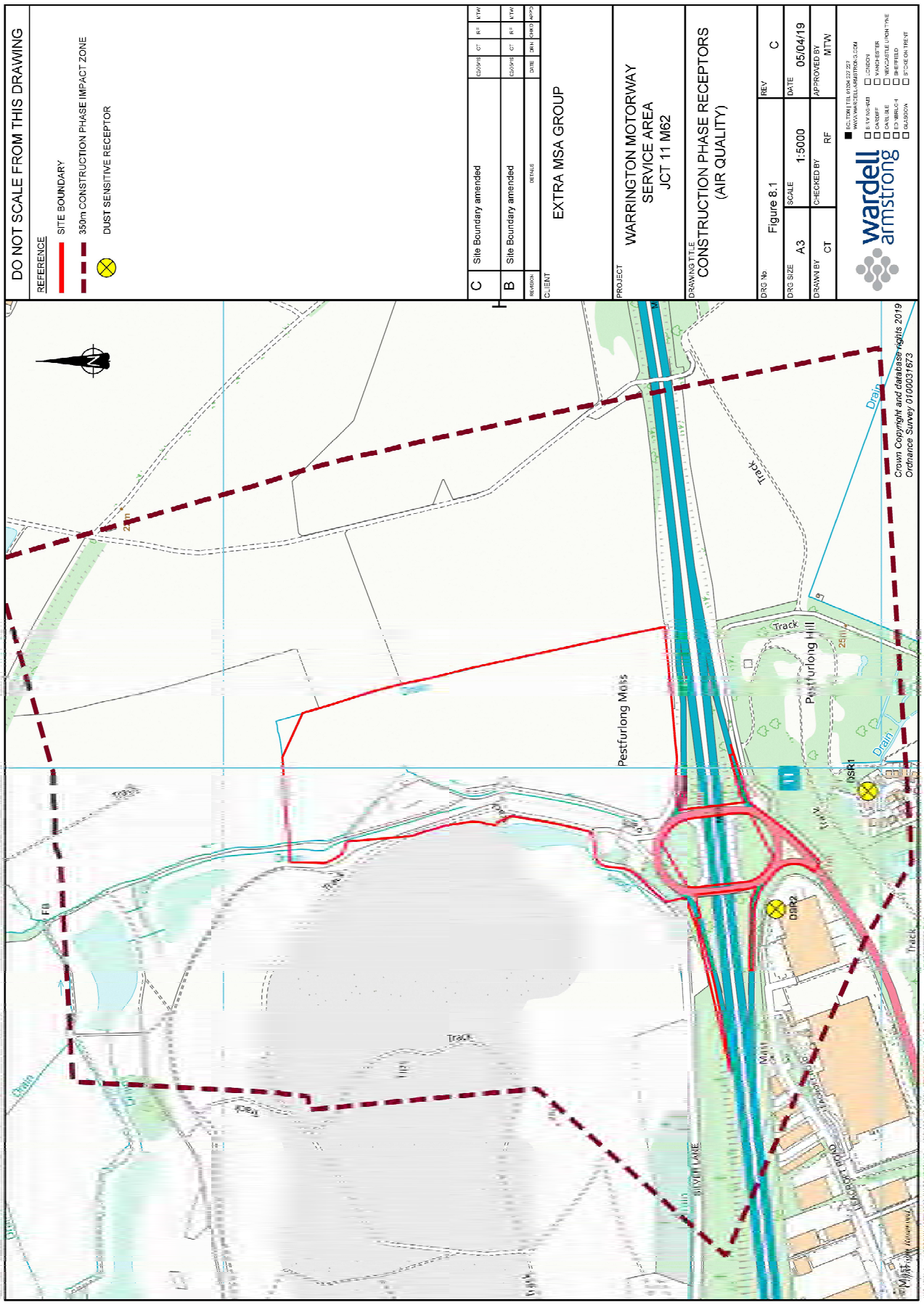
An assessment of dust and fine particulate matter arising from construction activities has been undertaken using guidance published by the Institute of Air Quality Management (IAQM). The assessment has shown that the significance of effects is considered to be minor adverse. However, with appropriate measures in place to reduce the potential for dust and fine particulate matter to be raised, which will be detailed within a Dust Management Plan, the residual effect is considered to be negligible. This is due to the absence of sensitive receptors, such as residential dwellings, in close proximity to where these activities will take place.

