

Consultation Report

SIX 56 WARRINGTON M6 J20/M56 J9

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2 Introduction

This report has been created by Newgate Communications on behalf of Langtree and Panattoni. It sets out the pre - application consultation activities undertaken by the applicant and the professional team in support of the outline application for Six 56 Warrington – a proposed new strategic employment site located at Junction 20 of the M6 and Junction 9 of the M56 motorways.

The full description of the planning application is as follows:

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

This consultation report provides an in-depth overview of the programme of engagement and consultation activities, as well as a review of the feedback received to date.

The applicant (Langtree and Panattoni) took an open and inclusive approach to consultation and undertook a programme which included:

- Varied methods of engagement with the public, including; a project website, newsletter, social media profiles, two workshops and two public drop-in sessions
- Meetings offered to local stakeholders, including a briefing session for ward councillors
- Feedback mechanisms including; a community phone line, freepost address, email address, and a feedback form on the project website and at the drop-in sessions
- A proactive approach to engaging with the media by issuing press releases and providing briefings

This report provides an overview of the feedback and views which have been submitted during the consultation process. All information received has been logged and analysed and taken into account as the plans were developed.

3 The role of community consultation

3.1 Warrington Borough Council's Statement of Community Involvement

The approach to engaging with local residents and businesses for Six 56 Warrington took into account Warrington Borough Council's Statement of Community Involvement (SCI) (2014).

Warrington Borough Council's Statement of Community Involvement reads:

'The Borough Council encourages applicants to undertake pre-application discussions, prior to the submission of a planning application for major developments. It is suggested that for major schemes developers should present proposals to Development Control Committee. The benefits of presenting proposals early in the process include: Identification of appropriate levels of community engagement Early knowledge for members of development proposals as they evolve and in advance of formal decision-making processes Scope for all parties to flag or become aware of issues which might become key to the determination of a planning application.'

Warrington Borough Council suggests a range of consultation methods for planning applications = including: public meetings; public exhibitions, surgeries, workshops, information sheets and websites.

3.2 National Policy

Planning shapes the places where people work and live, therefore it is only right that people should be given the opportunity to take an active role in the planning process. The applicant recognises that community involvement is an integral and important component of planning and its approach to consultation with the local community reflected this.

Previous Governments made it clear that developers should be encouraged to undertake effective community engagement, particularly on major developments. Since the introduction of the Localism Act community consultation and involvement has taken an even greater role, with the emphasis now on putting greater "power in the hands of local people, rather than regional bodies."

The need for pre-application consultation is set out in the revised National Planning Policy Framework (NPPF) published in February 2019. Paragraph 39 of the NPPF states that:

"Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and outcomes for the community."

Paragraph 40 of the NPPF states that local planning authorities should encourage those applicants, who are not already required to do so by law, to engage with the local community before submitting their applications. It reads:

“Local planning authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage. They cannot require that a developer engages with them before submitting a planning application, but they should encourage take-up of any pre-application services they offer. They should also, where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications.”

3.3 Newgate Communications

The applicant recognises that best practice guidance can enhance understanding of and participation in the planning process. As such, specialist consultant Newgate Communications was engaged to devise and co-ordinate consultation on the application and report back on the results.

Newgate Communications is an independent communications company that specialises in community consultation relating to planning applications. Known formerly as PPS Group, it was one of the first companies to understand the need for consultation on planning applications and has become an expert at developing tailored programmes to ensure that its community consultations contribute positively to the planning process.

Newgate Communications is an active member of both the Association of Professional Political Consultants (which promotes transparency and openness in public affairs consultancies, through the promotion of a strong ethical code) and the Consultation Institute, which helps all those engaged in public and stakeholder consultation to absorb and promote best practice.

4 Approach to consultation

This section of the report highlights the steps taken to inform the public and stakeholders about the Six 56 Warrington proposals and consultation. A variety of methods were used to promote the project, during two stages of consultation.

4.1 What was consulted on?

The applicant undertook a two-stage consultation process. The first round of consultation took place at an early stage, to seek feedback on the emerging plans and the issues to be covered in the outline application and Environmental Impact Assessment. On the 15th and 16th October 2018 the first phase of public consultation took place in the form of community workshops. Attendees were asked to provide feedback on series of questions related to the emerging plans which included:

- 288,000 sq. m. of new employment space including circa 58,000 sq. m. of manufacturing space
- Infrastructure to support the development, including local transport improvements
- 4,900 jobs when operational
- Retention of the existing moat which will be accessible to the public
- An enhanced area of accessible green space accommodating the existing public footpath

On 7th and 8th March 2019 drop in consultation events were held. This second stage of consultation allowed the evolution of the plans and results of assessments to be presented to attendees. At this stage consultees were asked to comment on the updated proposals, which included:

- 288,000 sq m of new employment floorspace, including the proposed locations of buildings across the site
- Updated proposals for transport infrastructure in and around the site
- Updated proposals for green space
- Around 4,100 jobs when operational

4.2 Consultation Methods

Identifying Stakeholders

Ahead of the consultation, a series of local stakeholders were identified which included:

- Local residents - those living near the Six 56 Warrington proposed site
- Local politicians - elected representatives in the surrounding area
- Local businesses - companies based in the Six 56 Warrington area

- Local community groups - organisations with an interest in the site or the surrounding areas
- Business and employment groups – those who may want to avail of the opportunities presented by the proposed development

Defining consultation zone

A targeted consultation area was identified which included local residents, businesses and organisations who would be directly and indirectly affected by the Six 56 Warrington proposals.

Newsletters were delivered to a consultation radius of 9.92 square mile radius (see below) around the site and surrounding areas. A total of 8,397 properties received the project newsletter; 8,147 households and 250 businesses.



Community Newsletter

The local community was informed of the proposal and events for Six 56 Warrington via a 4-page newsletter which was distributed 1st class by Royal Mail at both stages of consultation (See Appendix 1). Each stage of consultation had a bespoke newsletter. The stage one newsletter provided residents with initial insight into the plans and invited them to attend the workshops. Stage two's newsletter outlined the proposed solutions to various elements of the development, changes to the proposal compared to stage one and invited people to attend the drop-in sessions.

Stakeholder letter

All stakeholders were written to ahead of the workshops on 15th and 16th October 2018 and drop in consultation events on 7th and 8th March 2019.

The emails (See Appendix 2) outlined the proposals and informed the stakeholders about the consultation process. Within the email, stakeholders were invited to attend the events.

Website

A project website was launched in October 2018 - <https://www.six56warrington.co.uk>. The website provided detail on the scheme and consultation events for Six 56 Warrington. Following the first period of consultation, the website was updated ahead of the second stage with the latest detail related to the scheme. Contact details for the project team were also included.

Press Release

At both stages of the consultation press releases were issued to local and regional media (Appendix 7). All were reported on by the Warrington Guardian, Warrington Worldwide and the BBC. BBC Radio Merseyside also broadcast an interview with a Six 56 spokesperson, providing details on the drop-in events and the proposals.

Social Media

Facebook and Twitter pages were established in 2018 ahead of the first stage of consultation. On social media the use of paid promoted content throughout the consultation period increased the public's interactions with posts.

The material published on the social media pages focused on the key messages and advertising the drop-in sessions.



[@six56warrington](https://twitter.com/six56warrington)



[@Six56Warrington](https://www.facebook.com/Six56Warrington)

Community Workshops

Two community workshops were held in Grappenhall Community Centre on:

- Monday 15th October 2018 5pm – 7pm
- Tuesday 16th October 2018 2pm – 4pm

114 people registered for the Monday evening event and 66 registered for the Tuesday afternoon event.

To begin the workshops a presentation was given providing an overview of the project to date and the aims of the workshop sessions. Attendees were asked to break out into smaller groups and asked to provide feedback on four key questions over the course of the session.

The questions were:

1. What local issues do you think we need to be aware of when developing the plan?
2. What are your thoughts on the proposed parameters plan, including building areas and access points?
3. What are your thoughts on proposed areas of greenspace and landscaping, including the retention of the Bradley Moat and public rights of way through the site?
4. What are your thoughts on the jobs that could be provided by the site?

Whilst attendees were asked to respond these questions specifically, all feedback received was noted as part of the consultation process (Appendix 8). A breakdown of the feedback received from the workshops is outlined in chapter 5 of this report.

Drop-in consultation events

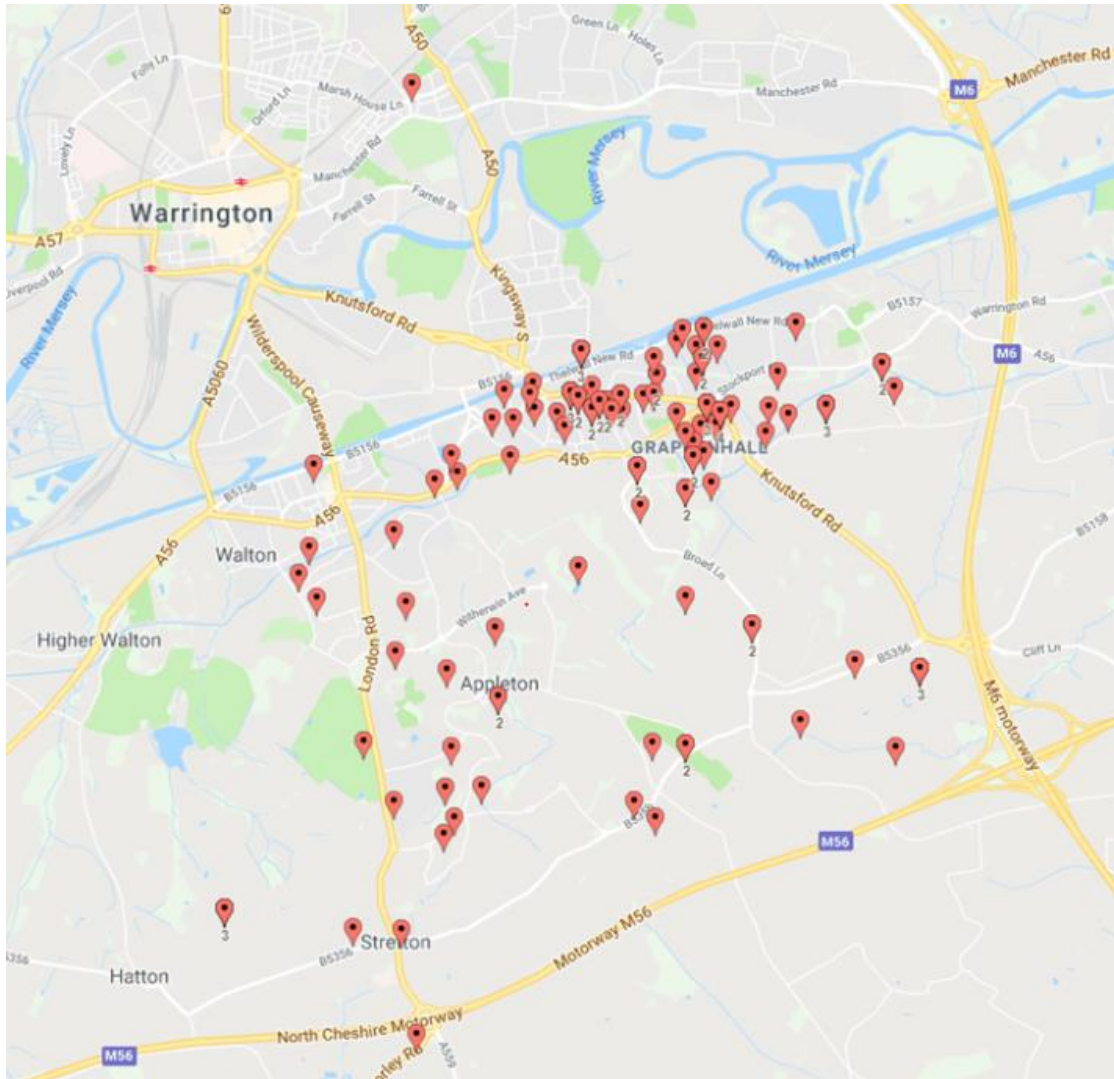
The following two drop-in events were held:

- Thursday 7th March, 2-7pm: Grappenhall Community Centre, Bellhouse Lane, Warrington, WA4 2SG
- Friday 8th March, 12-5.30pm: Outside Customer Information Point, Golden Square, 27 Old Market Place, Warrington, WA1 1QB

Eleven exhibition boards were designed and produced ahead of drop-in events. These boards provided an insight into the design and environmental aspects of the proposal (see Appendix 4).

Additional informative materials were displayed throughout the drop-in venue, and members of the project team were on hand to answer any questions.

In total, 271 people visited the drop-in sessions over the two days. Postcodes of those who attended the drop-in sessions can be shown as follows:



Feedback forms

At the two drop-in sessions, feedback forms were provided which attendees were encouraged to complete - a total of 83 were received.

The feedback form (see Appendix 3) gave people the opportunity to share their views on various aspects of the proposal.

Participants could either hand-in the forms immediately or use the freepost address listed on the document.

Stakeholder meetings

Meetings were offered to stakeholders (Appendix 5) who may be interested in the Six 56 proposals and were held with:

- Faisal Rashid MP – 27th July 2018
- Leader Cllr Terry O’Neill, Deputy Leader Cllr Russ Bowden, CEO Stephen Broomhead and Andy Farrell – 23rd April 2018
- Pat Jackson, Cheshire & Warrington LEP - 4th September 2018
- Jo Jackson & Stephen Fitzsimons, Warrington & Co - 4th September 2018
- Martin Howlett, Director of Partnerships, Youth Fed - 26th September 2018
- Andrew Bridge, Construction Industry Training Board – 15th October 2018
- Ward councillors – Cllr Wheeler, Cllr Harris and Cllr Bate – 4th March 2019

Community Contact points

Local residents and businesses could contact the project team via:

- Project phone line
- Project email address
- Project website
- Social media - Facebook and Twitter profiles
- Freepost address

5 Feedback and Issues

5.1 Approach to Feedback

This section of the report considers the feedback received throughout the consultation.

During the first stage of the consultation, two workshops were held. Verbatim comments recorded at the workshops are included in Appendix 8. The main points raised during these workshops are summarised below:

Green Open Space

Attendees questioned whether the loss of Green Belt could be mitigated off site. It was also questioned whether planned landscape improvements could improve existing green space. It was noted that several attendees suggested there were no “very special circumstances” to justify the loss of Green Belt land.

Another recurring theme was the potential loss of biodiversity on the site. There were some concessions within the room that partial release of Green Belt was needed to meet future housing and employment use, but many felt there should be an emphasis on Brownfield first development.

Traffic and Access

Several attendees suggested that the proposed access to the site along Grappenhall Lane was in the wrong position and would cause traffic issues. The most commonly suggested alternative was to create an additional arm on the roundabout at Junction 20 of the M6 to give vehicles direct access to the site from the motorway.

An additional issue raised regarding traffic suggested the surrounding road network, including Cliff Lane and Grappenhall Lane were already overly congested and additional vehicle movements generated by the sites, including employees entering and leaving at rush hour would exacerbate the problem.

Some attendees at the workshops also felt the current traffic issues in the area meant the pollution levels were already too high and the Six 56 Warrington development may add to this.

People noted they would want to see any planned transport infrastructure improvements made before any building construction took place on the site.

The proposals for improved cycle paths and public rights of way were acknowledged by a number of attendees, but some concerns were raised as to whether they were realistic proposals. There were also concerns raised about the lack of public transport to and from the site.

Job and Economic Benefits

With regard to new jobs, questions were raised as to whether they were needed for people in South Warrington.

Questions were raised over the quality of these jobs and whether people in the immediate area would benefit. There were several suggestions that the people who would benefit from these jobs would not be able to afford to live in the area, adding to traffic concerns as people commute during rush hour.

Attendees acknowledged that Warrington Borough Council would receive increased levels of business rates. However, attendees asked for some form of guarantee the money would be made available to Warrington Borough Council.

Scheduled Ancient Monument (SAM)

Attendees noted that the SAM would be retained but suggested creating a wider space around the site to protect it from any damage around the development.

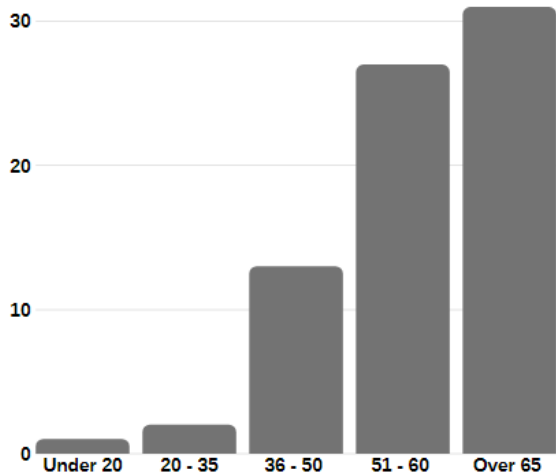
There was also some suggestion that the entire area should be designated as a protected heritage site.

Preferred Development Option

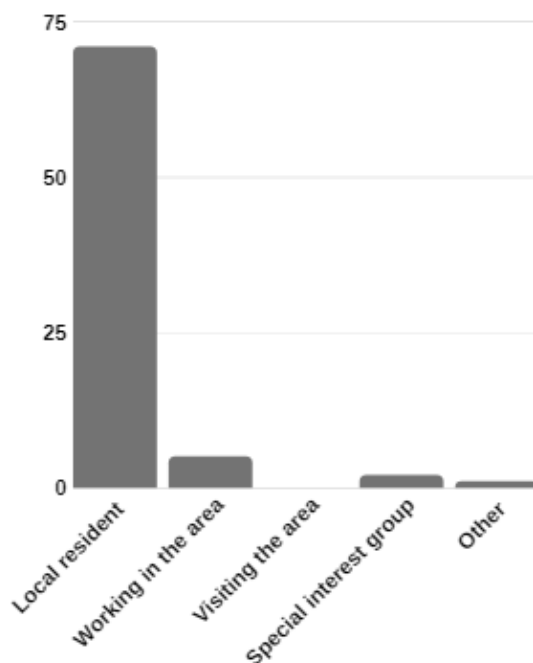
It was noted by attendees that the Warrington Borough Council Preferred Development Option (PDO) was still being finalised. Attendees had questioned the timing of the consultation for Six 56 Warrington as the latest version of the PDO was due to be published in December 2018.

The information received from attendees at the second stage of consultation was in the form of feedback forms, emails and calls to the information line. The majority of written feedback was gathered through forms which were made available at the two drop-in sessions. A total of 83 feedback forms were completed.

Consultees were asked their age on each feedback form:

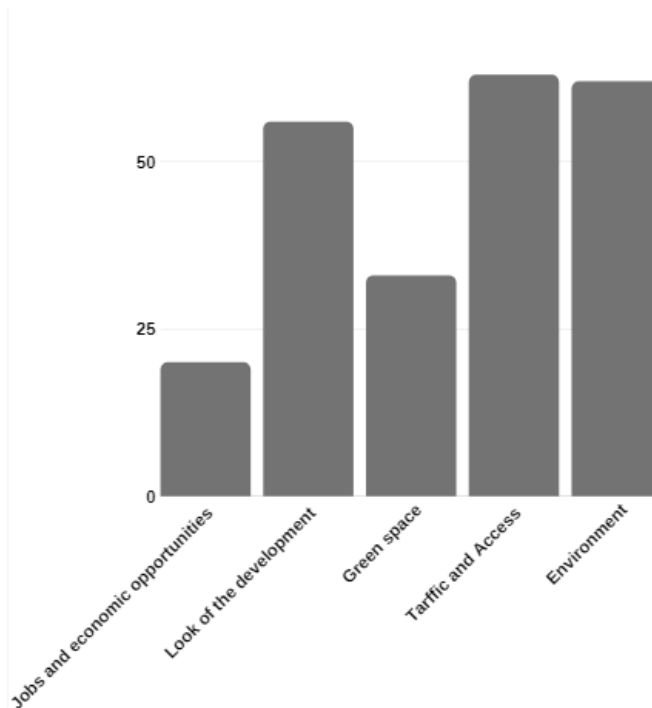


Consultees were also asked for the reason of their interest in the proposals, the chart below outlines this data:



The following section summarises the responses received to the specific questions related to the site:

Question 1 - Which of the following aspects of the proposal are you interested in?