A detailed assessment has been undertaken to consider the potential air quality effects associated with vehicles accessing the Proposed Development once it is open and operational. The Proposed Development is not expected to result in newly generated trips, other than perhaps a small number associated with deliveries and staff travel. There will be a redirection of some existing traffic on the M62 Motorway along the off-slip roads, onto the Site access and back onto the Motorway using the on-slip roads. The closest sensitive receptors (i.e. residential properties) are located more than 100m from the roads which will experience increased traffic. The effects associated with road traffic generated by the Proposed Development and a number of other sites in the local area have been considered at these residential properties.

The assessment has shown that the significance of these effects is considered to be negligible, as the predicted changes at these residential properties are negligible, and all predicted pollutant concentrations are well below the relevant Air Quality Objectives. Measures to reduce the potential effect of these vehicles are not therefore required; however, a Travel Plan has been prepared as part of the application, which details various mitigation measures.

A qualitative assessment has also been undertaken to consider the potential odour effects associated with the Restored Risley Landfill Site, using guidance published by the IAQM. The assessment has considered the potential effects for workers during the construction phase and at the most sensitive parts of the Proposed Development, and has shown that the significance of these effects is considered to be negligible. This is due to the types of sources and the distances of these potential odour sources to the Proposed Development. Measures to reduce the potential odour effects are not therefore required.

Finally, the cumulative effects of other relevant developments in the local area have been assessed, with regard to both the construction and operational phases of the Proposed Development. The assessment has shown that, in all cases, the significance of any cumulative effects is considered to be negligible.



Construction Phase Air Quality Receptor Plan

An assessment of the potential effects of the Proposed Development upon the agricultural land and soil resources (including underlying peat deposits) within the Site has been undertaken. The assessment focuses on effects relating to the loss of agricultural land; and the loss of and damage to soil and peat resources.

A highly degraded peat topsoil is identified across the Site at an average depth of 0.36 m. Although identified as a peat topsoil, due to the lack of an active living layer of peat (i.e. an acrotelm colonised with peat species – essential for a healthy, active peatland), this topsoil can be treated as an organic-rich soil resource as opposed to a peat resource. The removal of this topsoil across the development area (including the Peat Habitat Zone) will result in the generation of 42,000 m^3 of topsoil resource, for which reuse options will need to be identified. The remaining topsoil resources will remain undisturbed.

A detailed soil survey confirmed the existence of deeper peat deposits over the majority of the Site. The peat is deepest towards the southeast of the Site, but thins out towards the north where, in the north-west corner, organo-mineral soils were identified; typically organic-rich clay loams over slowly permeable clays.

The agricultural land within the Site comprises a large, roughly rectangular, field covering approximately 11.7 ha. Available historical plans indicate that the Site underwent drainage of the deep peat and conversion from lowland moss habitat to agricultural land sometime between 1849 and 1894. The land has therefore been in agricultural use for at least 125 years. Aerial imagery is available for the period 2005 to 2019 and shows the land to have been in continuous arable use since at least 2005. In addition to the agricultural land, there is a small triangular area of rough grassland to the west of Silver Lane Brook, which is a remnant of a larger agricultural field which was removed from agricultural use by the operation of the former Risley Landfill Site and is therefore considered to be non-agricultural. All other land within the Site is considered to be non-agricultural, being either hardstanding or areas of restored landfill.

Though the iterative design and consultation process a number of alternative layouts and potential peat reuse options were considered in relation to the Peat Reuse Hierarchy; which prioritises the avoidance of peat resources where possible (Rank 1), and then ranks options for the re-use of disturbed peat in terms of most to least beneficial (Ranks 2 to 6). This has resulted in the finalised design maximising the avoidance of deeper peat deposits (Rank 1) such that 50.1% (22,700 m^3) of deeper peat deposits remain *in situ;* and the reuse of all disturbed peat resources 49.9% (22,600 m^3) for the creation of peatland type habitats within the Site (Rank 2, beneficial on-site reuse).

The design of the Proposed Development also allows for 15,840 m^3 (37.7%) of the stripped topsoils to be reused in Site landscaping. This assumes the placement of topsoil to a depth of 36 cm, consistent with their current depth. The remaining topsoil would be exported from site for beneficial reuse elsewhere.

The permanent loss of all 11.7 ha of agricultural land within the Site (10.7 ha of which is BMV quality) as a result of the Proposed Development cannot be mitigated, this is considered to represent a **minor adverse effect**. However, although the land would no longer be in agricultural production, the area of unsealed land (for example the Peat Habitat Zone and landscaping areas) has the potential to support the Proposed Development through providing a range of important ecosystem services. The creation of peatland type habitats within the Peat Habitat Zone in combination with the permanent vegetative cover to be established within the landscaping areas is considered a **minor beneficial effect** based on the creation of a high value ecosystem and prevention of peat degradation due to the cessation of arable cropping activities which are currently causing a progressive degradation of the peat resource.

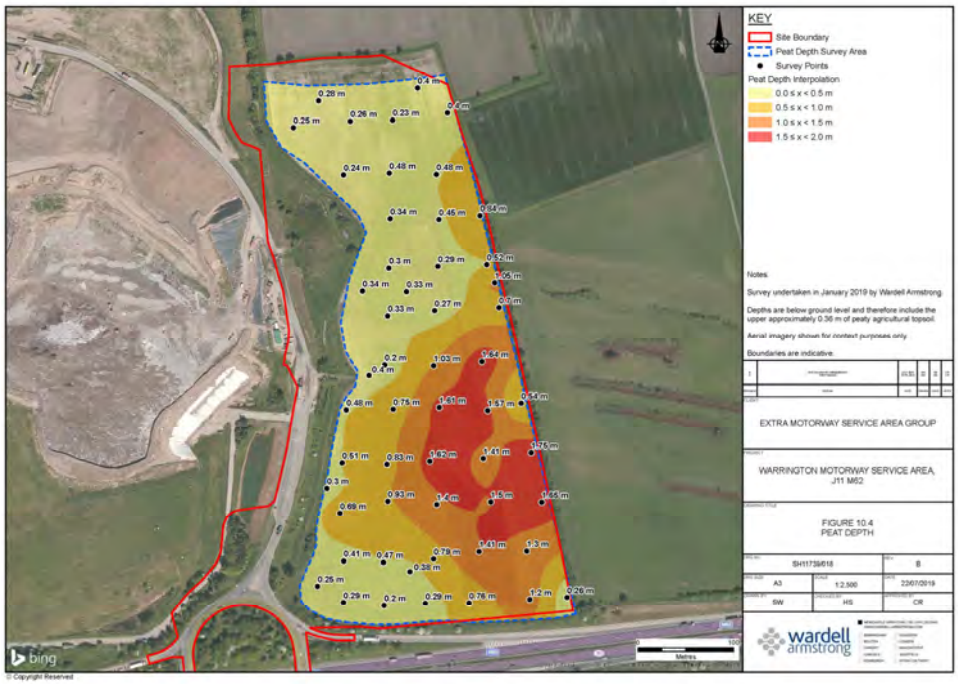
The assessment of effects also found that with mitigation and good industry practice in place (for example, the treatment of all deep peats within Ranks 1 and 2 of the hierarchy; and the application of industry standard good practice measures for the management of soil and peat resources during construction), the significance of residual effects in relation to the loss of, and damage to, soil and peat resources would all be **negligible**.

Impacts to soils and peat are considered to be location specific and therefore the same area of land would need to be directly impacted by more than one development for cumulative impacts to occur. There is no overlap between the boundary of the Proposed Development and the

boundaries of other proposed developments, therefore cumulative impact to soils and peat will not occur.

The zone of influence for cumulative effects to agricultural land (permanent agricultural land take) is measured at a local scale. Only HS2 has been identified as also resulting in the loss of agricultural land in the locality of the Site. The total potential cumulative agricultural land take as a result of the Proposed Development (11.7 ha) and HS2 (63 ha) would be 74.7 ha; of which 50.2 ha would be of BMV quality. This would result in a substantial adverse cumulative effect. However, it is important to note that using the criteria set out in this assessment, the loss of agricultural land as a consequence of HS2 alone would be substantial adverse, and consequently any scheme considered cumulatively with HS2 would result in a substantial adverse cumulative effect. Whereas losses to the Proposed Development are considered to be minor adverse.