The most popular answer to this question was 'Traffic and Access'. Followed by, 'Environment', 'Look of the development', 'Green Space', 'Jobs and economic opportunities'.

Other key comments related to this first question include:

- Jobs
- Air pollution
- Traffic
- Environmental Impact
- Loss of green space
- Scale of development
- Access
- Council
- New houses / other proposals

Question 2 - The draft masterplan shows how the site could be developed. Do you have any suggestions for us to consider on the layout of the masterplan?

Key comments related to this question include:

- Needs better access to and from the motorways
- Maintain greenery, wildlife, trees
- Traffic concerns on Grappenhall lane and Cliff Lane
- Misleading diagrams
- Noise concerns
- Insufficient infrastructure
- Should provide pedestrian, cycle and bus access
- Poor links with other sites
- Seems a logical layout and appropriate scale
- Should be a mix of offices and logistics units
- Flooding concerns
- Issues with traffic lights on Cliff Lane

Question 3 - We have prepared images of how the buildings could look. Do you have any comments on the design of Six 56 Warrington?

Key comments related to this question include:

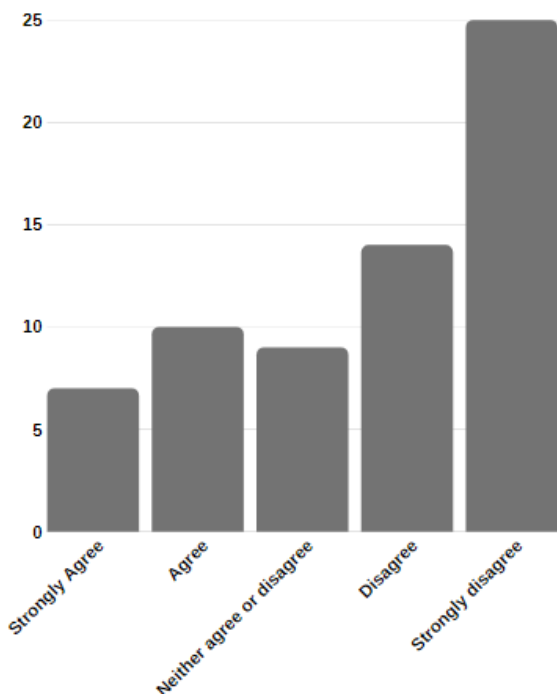
- Nice, clean design
- Managed height issues well
- Out of character with the area
- Usual warehouse look
- Too large/high
- Ugly
- Not enough detail
- Requires more imagination
- Buildings Look like aircraft hangers
- Buildings look cheap

Question 4 - We are proposing to access the site from Junction 9 of the M56 and Junction 20 of the M6, meaning that HGVs will not need to travel through surrounding residential areas to reach the motorway network. Do you have any comments on the proposed access to the site?

Key comments related to this question include:

- The plans will not work
- The area already suffers from severe traffic issues
- Plans will severely impact the area
- Concerns over air pollution
- Traffic Impact Assessment is incorrect
- Insufficient access to M6, M56 and A50
- Plans won't be able to handle the increase in lorries accessing the site
- Surrounding area will be grid locked during peak times
- Too much dependence on swing bridges
- The transport proposals are similar to the previous Thelwall viaduct plans
- Need to reduce the use of Broad Lane
- Too many people will be travelling to the site to work

Question 5 - Six 56 Warrington could bring over 4,100 jobs to the area and an additional £7.1 million in annual business rates. Do you agree with the plans to bring new jobs and investment to the area?



Key comments related to this question include:

- Six 56 Warrington should invest in 'green' jobs
- The jobs are not required
- Need to consider brownfield sites for the project
- Agree with the jobs but this doesn't justify loss of Green Belt
- Proposed jobs won't be for Warrington residents
- There are empty offices and warehouses across Warrington that could be used
- The jobs are not guaranteed
- The data is unproved
- An increase in jobs will result in further traffic issues
- Warehouse will be filled with Robots not people
- The estimated figure is too high

Question 6 - Please use this space to provide any further comments you may have

Key comments related to this question include:

- There should be no building on Green Belt land
- Need to preserve wildlife
- Needs an appropriate ecological assessment
- Need to maintain rubbish and litter
- The SAM is out of place
- Six 56 Warrington is only focused on profit
- Important that access to the monument is maintained
- Footpaths to the site need to be easily accessible
- Need to plant wildlife across the site
- The site will reduce air quality
- The project is inappropriate for the location
- Happy that SAM and green space has been protected
- Have Warrington Borough Council kept the SAM secret?
- The site will now have a different experience

In addition to the information gathered via feedback forms, 36 emails and calls were received.

The key comments included:

- The development will cause an increase in traffic in the area
- There should be:
 - A dedicated entrance into the business park from the slip road from the M6 northbound / M56 eastbound (i.e. the slip road to the immediate east of the site) would remove the need for this traffic to traverse the existing roundabouts.
 - The dedicated road could be routed to the south / east of the existing carriageway and feed directly onto Grappenhall Lane and thereby be usable for all traffic heading to the west or be continued into the business park as a dedicated business park access. (see rough sketch below).
- The M56 and M6 junction are very busy and are already notorious for accidents around this area which create huge queues on the motorways, so drivers use the A50 and A49 as alternative routes
- 4,100 jobs seems to be a high number for an industry that is increasingly automated
- There should be:
 - A direct road link from the roundabout to the west of the M6 junction into Six 56 Warrington (i.e. through what is referred to as Plot 2).
 - At least car and cycle and pedestrian links between six56Warrington, and the existing and new Barleycastle developments. (I also fear HGVs may enter one estate in error and then be unable to get directly to the next).
 - A guaranteed bus link for a trial period of at least 2 years.
 - A narrow chicane (or two, or more) on Broad Lane to prevent large (and slow all) vehicles using this as a cut through, whether deliberately or in error.
 - Consideration of the construction of the planned link road between Grappenhall Heys and Grappenhall Lane.
- Please then ensure sufficient electric car/ lorry recharge points on site which will anticipate the increasing number of such vehicles. I heard today that the government has set a target number of electric vehicles sold (not manufactured) to meet climate change requirements.
- To try to mitigate the increased pollution please plant sufficient trees to compensate for the extra loading.
- Numerous HGVs already use smaller roads and effectively run cars off the road as there is not enough room.

6 Response and considerations

The consultation process has been crucial in understanding the opinions, suggestions and issues of concern raised by members of the public.

All comments received during the consultation have been collated and carefully considered. Where appropriate, these views have been taken into account in the development of the planning application.

Comments raised by consultees have been collated and themed in the table below.

Recurring theme	Langtree and Panattoni response
Traffic and Access	
Will public transport be used to access the site?	Yes, Six 56 Warrington will provide funding for public transport services, including a potential new bus link.
What will be the impact of adding additional vehicles onto the existing road network?	<p>A detailed Transport Assessment and Travel Plan has been prepared as part of the planning application which looks at the potential impact of traffic from Six 56 Warrington and other developments proposed in the area, including the recently refused Eddie Stobart planning application. We have been working with Warrington Borough Council officers and other consultees to ensure that the solutions developed for the site work for the whole of Warrington and the surrounding area.</p> <p>The Transport Assessment concludes that with the package of transport improvements proposed that there will be no negative impact on traffic flow and in some areas it will be improved.</p>
What will the access to the motorways be like?	We are proposing the widening of part of the carriageways to the two M6 J20 dumbbell roundabouts, including partial signalisation. This will significantly improve access to the motorway.
How will HGVs be monitored to prevent driving on country lanes?	The routes used by HGVs entering the site associated with its construction can be controlled, with routes agreed as part of a Construction Environmental Management Plan (CEMP) by a planning condition on any outline planning permission. The details of routes to be used/not used would need approval by the Council as part of this CEMP and the Council could monitor this to ensure routes are being used in accordance with this CEMP.
What will the cumulative effects of this project, alongside Eddie Stobart's	A detailed Transport Assessment and Travel Plan has been prepared as part of the planning application which looks at the potential impact of traffic from Six 56 Warrington and other developments proposed in the area, including the recently refused Eddie Stobart planning application. We

recent application, be on local traffic?	<p>have been working with Warrington Borough Council officers and other consultees to ensure that the solutions developed for the site work for the whole of Warrington and the surrounding area.</p> <p>The Transport Assessment concludes that with the package of transport improvements proposed that there will be no negative impact on traffic flow and in some areas it will be improved.</p>
Will there be public footpaths to access the site?	There will be a new shared pedestrian/cycle route linking the two roundabouts and connecting to the site. There will also be new and improved public rights of way through the site.
How will Six 56 Warrington ensure congestion is kept to a minimum?	<p>A detailed Transport Assessment and Travel Plan has been prepared as part of the planning application which looks at the potential impact of traffic from Six 56 Warrington and other developments proposed in the area, including the recently refused Eddie Stobart planning application. We have been working with Warrington Borough Council officers and other consultees to ensure that the solutions developed for the site work for the whole of Warrington and the surrounding area.</p> <p>We are proposing significant investment in transport improvements which will provide a long-term solution to traffic issues in the area:</p> <ul style="list-style-type: none"> • Two new roundabouts onto Grappenhall Lane • The relocation and signalisation of Cliff Lane roundabout • The widening of part of the carriageways to the two M6 J20 dumbbell roundabouts, including partial signalisation • A new shared pedestrian/cycle route linking the two roundabouts and connecting to the site • Funding for public transport services, including a potential new bus link.
Design and Masterplan	
Have other brownfield sites been considered?	Warrington does not currently have any Brownfield sites with the same connectivity to major road networks that could accommodate a development of this size.
How tall will the buildings be?	<p>The maximum height of any of the buildings will be 40m, the exact height will be determined by the end user and defined at the detailed application stage.</p> <p>Bunds and fencing will be used to screen the development. We are also proposing to introduce new landscape areas to soften the views of the development. Building heights will be limited in some areas to further reduce visual impact.</p>
Environment	
What steps will be taken to protect the area against pollution?	The site is within an Air Quality Management Area (AQMA). We have assessed the potential impacts of traffic from the development on air quality. This has shown that the impact will not be significant given the level

	of traffic already using these roads and proximity of the site to the motorway.
What proposals are there to tackle noise pollution?	A Construction Environmental Management Plan will set out measures to control noise during construction. The potential impact of noise during operation has also been assessed and will be managed through the careful positioning of loading bays, bunds and fences around the site to provide acoustic shielding.
How will the site be maintained to prevent a build-up of litter?	Any outline planning permission is expected to include planning conditions placed on the permission by the Council which will require management and maintenance of areas of landscape and open space on site and public areas within the site. This ensure these areas are maintained, kept tidy and there is no build-up of litter.
What existing features of the site will be maintained?	The Bradley Hall Moat occupies a central location within the site and the plans have been developed to make this scheduled ancient monument more accessible to the public. Views of the monument have been protected and enhanced with a green corridor running through the site. Existing vegetation surrounding the monument will be retained. Public rights of way and cycle routes will be provided through the site.
What steps will be taken to encourage wildlife to the area?	An Environmental Impact Assessment has been carried out and submitted as part of the application. The proposals will include an extensive 15-metre landscape buffer, enhancements to the on-site environment and public access to newly created green areas on the site. We will be creating a green buffer alongside the watercourses on site.
Will there be any renewable energy methods used on site?	The specific details of the renewable technologies used on site will be detailed at the design stage of the project once the end users and operators are known. All measures will mitigate the energy use and subsequent carbon emissions to meet Warrington BC Core Strategy Policies and improve on the Part L2A of the Building Regulations. We are planning to provide electric charging points as part of a package of measures to encourage sustainable access to the site for future employees.
Jobs and Economy	
Will the new jobs be available to Warrington residents?	We are already in discussions with local employment organisations to ensure that local people benefit from the job opportunities and training created by the project.
How many full-time jobs will be created?	It is estimated that the equivalent of 4100 full time roles will be created on site. And another 340 jobs per year will be supported during construction.
How has Six 56 Warrington established its employment figures?	The estimate of 4,100 jobs is based on guidance published by the Homes and Communities Agency, now known as Homes England, (Employment Densities Guide, 3rd Edition).

	<p>The Homes and Communities Agency Employment Densities Guide identifies a range of between 70 sq.m. ('final mile' distribution centre) and 95 sq.m. (national distribution centres) for B8 uses.</p> <p>The guide, however, recognises that "as logistics becomes more specialised both a greater number of employees and range of skills are required to operate a modern distribution facility".</p> <p>Research undertaken on behalf of the British Property Federation (BPF) supports this. The BPF's study, 'Delivering the Goods: The economic impact of the UK logistics sector', points towards increasing employment densities within logistics floorspace. This means that, in some developments, a greater number of people are employed than national guidance suggests.</p>
Will the site solely accommodate logistics businesses?	Yes, the planning application will be for B8 use limiting it logistics and warehousing use.
Other	
What role does Six 56 Warrington have with regards to Warrington Borough Council's recent investment into solar farms?	None, this investment was made by Warrington Borough Council and is a matter entirely for them.
How will local history and heritage be maintained across the site?	<p>A Heritage Impact Assessment has been carried out which will inform the design of buildings next to the Scheduled Ancient Monument.</p> <p>The development will be set within a green landscape with an established woodland to the south east of the site and public rights of way and cycle routes to be maintained.</p> <p>The Bradley Hall Moat occupies a central location within the site and the plans have been developed to make this scheduled ancient monument more accessible to the public. It is proposed that the Bradley Hall Farmhouse will be converted into offices.</p>
What impact will proposed new housing developments in the area have on the project?	The employment proposals are designed to mitigate noise associated with the nearest residential receptors. These will be closer to the employment development than any proposed residential development that may come forward as part of the Garden Suburb proposed in the Council's emerging Local Plan.

7 Conclusions

A comprehensive two stage consultation process has been undertaken to inform the planning application for Six 56 Warrington. Significant steps were taken by the applicant to reach out and invite comments on the proposals. The proposals have been subject to engagement from local stakeholders, the public, residents, businesses and politicians.

7.1 Next Steps

It is intended that the channels set-up during the consultation phase will be maintained to provide ongoing information on the scheme including website and social media channels. The applicant will continue to be proactive in its approach to engaging with and informing the community as proposals for Six 56 Warrington progress.

8 Appendices

Newsletters – Appendix 1a Workshop newsletter

SIX 56 WARRINGTON

M6 J20/M56 J9

BRINGING JOBS AND INVESTMENT TO WARRINGTON

Six 56 Warrington is a proposed new strategic employment site located at Junction 20 of the M6 and Junction 9 of the M56. The plans are being brought forward by Langtree and First Panattoni and could deliver up to 4,900 new logistics and manufacturing jobs for people across Warrington.

GET INVOLVED

Over the next few months we will be consulting with local residents, community groups and stakeholders about our proposals. The first stage of consultation will be two workshops where people can meet with the project team to discuss the emerging plans. The workshops will be held at:

**Grappenhall Community Centre, Bell House Farm,
Bellhouse Ln, Warrington WA4 2SG:**

- 5pm – 7pm Monday 15th October and
- 2pm – 4pm Tuesday 16th October

Places at the workshop will have to be limited, so we ask that you register your interest in advance by calling Freephone **0800 130 3353** or emailing info@Six56Warrington.co.uk

Later in the year we will also be holding further events including a drop-in session in the local community. You can also find out more about our plans by visiting www.Six56Warrington.co.uk



THE SITE

The site is located at Bradley Hall Farm between Grappenhall Lane (B5356) and Cliff Lane (A50). It is next to Junction 9 of the M56 and Junction 20 of the M6 meaning vehicles will have direct access to the motorway network, minimising local and residential road usage. The site has been identified by Warrington Borough Council as suitable for employment development in the Council's emerging Local Plan.

We are proposing to develop around 288,000 sq. m. of new employment space including circa 58,000 sq. m. of manufacturing space. A key part of our plans will be ensuring that we have the right infrastructure in place to support the development.

WHY DO WE NEED NEW EMPLOYMENT SITES?

Warrington is one of the UK's top destinations for business and is home to a host of successful companies and well-known brands. There is an urgent need for more employment space to ensure that Warrington continues to attract new businesses and jobs to the area. As part of the emerging Local Plan, Warrington Borough Council has identified the need for 381 hectares (941 acres) of employment space over 20 years.

We will be proposing a number of improvements to the local road network including a new roundabout to the site and improvements to the Cliff Lane/Grappenhall Lane roundabout and the 'dumbbell' roundabouts at Junction 20 of the M6.

We will also be working with Warrington Borough Council to develop a Travel Plan to encourage people to walk and cycle to the site. In addition, we are developing plans to improve bus links to the site, further encouraging people to use public transport.

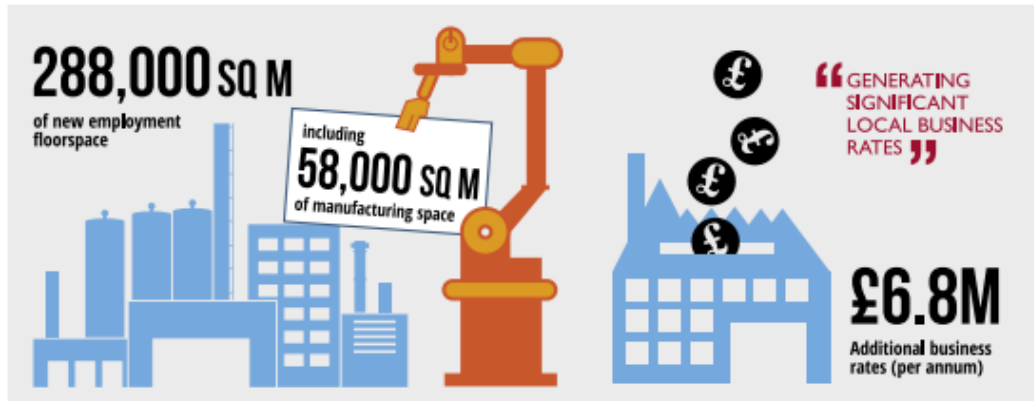
The emerging proposal is designed around the retention of the existing moat and provide some visibility and access to it from the public rights of way. The more modern farm buildings will be demolished and the moat site will be positively re-used as part of the overall development. It will provide an enhanced area of accessible green space that will also accommodate the existing public footpath.

We are currently preparing a planning application for the site which will be informed by a full Environmental Impact Assessment (EIA). We expect to submit the application by the end of the year following consultation with the local community and stakeholders.

SUPPORTING LOCAL ECONOMIC GROWTH

Six 56 Warrington could provide up to 4,900 high-quality logistics and manufacturing jobs for people across Warrington. This will include a range of roles from entry-level operatives to supply chain managers and skilled technicians.

We are already in discussions with local employment agencies to ensure that local people benefit from the job opportunities and training created by the project.



Interested in a career in logistics or manufacturing? Register your interest at www.six56warrington.co.uk to be kept updated on our plans.

DID YOU KNOW?

Average salaries in warehousing and supporting activities are higher than the regional average at between £26,500 - £27,630 per year.

ABOUT LANGTREE

Langtree is a commercial property company based in Warrington, active in property management, development, investment and public/private property partnerships across the UK. The company has a first-class reputation in regeneration and joint venture partnership working. It leads some significant regeneration projects in the UK.

ABOUT FIRST PANATTONI

First Panattoni is the UK arm of logistics developer Panattoni Europe. It is the largest developer of logistics facilities in Europe with projects ranging from 7,000 sq. m to over 160,000 sq. m. across the UK.

CONTACT US

You can get in touch with the team using the following contact details:

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SIX 56 WARRINGTON

M6 J20/M56 J9

BRINGING JOBS AND INVESTMENT TO WARRINGTON

Welcome to the second Six 56 Warrington newsletter. Following our first stage of consultation in October 2018 we have taken on board the feedback from stakeholders and the local community in the further development of our proposals.

GET INVOLVED

We are now holding two further public 'drop-in' events, giving everyone the opportunity to view our latest proposals and provide feedback.

Please join us at:

- **Thursday 7th March, 2-7pm: Grappenhall Community Centre, Bellhouse Lane, Warrington, WA4 2SG**
- **Friday 8th March, 12-5.30pm: Outside Customer Information Point, Golden Square Centre, 27 Old Market Place, Warrington, WA1 1QB**

There is no need to book for these events, just drop in.