Agricultural Land Classification Plan



Peat Depth Plan

An assessment of the likely significant effects of the Proposed Development in terms of climate change in the context of the Site and surrounding area, and the wider environment, has been undertaken recognizing that climate change is a global issue. The potential environmental impact of the Proposed Development, associated with climate change, energy and sustainability, is the release of greenhouse gas emissions into the environment.

It was considered unfeasible to calculate quantified baseline emissions for the current location at this outline planning stage due to the lack of appropriate data to inform a full carbon balance. The location of the Site next to a motorway, previous landfill and on arable land makes for a complex calculation.

Despite the Site being underlain by Peat deposits, it is anticipated that there will be zero to negligible carbon loss as a result of peat disturbance. This is due to the specialised design of the Peat Habitat Zone and direct transfer of peat from the development area which minimises the potential for peat damage, drying or carbon loss.

Additionally, emissions associated with construction machinery, equipment and welfare facilities were scoped out of the assessment for several reasons. Firstly, there would not be sufficient information at the outline planning stage to quantify them. Secondly, these emissions are expected to be for a temporary period when compared with the Proposed Development's operational life time emissions. Finally, often these emissions are largely tied to actions beyond the applicants' reasonable control. Therefore, the climate change assessment has considered emissions associated with the operational use of the development only.

An Energy Statement was produced that calculated the anticipated energy demand from the amenities building, hotel, petrol station building, external lighting and electric vehicle charging. The assessment modelled the estimated emissions associated with this demand, assuming conventional use of grid electricity and natural gas, and considered significance on both a local and international scale.

The assessment of climate change does not typically isolate singular receptors within the biosphere as climate change, being a global issue, has the potential to impact everything on Earth. Therefore, emissions must be allocated the receptor 'international' to reflect this, as well as considering the contribution to local emissions. The magnitude of the environmental impact on an international scale can only be negligible, due to scale of the project compared to the wider issue. None the less, it is important to include as global commitments to reducing emissions is the motivation behind including climate change assessments in the context of planning.

The total energy demand for the Proposed Development has been estimated as 4,888,789 kWh/yr which equates to 1,107 tonnes of CO2e per annum. Under the Institute of Environmental Management and Assessment guidance, greenhouse gas emissions are binary, i.e. any emission or reduction is significant. A significance criterion has been established to allow the scale of magnitude to be assessed.

Using the methodology established this represented a high negative impact with minor adverse significance for the operational phase of the development.

The Energy Statement has suggested recommendations for the Applicant to take into consideration at the detailed design stage to ensure that the Proposed Development adheres to the energy hierarchy. This covers aspects of building design to reduce demand, energy efficiency measures to reduce consumption and an assessment of potential viable renewable technologies that could be integrated into the building design.

These actions will be considered by the Applicant in the design stage, where there is the highest potential to reduce future operational emissions. However, at this outline planning stage it is difficult to be absolute in the potential residual effects, as this will be highly dependent upon the energy choices made by the Applicant at the detailed design stage.

Even after installing a ground source heat pump to supply up to 50% of site energy demand, the overall emissions associated with the Site would still be considered a significant negative environmental impact.

On the other hand, this does not necessarily provide a justification for rejection on planning terms, as it should be acknowledged that the local policy requirements outlined in Local Plan Policy QE1, for the implementation of renewable technology to meet 10% of site energy demand, would be significantly exceeded.

This assessment has demonstrated that through renewable technology considerations at the detailed design stage, the Applicant has the potential to reduce the environmental impact of this development from high negative to moderate negative. Other commitments at detailed design stage such as sustainable design and energy efficiency standards could also reduce this impact further.

Waste

An assessment of the potential effects of the Proposed Development upon waste management has been undertaken that focuses on likely effects of the development on regional waste management treatment and disposal capacity. This has been completed in the context of relevant national, regional and local waste management policies and anticipated waste generation resulting from the Proposed Development.

The principal objective of sustainable resource and waste management is to use material resources more efficiently and to reduce the amount of waste requiring final disposal by landfill. Where waste is generated it should be managed in accordance with the waste hierarchy. The waste hierarchy advocates an order of preference for the management of wastes. Resource and waste management should actively contribute to the economic, social and environmental goals of sustainable development.

The likely significant effects of the waste generated by the construction and operation of the Proposed Development have been assessed by forecasting the future generation of key waste streams and assessing these against the current baseline that has been established as part of this assessment. Mitigation measures to reduce the quantity of waste sent to landfill, and to recover waste materials for use on-site where feasible, are identified. Furthermore, estimates of excavation waste generation produced in the preparation of the site have been calculated by the project designers. No demolition waste would be generated by the Proposed Development.

To assess the effects of waste generated from the construction and operation of the Proposed Development, the estimated waste values have been compared with the sub -regional recycling and recovery infrastructure available for all anticipated waste streams.

The assessment of effects has found that there is:

- Adequate treatment and recovery capacity for construction waste in Warrington and the wider sub-region;
- Adequate landfill capacity for construction waste in Warrington and the wider sub-region;
- Adequate non-EfW treatment capacity for non-hazardous commercial waste in Warrington and the wider sub-region; and
- Adequate EfW and landfill capacity for non-hazardous commercial waste in Warrington and the wider sub-region.

Therefore, significance of the predicted effects of construction and operational waste generation by the Proposed Development is assessed to be negligible.

Mitigation measures are outlined to reduce the significance of the impacts identified. In all instances the significance of the impact can be reduced to negligible.

Mitigation measures identified to reduce the predicted effects from construction waste generation include:

- Avoidance of wasteful working practices;
- Designing out waste;
- Effective material management;
- Hazardous waste management;
- Application of modern construction methods;
- Adoption of a Site Waste Management Plan;
- Sustainable procurement; and
- Utilising supply chain partners.
-

Mitigation measures identified to reduce the predicted effects from operational waste generation include:

- Occupants will be specifically expected to separate recyclable items for collection by the Proposed Development's operator;
- Occupants will also need to comply with the Council's Sustainable Design and Construction Supplementary Planning Document;
- Aspirational residential recycling rates of 50% of commercial waste for recycling or composting; and
- Investigations shall be undertaken to understand the feasibility for recycling metals, plastic, paper and cardboard, glass and food waste.

Finally, the technical paper considers the Cumulative Impacts of the development on the three nearby developments. Cumulative impacts associated with waste management were considered to be minor adverse at worse.

The assessment found that, with appropriate mitigation in place, the scale of potential effects was no greater than minor adverse. As such, there would be no significant effect on waste management.

Synergistic Effects (In Combination / Interaction of Effects)

For the purposes of this ES we define the cumulative and the interaction of effects as:

'Those that result from additive impacts (cumulative) caused by other existing and/or approved projects together with the project itself and the synergistic effects (in-combination) which arise from the reaction between impacts of the project on different aspects of the environment.'

Synergistic effects have been considered throughout the evolution of the development proposals across all the technical areas and scheme design. These will be minimised and managed through the implementation of mitigation, much of which is multi-functional to address synergistic effects.

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

- Interaction of construction effects – related impacts in terms of ground, water resources, ecology and agricultural land and soils (including peat); air, noise and traffic; landscape, ecology and drainage; and cultural heritage and landscape.
- Interaction of operational impacts – related impacts associated with those arising from the proposed land uses for the site focusing upon traffic and consequential noise and air implications; landscape, ecology and drainage.

The different types of receptors are categorised as follows:

- Humans- (a) long term human receptors- residents, business users; and (b) transient human receptors,

Possible Synergistic Effects During Construction

A	Adverse effects
N	Neutral / Negligible effects
B	Beneficial effects

Receptor Category	Ground Conditions and Contamination	Traffic and Transport	Water Resources (Drainage and Flood Risk)	Landscape and Visual Impact	Ecology and Nature Conservation	Agricultural Land and Soils (including peat)	Socio Economic	Noise and Vibration	Air Quality and Dust	Cultural Heritage and Archaeology	Waste	Climate Change (Energy and Sustainability)	Synergistic Effect
Humans	N	N		A			N / B	A	N			A	Yes
Property	N												No
Ecology					A	B							Yes
Agricultural Land and Soils (including peat)	N		N/A			A							Yes
Historic Environment				A						A			Yes
Landscape				A									No
Controlled Water			N										No
Economy							B						No
Local Waste Infrastructure											N		No

including pedestrians, cyclists, drivers and public transport users, construction workers.