WHAT IS SIX 56 WARRINGTON?

Six 56 Warrington is a proposed new strategic employment site located at junction 20 of the M6 and junction 9 of the M56 motorways. The plans are being brought forward by Langtree and Panattoni and could deliver thousands of new jobs for people across Warrington.

GET IN TOUCH

Call 0800 130 3353 Email info@Six56Warrington.co.uk Visit www.Six56Warrington.co.uk @Six56Warrington Six56Warrington

YOUR FEEDBACK SO FAR

In October 2018 we held two workshops which were attended by around 180 people. The workshops were extremely helpful in highlighting the issues that are most important to local people. We have also been working with Warrington Borough Council officers and other consultees to ensure that the solutions developed for the site work for the whole of Warrington and the surrounding area.

TRANSPORT

A detailed Transport Assessment and Travel Plan is being prepared as part of the planning application which looks at the potential impact of traffic from Six 56 Warrington and other developments proposed in the area, including the recently refused Eddie Stobart planning application.

We are proposing the following transport improvements which will provide a long-term solution to traffic issues in the area:

- two new roundabouts onto Grappenhall Lane;
- the relocation and signalisation of Cliff Lane roundabout;
- the widening of part of the carriageways to the two M6 J20 dumbbell roundabouts, including partial signalisation;
- a new shared pedestrian/cycle route linking the two roundabouts and connecting to the site; and
- funding for public transport services, including a potential new bus link.

VISUAL IMPACT

As part of the planning application we have been assessing the visual impact of the development on the surrounding areas. We have identified a number of viewpoints where some or all of the development is likely to be visible. We are proposing to introduce new landscaping areas to soften the views of the development.

ANCIENT MONUMENT AND GREEN SPACE

The development will be set within a green landscape with an established woodland to the south east of the site and public rights of way and cycle routes to be maintained. The Bradley Hall Moat occupies a central location within the site and the plans have been developed to make this scheduled ancient monument more accessible to the public. It is proposed that the Bradley Hall Farmhouse will be converted into offices.

AIR QUALITY AND NOISE

We have assessed the potential impacts of traffic from the development on air quality. This has shown that the impact will not be significant given the level of traffic already using these roads and proximity of the site to the motorway. A Construction Environmental Management Plan will set out measures to control dust and noise during construction.

The potential impact of noise during operation has also been assessed and will be managed through the careful positioning of loading bays, bunds and fences around the site to provide acoustic shielding.

GET IN TOUCH

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EMPLOYMENT NEED

Warrington is one of the UK's top destinations for business and is home to a host of successful companies and well-known brands. There has been significant take up of land and buildings for industrial and logistics occupiers over the past 3 years with demand increasing due to the growth in online shopping. This has meant that occupiers are struggling to find sites in the area, combined with a lack of high quality suitable premises across the region.

Warrington Borough Council has prepared robust evidence to inform their emerging Draft Local Plan which identifies the need for 381 hectares of employment space, including 252 hectares of land currently in the Green Belt. The Six 56 Warrington site has been identified for employment use and Green Belt release in the Local Plan given its strategic location in the borough and proximity to the motorway network.

We are developing our proposals in parallel with the emerging Local Plan so that, should it be adopted, we can proceed quickly with a full planning application and ensure Warrington doesn't miss out on the job opportunities available from meeting the identified need.

MASTERPLAN

Following feedback from the local community we have developed an illustrative masterplan which shows where the buildings could be located on the site.



GET IN TOUCH

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JOBS AND INVESTMENT

Since our original consultation we have amended the mix to focus upon the growing logistics sector. The development could provide around 4,100 jobs when operational and 340 jobs each year during construction. These numbers are calculated based on standard industry densities for the proposed amount of floorspace.

Technological change in the logistics sector is driving the requirement for more specialised technical skills, including management roles, IT professionals and trainers. In 2018, average salaries within the logistics sector were above the national average at nearly £28,000, according to the ONS Annual Survey of Hours and Earnings.

Six 56 Warrington could support 180 new trainees over the construction period. We are already in discussions with local employment organisations to ensure that local people benefit from the job opportunities and training created by the project.

NEXT STEPS

Further information on all the issues raised above will be available during the public drop in events. Following this next stage of consultation we aim to submit a planning application to Warrington Borough Council in Spring 2019.

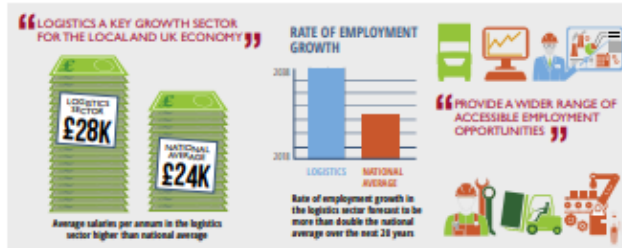
PROPOSED DEVELOPMENT



SUPPORTING LOCAL ECONOMIC GROWTH



KEY SECTORS LOCALLY AND NATIONALLY



INTERESTED IN A CAREER IN LOGISTICS?

Register your interest at www.Six56Warrington.co.uk

CONTACT US

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Letters to stakeholders – Appendix 2

Appendix 2a – Letter before workshops

Dear XXXXX,

Re: Six 56 Warrington, plans to bring high-quality logistics and manufacturing jobs to Warrington

I am writing to introduce Langtree and First Panattoni's plans to develop a new strategic employment site located at Junction 20 of the M6 and Junction 9 of the M56, to the south of Grappenhall.

The project, known as Six 56 Warrington, would deliver around 288,000 sq. m. of logistics and manufacturing space. The development could provide up to 4,900 jobs when fully operational with a range of high-quality employment opportunities created for people across Warrington. The project could see an estimated investment of £180 million in construction spend and would see an additional £6.8 million in business rates per annum for Warrington Borough Council to spend on local services.

Delivering jobs and growth to Warrington

Warrington is one of the UK's top destinations for business and is home to a host of successful companies and well-known brands. There is an urgent need for more employment space to ensure the town continues to attract new businesses and jobs to the area.

As part of the emerging Local Plan, Warrington Borough Council has identified the need for 381 hectares (941 acres) of employment space over 20 years.

Six 56 Warrington will enable the area to capitalise on this success, bringing a range of high-skilled and well-paid jobs to Warrington. The kind of jobs the development could bring range from entry-level operatives to supply chain managers and skilled technicians and could cover a range of industries including automotive, aerospace and pharmaceuticals.

Connecting Warrington with the rest of the UK

The site has excellent connectivity to the M6 via Junction 20. It is also in an important strategic location with its proximity to both Liverpool and Manchester and being within 10 miles of both the Manchester and Liverpool Airports via the M56.

The site benefits from direct access to the motorway network meaning use of local and residential roads by vehicles will be minimised. As the plans develop, a routing strategy will be created which will manage traffic to and from the site, keeping traffic away from residential areas and directing it towards the motorway network.

Consultation

Over the next few months we will be consulting with local residents, community groups and stakeholders about our proposals. The first stage of consultation will be two workshops where people can meet with the project team to discuss the emerging plans.

We would like to invite you to attend one of the workshops which will be held at Grappenhall Community Centre, Bell House Farm, Bellhouse Ln, Warrington, WA4 2SG:

- 5pm – 7pm Monday 15th October
- 2pm – 4pm Tuesday 16th October

Places at the workshops have to be limited, so I would be grateful if you could RSVP by 8th October via email info@Six56Warrington.co.uk or Freephone 0800 130 3353 (during office hours).

Later in the year we will also be holding further events, including a drop-in session in the local community. You can also find out more about our plans by visiting www.Six56Warrington.co.uk

In the meantime, if you have any questions or would like to arrange a meeting to discuss the project please use the same contact details to get in touch.

Yours sincerely,

Appendix 2b – stakeholder letter before drop-in sessions

Dear XXXXX,

Re: Six 56 Warrington, plans to bring high-quality jobs to Warrington

I am writing regarding Langtree and Panattoni's plans to develop a new strategic employment site located at Junction 20 of the M6 and Junction 9 of the M56, to the south of Grappenhall.

The project, known as Six 56 Warrington, would deliver around 288,000 sq. m. of employment space. The development could provide up to 4,100 jobs when fully operational with a range of high-quality employment opportunities created for people living across Warrington. The project could see an estimated investment of £180 million in construction spend and would generate an additional £7.1 million in business rates per annum.

Consultation

Following our first stage of consultation in October 2018 we have taken on board the feedback from stakeholders and the local community in the further development of our proposals. We are now holding two further 'drop in' events, giving everyone the opportunity to view our latest proposals and provide feedback. The events will be held:

- **Thursday 7th March, 2-7pm: Grappenhall Community Centre, Bellhouse Lane, Warrington, WA4 2SG**
- **Friday 8th March, 12-5.30pm: Outside Customer Information Point, Golden Square Centre, 27 Old Market Place, Warrington, WA1 1QB**

We hope that you are able to join us at these events. I have enclosed a copy of the newsletter which has been sent to local residents living around the site. If you would like further copies to share with your constituents, please get in touch. You can also find out more about our plans by visiting www.Six56Warrington.co.uk. In the meantime, if you have any questions or would like to arrange a meeting to discuss the project please contact us using the details below.

Yours sincerely,

John Downes
Group Chief Executive
Langtree

Six 56 Warrington

Feedback Form

We would like to hear your views about the proposals for Six 56 Warrington. Please complete this form and leave in the box provided.

1. Which of the following aspects of the proposal are you interested in? Please tick all that apply

Jobs and economic opportunities

Look of the development

Green space

Traffic and access

Environment

Other (*Please specify*)

Please use this space to make comments:

2. The draft masterplan shows how the site could be developed. Do you have any suggestions for us to consider on the layout of the masterplan?

3. We have prepared images of how the buildings could look. Do you have any comments on the design of Six 56 Warrington?

4. We are proposing to access the site from Junction 9 of the M56 and Junction 20 of the M6, meaning that HGVs will not need to travel through surrounding residential areas to reach the motorway network. Do you have any comments on the proposed access to the site?

5. Six 56 Warrington could bring over 4,100 jobs to the area and an additional £7.1 million in annual business rates. Do you agree with the plans to bring new jobs and investment to the area?