- Property- residencies and business uses.
- Ecological- habitats, including protected sites or species.
- Agricultural land, peat and soil
- 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

The adverse interaction of impacts in and around the Site will occur at their greatest during the short term period (construction). It is however considered that the mitigation proposed as part of the Environmental Assessment is sufficient to deal with these impacts which will be controlled by way of planning conditions and a S106 as necessary and as such the majority of impacts will be no worse than minor adverse and negligible and many being beneficial. The synergistic effects are therefore not considered to be any greater for any of the receptors than those already assessed individually within the ES.

The tables below summarise the worst residual outcome for each of the technical assessments in respect of each of the receptor categories for both the construction phase and operational phase of the development. "A" refers to Adverse, "B" to Beneficial, and "N" refers to Neutral / Negligible impacts as shown below:

Possible Synergistic Effects During Operation

A	Adverse effects
N	Neutral / Negligible effects
B	Beneficial effects

Receptor Category	Ground Conditions and Contamination	Traffic and Transport	Water Resources (Drainage and Flood Risk)	Landscape and Visual Impact	Ecology and Nature Conservation	Agricultural Land and Soils (including peat)	Socio Economic	Noise and Vibration	Air Quality and Dust	Cultural Heritage and Archaeology	Waste	Climate Change (Energy and Sustainability)	Synergistic Effect
Humans	N	A (N / B)*		A			N / B	A	N			A	Yes
Property	N												No
Ecology			B		N								Yes
Agricultural Land and Soils (including peat)	N		B										Yes
Historic Environment				A						N			Yes
Landscape				A									No
Controlled Water			A		N								No
Economy							B						No
Local Waste Infrastructure											N		No

*A High Adverse effect has been assessed in respect of traffic and transport and relates to accidents and road safety at M62 J11. However this is a result of two of the observed accidents informing this significance of effect which involved drivers under the influence of alcohol and not therefore as a result of road safety at this junction. When these two accidents are excluded from this analysis, the assessment gives a negligible result. As such this is the effect considered in the assessment of synergistic effects.

The ES has sought to consider cumulative effects in a number of ways. In considering cumulative effects, it should be borne in mind that all developments should have a construction management plan or construction environmental management plan in place to manage and mitigate the effects of individual developments. This should also include a dust management plan and soil management plan where relevant. All development would need to manage their individual surface water and impact on water quality and ground water. Where relevant archaeology should be excavated/evaluated and recorded, which increases understanding. As such cumulative effects are managed and mitigated as far as possible, which will have the effect of minimizing the cumulative effects of the developments.

Construction Phase

The socio economic cumulative effects of the Proposed Development with the development at Birchwood Park, should they come forward in the same timescales, will result in an overlap in temporary short term construction employment and an increase in economic output. There are also additional training and apprenticeship opportunities. These are all positive cumulative effects.

The developments at Birchwood Park would directly increase the waste generated at construction phase and it is reasonable to expect a percentage to go to off-site recycling and a percentage for disposal at off-site landfill. However this is not considered to be significant and as such would have a minor adverse cumulative effect as a worst case, as not all the developments would come forward at the same time as the Proposed Development.

Construction effects associated with dust and PM10 are considered unlikely to have a cumulative effect with the proposed development due to the distance of receptors from the Birchwood Park sites, HS2 and the Proposed Development Site. With appropriate mitigation in place for each development, any cumulative effects are considered to be no more than negligible and as such not significant. Construction effects associated with noise will be short term and appropriate mitigation measures implemented to reduce any noise and vibration impacts.

Operation

The socio economic effects of the Proposed Development with the development at Birchwood Park, would create additional GVA and employment within the economy, both of which would have a positive effect. In terms of HS2, with a station at Warrington Bank Quay, the benefits for Warrington and the Region as a whole are beneficial in terms of the town and regional status and the ability to attract further inward investment. This is beneficial in the longer term.

The developments at Birchwood Park would generate commercial waste during their operational phase and it is reasonable to expect a percentage to go to off-site recycling and a percentage for disposal at off-site landfill. However this is not considered to be significant and as such would have a minor adverse cumulative effect as a worst case.

The cumulative impacts of operational noise with the development at Birchwood Park and the Proposed development is considered to be no more than negligible to minor adverse .