Strongly Agree

Agree

Neither agree or disagree

Disagree

Strongly disagree

Please use this space to make comments:

6. Please use this space to provide any further comments you may have

7. Which drop-in session did you attend?

Thursday 7th March 2019

Friday 8th March 2019

8. How did you find out about today's drop-in session? Please *tick*

Newsletter

Word of mouth

Newspaper

Twitter/Facebook

Other (*Please specify*)

About you

Are you:

Age:

A local resident

Working in the area

Visiting the area

Special interest group

Other (*please specify*)

Under 20

20 - 35

36 - 50

51 - 65

Over 65

This information is optional but will help us to analyse the information you have provided more effectively and enable us to keep you updated on the project in the future.

Name:

Address:

Would you like to be kept updated about the project?

Yes

No

If so, please state how

Email

Post

Providing your contact details allows Newgate Communications, on behalf of Langtree, to assess the reach of the consultation programme and log responses. Should you select to be kept informed, your email address and telephone number will allow Newgate to keep you updated on plans for Six 56 Warrington only. Copies of the feedback received may be made available, in due course, to Warrington Borough Council. We will, however, request that your personal details are not placed on the public record. Your personal details will be held securely by Newgate Communications and Langtree in accordance with the GDPR act 2018 and will not be passed to any additional third parties.

SIX 56 WARRINGTON M6 J20/M56 J9

BRINGING JOBS AND INVESTMENT TO WARRINGTON

Six 56 Warrington is a proposed new strategic employment site located at Junction 20 of the M6 and Junction 9 of the M56 motorways. The plans are being brought forward by Langtree and Panattoni and could deliver around 288,000 sq. m. of logistics space, providing jobs and opportunities for people across Warrington.



Following our first stage of consultation in October 2018 we have taken on board feedback from the community and stakeholders in the development of our proposals. Today's event will provide you with an update on the plans and an opportunity to speak to the project team.

ABOUT LANGTREE

Langtree is a commercial property company based in Warrington, active in property development, investment, management and public/private property partnerships across the UK. The company has a first-class reputation in regeneration and joint venture partnership working. It leads some significant regeneration projects in the UK.

ABOUT PANATTONI

Panattoni is the UK arm of logistics developer Panattoni Europe. They are the largest developer of logistics facilities in Europe with projects ranging from 7,000 sq. m. to over 160,000 sq. m. across the UK.

THE SITE

The name Six 56 Warrington comes from the site's location adjacent to the M6 and M56 motorways. It is located at Bradley Hall Farm between Grappenhall Lane (B5356) and Cliff Lane (A50). It is next to Junction 9 of the M56 and Junction 20 of the M6, meaning vehicles will have direct access to the motorway network, minimising local and residential road usage.

Warrington is one of the best connected places in the UK today by all transport modes. The site is in a strategic location at the heart of the North West's transport network, with access to motorways, international airports, rail and ports.



WHY DO WE NEED NEW EMPLOYMENT SITES IN WARRINGTON?

Warrington is one of the UK's top destinations for business and is home to a host of successful companies and well-known brands. Investing in growth sectors, such as logistics, will enable Warrington to continue to attract new businesses and deliver high quality jobs for future generations.



The logistics landscape is rapidly changing with the increase in online shopping and manufacturing supply chains driving demand. It is predicted that employment in logistics will grow by 25% from 2013 to 2035.

Businesses are increasingly looking to locate in Warrington due to its strategic location with easy access to the region's major transport networks. There has been significant take up of land and buildings for industrial and logistics occupiers over the past 3 years meaning that occupiers are struggling to find high quality sites in the area.

THE LOCAL PLAN

Warrington Borough Council has prepared robust evidence to inform their emerging Draft Local Plan, which identifies the need for 381 hectares of employment space, including 252 hectares of land currently in the Green Belt.

The Six 56 Warrington site has been identified for employment use and Green Belt release in the Local Plan given its strategic location in the borough and proximity to the motorway network. We are developing our proposals in parallel with the emerging Local Plan so that this outline planning application can be considered in parallel with the Local Plan so that once the application has been determined and the Plan is adopted we can proceed quickly with detailed reserved matters proposals to ensure that this meets the borough's employment need and ensure that Warrington doesn't miss out on the job opportunities available.

DID YOU KNOW?

The logistics sector employs around 8% of the UK workforce and contributes £100 billion to the UK economy every year

THE DRAFT MASTERPLAN

Following feedback from the local community we have developed an illustrative masterplan which includes:

- * 288,000 sq. m of employment space
- * Retaining Bradley Hall Farmhouse for office space
- * A green corridor around the Bradley Hall moat
- * Extensive green space and public rights of way
- * Wooded area to the south east of the site
- * Points of access including footpaths, cycleways and highways improvements
- * 47% of the land remaining undeveloped



HOW THE DEVELOPMENT COULD LOOK

A Landscape and Visual Impact Assessment is being undertaken as part of the planning application. This illustrates how the development could look from key points around the site and what mitigation might be appropriate.

Bunds and fencing will be used to screen the development. We are also proposing to introduce new landscape areas to soften the views of the development. Building heights will be limited in some areas to further reduce visual impact.



ANCIENT MONUMENT AND GREEN SPACE

The development will be set within a green landscape with an established woodland to the south east of the site. An ecological area will help to increase wildlife and biodiversity.



The Bradley Hall Moat occupies a central location within the site and the plans have been developed to make this scheduled ancient monument more accessible to the public. Views of the monument have been protected and enhanced with a green corridor running through the site. Existing vegetation surrounding the monument will be retained. Public rights of way and cycle routes will be provided through the site.

WHAT IS BRADLEY HALL MOAT?

Bradley Hall Moat is an important local heritage asset. It is located to the eastern part of the site, adjacent to the farm buildings. It comprises the buried and earthwork remains of a medieval moated site for a medieval manor house. This will be retained as part of the development. Bradley Hall Farmhouse and associated barn are locally listed and will be converted into offices. A Heritage Impact Assessment is being undertaken in support of the planning application to ensure that the monument is protected.

LOCAL ECONOMIC BENEFITS

Since our original consultation we have amended the mix to focus upon the growing logistics sector. The development could provide around 4,100 jobs when operational and 340 jobs each year during construction. These numbers are calculated based on recognised standard industry densities for the proposed amount of floorspace.

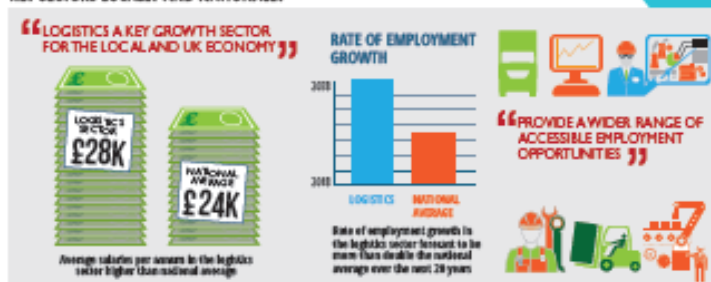
PROPOSED DEVELOPMENT



SUPPORTING LOCAL ECONOMIC GROWTH



KEY SECTORS LOCALLY AND NATIONALLY



DELIVERING LOCAL JOBS

The logistics sector has long faced misconceptions about the quality and quantity of jobs it creates. The sector is modernising and pushing technological boundaries which is creating demand for higher skilled occupations in electrical and mechanical engineering, IT and analytics.



In 2018, average salaries within the logistics sector were above the national average at nearly £28,000, according to the ONS Annual Survey of Hours and Earnings.

A wide range of jobs are supported by the sector, both in warehouse and office environments. These could include:

- Purchasing managers
- Directors and managers
- Importers and exporters
- Warehouse managers and operatives
- IT professionals and trainers
- Facilities managers
- Logistics and supply chain coordinators
- Transport managers and planners
- Distribution managers
- Drivers
- Postal workers and couriers
- Storage occupations
- Mechanical and electrical engineers

TRAINING AND APPRENTICESHIPS

Local people could benefit from career progression opportunities, training and apprenticeships. Six 56 Warrington could support 180 new trainees over the construction period. We are already in discussions with local employment organisations to ensure that local people benefit from the job opportunities and training created by the project.

INTERESTED IN A CAREER IN LOGISTICS?

Register your interest at www.Six56Warrington.co.uk

TRANSPORT AND ACCESS

A detailed Transport Assessment and Travel Plan is being prepared as part of the planning application which looks at the potential impact of traffic from Six 56 Warrington and other developments proposed in the area, including the recently refused Eddie Stobart planning application. We have been working with Warrington Borough Council officers and other consultees to ensure that the solutions developed for the site work for the whole of Warrington and the surrounding area.

We are proposing significant investment in transport improvements which will provide a long-term solution to traffic issues in the area:

- Two new roundabouts onto Grappenhall Lane;
- The relocation and signalisation of Cliff Lane roundabout;
- The widening of part of the carriageways to the two M6 J20 dumbbell roundabouts, including partial signalisation;
- A new shared pedestrian/cycle route linking the two roundabouts and connecting to the site; and
- Funding for public transport services, including a potential new bus link.



THE ENVIRONMENT

AIR QUALITY

The site is within an Air Quality Management Area (AQMA). We have assessed the potential impacts of traffic from the development on air quality. This has shown that the impact will not be significant given the level of traffic already using these roads and proximity of the site to the motorway.

NOISE

A Construction Environmental Management Plan will set out measures to control noise during construction. The potential impact of noise during operation has also been assessed and will be managed through the careful positioning of loading bays, bunds and fences around the site to provide acoustic shielding.

ECOLOGY

An Ecological Assessment has been undertaken to assess the impacts of the proposed development on protected sites, habitats and protected and priority species, informed by site survey work.

Any habitat loss on site will be mitigated through the provision of an ecological mitigation area approximately 9 ha in area to the south of the application site, adjacent to Bradley Gorse woodland. This will make provision for new habitats, including six new ponds to replace those lost within the site. A development buffer of 15m is also provided along Bradley Brook. This buffer will also form an important wildlife corridor.

The above mitigation will be detailed in a Construction Ecological Mitigation Plan (CEMP) to be secured via a planning condition on any subsequent planning approval, together with a European Protected Species licence for activities affecting protected species.

SUSTAINABILITY

Specific detail on building fabric and renewable technologies will be established at the detailed design stage once specific end users and operators are known. Measures will mitigate the energy use and subsequent carbon emissions to meet Warrington BC Core Strategy Policies and improve on the Part L2A of the Building Regulations.

Electric charging points will be provided as part of a package of measures to encourage sustainable access to the site for future employees.



NEXT STEPS

Thank you for taking the time to visit today. You can let us know your views by filling in a feedback form here today or posting it back to us via the freepost address. The consultation closes on 20th March 2019.

Following this we will review all the comments received, and where possible, take them into account as we develop the planning application. We expect to submit the planning application in Spring 2019 with a decision from Warrington Borough Council likely before the end of the year.

CONTACT US

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Appendix 5 – Stakeholder list

Title	Forename	Surname
Warrington Council Leadership		
Prof	Steven	Broomhead
Cllr	Cathy	Mitchell
Cllr	Russ	Bowden
Cllr	Judith	Guthrie
Cllr	Hans	Mundry
Ward Councillors		
Cllr	Ryan	Bate
Cllr	Mike	Biggin
Adjacent Ward Councillors (Appleton)		
Cllr	Brian	Axcell
Cllr	Sharon	Harris
Cllr	Judith	Wheeler
Adjacent Ward Councillors (Lymm South)		
Cllr	Kath	Buckley
Cllr	Anna Fradgley	Fradgley
Adjacent Ward Councillors (Lymm North & Thelwall)		
Cllr	Ian	Marks
Cllr	Wendy	Johnson
Cllr	Bob	Barr
Adjacent Ward Councillors (Stockton Heath)		
Cllr	Peter	Walker
Cllr	Graham	Welborn
Adjacent Ward Councillors (Latchford West)		
Cllr	Maureen	McLaughlin
Cllr	Les	Morgan

Adjacent Ward Councillors (Latchford East)		
Cllr	Hans	Mundry
Cllr	Karen	Mundry
Member of Parliament		
Mr	Faisal	Rashid
Warrington Council Development Management Committee		
Cllr	Tony	McCarthy
Cllr	Joan	Grime
Cllr	Peter	Carey
Cllr	Jean	Flaherty
Cllr	Graham	Friend
Cllr	David	Keane
Cllr	Brian	Maher
Cllr	Cathy	Mitchell
Cllr	Steve	Wright
Cllr	Bob	Barr
Cllr	Judith	Wheeler
Cllr	Les	Morgan
Cllr	Russell	Purnell
Warrington Council - Additional Members		
Cllr	Sarah	Hall
Cllr	Tom	Jennings
Cllr	Chris	Fitzsimmons
Cllr	Pauline	Nelson
Cllr	Terry	O'Niel
Cllr	Rebecca	Knowles
Cllr	Steve	Parish
Cllr	Paul	Warburton
Cllr	Jan	Davidson
Cllr	Matt	Smith

Cllr	Tony	Higgins
Cllr	Jan	Hart
Cllr	Dan	Price
Cllr	Tony	Williams
Cllr	Jean	Carter
Cllr	Amanda	King
Cllr	Hitesh	Patel
Cllr	Mike	Hannon
Cllr	Kerri	Morris
Cllr	Morgan	Tarr
Cllr	Hilary	Cooksey
Cllr	John	Kerr-Brown
Cllr	Diana	Bennett
Cllr	Maureen	Creaghan
Cllr	Colin	Froggatt
Cllr	Andrew	Hill
Cllr	Pat	Wright
Cllr	Stefan	Frizanac
Parish Councils		
Cllr	Elaine	Welborn
Cllr	Ryan	Bate
Cllr	Mike	Biggin
Cllr	Ian	Fountain
Cllr	David	Hockenhull
Cllr	John	McQuillian
Cllr	Graham	Welborn
Cllr	Paul	Wenlock
Cllr	Chris	Worlsey
Cllr	Andrew	Bennett
Cllr	Louise	Fernyhough

Cllr	Ray	Fisher
Cllr	Wendy	Johnson
Cllr	Hasan	Kazi
Cllr	Cliff	Taylor
Cllr	Patrick	Warner
Cllr	Sally	Chishold
Cllr	Elaine	Welborn
Cheshire East Council		
Neighbouring Ward Member		
Cllr	Olivia	Hunter
Cheshire West and Chester Council		
Neighbouring Ward Members		
Cllr	Lynn	Gibbon
Cllr	Don	Hammond
Cllr	Norman	Wright
Third Party Advocates		
Mr	Asif	Hamid MBE
Ms	Colin	Daniels
Mr	Philip	Cox
Mr	Robert	Hough CBE
Mr	Ian	Taylor
Adjacent Member of Parliament		
Ms	Helen	Jones MP

Plans launched for Six 56 Warrington

SIX 56 WARRINGTON
M6 J20/M56 J9

Six 56 Warrington is a proposed new strategic employment site located at Junction 20 of the M6 and Junction 9 of the M56. The plans are being brought forward by Langtree and First Panattoni.

Bringing jobs and investment to Warrington

The plans could deliver up to 4,900 new jobs in logistics and manufacturing for people across Warrington and see an estimated investment of £180 million during construction. This will include a range of roles from entry-level operatives to supply chain managers and skilled technicians.

Interested in a career in logistics or manufacturing? Register your interest at www.Six56Warrington.co.uk to be kept updated on our plans.

Get involved

Over the next few months we will be consulting with local residents, community groups and stakeholders about our plans. The first stage of consultation will be two workshops where people can meet with the project team to discuss the emerging plans at Grappenhall Community Centre, Bell House Farm, Bellhouse Ln, Warrington, WA4 2SG on:

5pm – 7pm Monday 15th October • 2pm – 4pm Tuesday 16th October

Places at the workshops will have to be limited, so we ask that you register your interest in advance by calling Freephone **0800 130 3353** or emailing info@Six56Warrington.co.uk

You can find out more about our plans by visiting www.Six56Warrington.co.uk

PUBLIC TO BE ASKED TO COMMENT ON PROPOSALS THAT COULD DELIVER UP TO 4,900 NEW JOBS FOR WARRINGTON

The public is being asked to comment on proposals to develop a major new strategic employment site in south Warrington which could deliver up to 4,900 new jobs to the town.

Six 56 Warrington is a proposed new development at Junction 20 of the M6 and Junction 9 of the M56, which aims to deliver thousands of new logistics and manufacturing jobs if given the go-ahead.

The companies behind the proposals say it will provide a wide range of job opportunities for local people, ‘from entry-level operatives to supply chain managers and skilled technicians.’

“Our emerging proposals will ensure that the Warrington economy can continue to grow and broaden the range of jobs on offer to local people,” says John Downes, Group Chief Executive of developer Langtree, who are behind the proposal with partner First Panattoni.

“The scheme would generate millions of pounds a year in new business rates to fund essential public services and our proposals include significant investment in infrastructure to help ensure traffic is moved away from residential areas on to the motorway network,” added Mr Downes.

And, he says, local residents, community groups and stakeholders will be consulted prior to submitting any planning application – beginning with two workshops in mid-October at Grappenhall Community Centre.

“We want to hear the public’s views, so in addition to these workshops we’ll be hosting further events, including a drop-in session in the local community later in the year,” said Mr Downes.

New employment sites are needed to maintain Warrington’s position as one of the UK’s most successful local economies and continue its track record of attracting new employers and jobs to the area, the local council believes. Langtree and First Panattoni are bringing forward their proposals in response to Warrington Borough Council’s emerging Local Plan, which has identified a need for 941 acres of new employment space over the next 20 years.

Two workshops are being held at Grappenhall Community Centre, Bell House Farm, Bellhouse Lane, Warrington WA4 2SG:

- 5pm – 7pm Monday 15th October *and*
- 2pm – 4pm Tuesday 16th October

Places at the workshop will have to be limited, so the public is being asked to register their interest in advance by calling Freephone 0800 130 3353 or emailing info@six56warrington.co.uk

Ends.

SECOND STAGE CONSULTATION ON MAJOR WARRINGTON DEVELOPMENT ANNOUNCED AFTER ANALYSIS OF EARLIER PUBLIC FEEDBACK

People in Warrington are being invited to view the latest proposals for the Six56 Warrington development following two well-attended public workshops in the autumn.

Two additional drop-in sessions will be held next week - one in Grappenhall Community Centre and the other in Golden Square shopping centre – which will show fresh detail behind the plans and how feedback from stakeholders and the local community has been taken on board.

“We received a lot of very constructive feedback from people who live and work locally and these updated plans reflect that,” said John Downes, group chief executive of Warrington-based Langtree, which is promoting the site for development with Panattoni.

“People were keen to understand how investment in road infrastructure would improve the local network and our new proposals, if accepted, would see new investment in road capacity around the site. Our purpose is to facilitate quick access to and from the motorway junction so that there’s no additional pressure on local roads,” said Mr Downes.

The new plans, for land bounded by Junction 20 of the M6 and Junction 9 of the M56 motorways, will also provide more detail on the scheme’s investment in landscaping and ecology, as well as its proposed layout.

“The development, if approved, would benefit all of Warrington, helping future-proof the local economy,” said John Downes.

“By bringing one of our consultation events to Golden Square shopping centre we are making it easier for people from across the town to see how the scheme can generate employment and training opportunities for themselves and their children.”

The proposed scheme is expected to generate around 4,100 new jobs when fully operational. Calculations by economists predict it will generate £7.1m a year in new rateable income for Warrington Borough Council and millions more in wages and local supplier purchases.

The scheme will focus on providing space for logistics businesses and, says Mr Downes, the range of jobs and their attendant salaries will surprise people.

“There’ll be everything from entry-level operatives to supply chain managers and skilled technicians,” he said. “The average salary in the sector is nearly £28,000 and there’s something for everyone in the type of jobs that will be created.

”Furthermore, Langtree will seek to ensure that the local supply chain benefits from the new jobs created.

“We want Warrington to benefit further from our investment and are committed to working with partners to ensure as many contracts as possible during the construction phase go to local firms,” added Mr Downes.