There is the potential that cumulative effects on the County Landscape Character Area, views from the nearest settlements of Culcheth and Gorse Covert, water bodies and drainage systems, wider greenspace network, heritage designations and environmental designations are likely to increase, but that these will still remain not significant in the local context.

In terms of cultural heritage, this paper has assessed that the impact of the Proposed Development on the setting of designated heritage assets would be neutral; it having been assessed that the Site does not currently contribute towards the significance of any designated heritage assets. As such, no cumulative operational impacts would arise from the implementation of the Proposed Development and HS2.

In considering cumulative effects, it should be borne in mind that all development will have to manage and mitigate their effects and that long term management plans relating to landscape and habitats should be implemented.

Socio economic cumulative effects are considered positive in terms of job creation, inward investment and business rates

generated. Whilst the cumulative effect of developments could reduce the total archaeology resource in the area, mitigation would be in place for each development to evaluate/excavate and record, thereby increasing understanding. Views would change, but these would be managed with planting, which matures over time.

Although there would be a cumulative loss in habitats, the effect on species is not considered to be significant.

Cumulative effects in terms of waste, noise, air quality, water resources are considered to remain as assessed through the main assessment and are therefore not considered to be significant.

The cumulative loss of agricultural land, especially BMV land is considered significant. However, it should be noted, that the loss for the HS2 development alone is significant, but for the Proposed Development, it is not considered to be significant.

Indicative Wider Context Plan

Conclusion

The proposals are considered to be EIA Development and as such, in line with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, are accompanied by an ES.

The ES has been prepared on behalf of Extra MSA Group by competent experts to accompany the outline planning permission for a 'New Concept' Motorway Service Area (MSA) at Junction 11 of the M62 Motorway.

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

The separate Technical 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 aims to provide 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, however, the detailed mitigation strategies will be controlled via the use of planning conditions and Section 106 Agreement.

The likely effects at the construction phase are likely to be greatest, but these will be short term temporary. Most effects are neutral, negligible or minor adverse when mitigation is implemented and as such not significant. This is the case for the impacts assessed for geology and ground conditions, ecology and nature conservation, agricultural land and soils, noise and vibration, air quality, odour and dust, traffic and transport, water resources and waste. Many of the effects associated with Heritage are also considered to be minor adverse or less, except for those associated with palaeoenvironmental deposits, for which the effect is minor to moderate adverse, but not considered to be significant. The construction phase is short term and temporary, expected to last approximately 12 to 18 months.

Many of the effects associated with landscape and visual impact are also minor adverse or less, except for those associated with environmental designations and the view points VP4, 6, 7, 10 and 14 (as shown on Landscape Receptor Plan at Page 31), which are considered to be moderate adverse and as such significant.

These significant adverse effects are balanced with the beneficial effects associated with socio economic which are beneficial in respect of job creation and inward investment. Other beneficial effects are associated with the creation of the diversion of Silver Lane Brook to create a wildlife corridor and the creation of high value eco systems.

Through scheme evolution and appropriate mitigation, the likely effects at the operation phase are considered to be minor adverse, neutral or negligible and as such not significant.

Benefits of the proposals are related to socio economic, particularly in respect of job creation, business rates and increased GVA. Other benefits are associated with traffic and transport with the reduction in the potential of accidents on the strategic highway network due to provision of an MSA to address the current gap in MSA provision on the network. Use of peat in habitat creation and enhancement by creating a peatland type habitat and corridor for the diversion of Silver Lane Brook are also benefits of the Proposed Development.

The results of the environmental assessment show that, with mitigation measures in place, the proposed MSA scheme can be developed and operate with only a small number of adverse environmental impacts and a significant number of beneficial impacts.

The interaction and in-combination effects have been fully considered throughout the evolution of the scheme proposals and mitigation that in many cases is multi-functional identified as required to address any significant impacts.

The cumulative impact of the development has been assessed taking account of potential developments in the vicinity of the Site including HS2 and developments at Birchwood Park. The impact on existing receptors have been considered, including the neighbouring settlements of Culcheth and Gorse Covert, water bodies and drainage systems, wider greenspace network, heritage designations and environmental designations.

There are therefore not considered to be any potential environmental impacts that cannot be suitably mitigated and which would prevent the proposals from being granted planning permission.

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