New employment sites are needed to maintain Warrington’s position as one of the UK’s most successful local economies and continue its track record of attracting new employers and jobs to the area, the local council believes. Langtree and Panattoni are bringing forward their proposals in response to Warrington Borough Council’s emerging Local Plan, which has identified a need for 941 acres of new employment space over the next 20 years.

The dates and locations for the two consultation events are:

- Thursday 7th March, 2-7pm: Grappenhall Community Centre, Bellhouse Lane, Warrington, WA4 2SG
- Friday 8th March, 12-5.30pm: Outside Customer Information Point, Golden Square Shopping Centre, 27 Old Market Place, Warrington, WA1 1QB

There is no need to book for these events, just drop in.

Further information is available on www.Six56Warrington.co.uk

Ends.

COMMENT RE: PLANNING SUBMISSION DATE FOR SIX56 WARRINGTON PROPOSALS

Commenting on a possible date for the submission of a planning application for its proposed development at Junction 20 of the M6 and Junction 9 of the M56, Neal Biddle of Warrington-based developers Langtree said:

“There’s still some technical work to be completed by our professional team in light of the public’s very helpful feedback from the first round of consultation. We are currently planning a second round of consultation which the public will again be invited to at the appropriate time. Therefore we haven’t yet fixed on a firm date for submission of our application.

“That said, we’re working hard on the detail so I would anticipate the application to be ready before the summer. If the application is successful then I would expect the site to be ready for the first occupiers to start operating around 2 years later.

“The scheme can deliver thousands of new jobs for Warrington across a wide range of roles and salary levels and help broaden the town’s employment base,” added Mr Biddle.

“The scheme can also generate millions of pounds a year in new business rates in to the local economy to contribute towards valuable public services. Our proposal will also include significant investment in infrastructure to help ensure that not only is our traffic catered for, but that we aim to improve the situation generally and that traffic is moved away from residential areas and on to the motorway network.”

Ends.

Appendix 8 – Detailed feedback from stage one of consultation

Feedback from 15th October

Gro up	Question 1	Question 2	Question 3	Question 4	Other Comments
Gro up 1		Increase access for workers including cycleways. Public rights of way should be maintained	Pollution and congestion M6 at capacity	Guarantee of employment? Automation and removal of jobs, predictions are too optimistic	
Gro up 2	Already enough brownfield sites in Warrington Emergency services access Local Road networks especially when motorway problems	Parking 25 year management plan and funding Public transport for the residents Maintaining roads – Litter/polythene/Old Tyres Motorway network will be unable to cope	Environmental sustainability/carbon footprint/air and noise pollution – what are the forecasts? Insufficient provisions What are the exceptional circumstances that allow building on Green Belt	Jobs are of no benefit to residents Low skilled, low paid or automated Public transport for employees	Consultation process is appalling. Who has two hours to devote to this meeting when we have jobs and families. Cumulative impact on surroundings – when will it end? Enormous!!
Gro up 3	What types of Buildings Elevation of ground Stobart – cumulative development Local plan – no housing Food provision on site – how will people get their lunch?	Access point in wrong place HGV contractors parking in local area – littering			
Gro up 4	Bad timing with the amount of housing developments occurring Housing prices/desirability The impact of manufacturing to air pollution, air quality. Hemmed in by motorways and shipping canals. Already over capacity on local roads	Traffic is the biggest concern of all -so they could easily commute to Liverpool or Manchester Queuing is commonplace along J20, two access points along grapplehall lane will not ease traffic Need to conduct traffic surveys Residents moved here for ease of commuting to major cities. This poses a threat to transport in the area.	Air pollution, wildlife Green space and landscaping aren't an issue Pollution all comes down Knutsford Road where there are accidents Fundamentally disagree with taking greenbelt land for commercial use	Zero hour contracts/minimum wage jobs wont be able to afford houses in the area Cant imagine 4,900 people will travel by bike/bus Don't think Warrington can compete on cost for warehousing and manufacturing. St Helens and Wigan will be cheaper. Bidding war with other storage sites for business – reducing business rates/revenue	There is a need to postpone all plans on all developments in the area until local government plans for new roads is contingent with development plans.
Gro up 5	Does this put the Dairy Farm under threat What are the impacts of Brexit	Traffic issues – thelwall viaduct, J20, J20A, J9, gridlock HGV traffic, dangerous, Road Damage, Rubbish Travel to and from work – particularly walk/cycle Appleton Thorn, HGV traffic Gridlocked junction 20 and 20a of M6. The impact this development will have not just on local roads but these junctions	What are the reasons for decimation of the greenbelt? What are the brownfield sites and why are they not being used? List Wildlife, how will these be protected Air pollution How are they proposing that employees walk/cycle to work	Justification for numbers (financial benefits, employment)	Control of HGV through Local Villages. Appleton is already out of control
Gro up 6	No one from the council at the meeting Wider issues of housing and roads in S. Warrington Details of health assessment High Legh Parish Council wish to be involved	No links to rail and ship canal, too far from rail network. Access points also need coordinating with wider plans Bus rates will not be competitive with St Helens and Wigan Details of local traffic impacts Traffic will be gridlock Enforcement of HGV restrictions	Details of environmental impact	Job numbers seem like an overestimation. Concern over quality of jobs too Alternatives to manufacturing Do we need such jobs?	

Group 7	Do not want the plan Construction times – timescale Height, size and scale of warehouses – 40m	Blockage at J20 Public Transport Improvement to roundabout at Peter Greenall Road	Pollution Litter Green belt erosion	No demand for these jobs Still omega vacancies What sort of jobs?	Planning officers local salaried Is there a conflict of interest between Langtree and WBC via Wire Regeneration?
Group 8	Loss of dairy farmers Visual impacts – can screening help with this	Public right of way and greenspace – how will this be made attractive for people to use	Environment and air pollution Creation of a WSC plan? Impact on landscape Talking to Warrington Borough Council about their policies. Hopefully will say biodiversity net gain is required What other biodiversity assets are being lost other than ponds	Alternatives to manufacturing?	
Group 9	Upkeep costs of damage to local roads Concerns regarding the visual impacts of the industrial units Not convinced the landscape buffer is enough	Volume of traffic, especially HGVs – damage to local roads Potentially increase the size of roundabout to increase road capacity/decrease congestion Maximisation of Cycle routes Realistic transport assessment not based on electric vehicles Gridlock each day due to M6 and A50 Grappenhall Lane backed up All roads in Warrington Blocked AM/PM M6 Junction not fit for purpose Appleton Thorn issues with HGVs	Light/sound Pollution Flood risk and surface water	No demand for employment, numbers are ambitious Disconnect between type of jobs created and location of workforce No basis of demand for employment Existing capacity within the locality	Can a link be sent to the scoping report? Fatalities on roads Premature nature of application
Group 10	Traffic is causing firms to leave Warrington, gridlocked around J20 Will broadband speeds be affected? Is there need for development? High Leigh Parish Council need to be contacted as residents south of development fall within the parish	HGV weight, speed and congestion issues raised	Reduction in quality of air Green Belt justification	Jobs are out of town, not for local residents. Jobs are also not 'high quality'	
Group 11	Do we need this and not housing? Commercial development doesn't fit with the local plan Will the end result match what was promised? Stobart proposal an hour away. Why not develop on nearby brownfield land. Commercial property development – does not tie in with the local plan.	Who will maintain it No Public transport Traffic congestion, potential use of sideroads – M6, M56, A50, J10 - Junction capacity Canal – height restrictions Local roads and speed restrictions difficult to police How many improvements can be made to local roads Use of sideroads Transport Assessment – conditions put in around road improvements. Can't expect the council to put people in harms way	Large environmental impact – litter, Great Crested Newts, doesn't fit with government plans - Green space retention is welcomed - What are the special circumstances that allow GB to be re-designated Timing, why not wait for the local plan with updated greenbelt review Diesel vehicles Does not fit with government environmental plans	Why is it not near peoples home Automation, fewer people employed Logistics jobs = car dependency does not fit with the housing development	No compulsory purchase of the land – private owner willing to sell What about developing nearby brownfield site
Group 12	Access (bad now) Knock on effects to other developments already planned -	Scale (too big) 4000 traffic movements, not enough access points Cycle and walk currently not safe M6 Junction will not cope	Green Space development not justified No special circumstance You're building on it Use brownfield	Low paid jobs can't afford housing No public transport Type of jobs vs local house prices and commuters	Consultation event? No extra information to be given Asking residents to brainstorm what

		M6 Bridge will not cope Broad Lane capacity		Long term future of jobs, will there still be 5000 in 5 years?	would make the development acceptable
Group 13	Need for this?	Access straight off M6 Maximising cycle routes	Light, noise and air pollution	Type of employment vs location	
Group 14	Timing in relation to local plan Amazon taxes How will this benefit local people? Not enough affordable housing Burley Castle is now too small Cllr Terry O'Neill "no new buildings until current infrastructure is fixed"	Local road capacity Motorway capacity, highway improvements. Capacity must dictate what goes on in the site Public transport Parking/maintenance 24/7 HGVs Traffic current disasters	Pollution, water/air Access to greenspace Why destroy our Greenbelt	Right type of jobs? Logistics? Low skilled, zero hours, not local, stolen from older warehouses	Planning application before local plan is DISGRACEFUL Pressurising homeowners now is a DISGRACE
Group 15	Preference of other proposals i.e. Local plan + Current housing initiative	Traffic generated - 5000 employees - Visitors - Maintenance - High influx of deliveries Scale of the project makes infrastructure obsolete Current traffic flow already saturated New junction would require £50m referring to the M6/M56	Large environmental issue Sewage/drainage		Retention of 5% Green Belt is only there by default – to provide space around existing housing
Group 16	Greenbelt Cottages – to be retained Impacts on air light/noise pollution	Cottages – to be retained Traffic congestion already Road not wide enough M6 gridlock am/pm	Impacts on air light/noise pollution Not enhancing greenspace	Don't need the jobs Where will employees come from Will it be 4900 jobs?	

Group	Question 1	Question 2	Question 3	Question 4	Other comments
Group 1	<p>No business need</p> <p>Buy Bradley Cottages</p> <p>No mitigation system will solve the problems in the area</p> <p>Bad internet connection</p> <p>Business are leaving Warrington due to congestion</p>	<p>Highway at capacity</p> <p>Local infrastructure is not fit for purpose</p> <p>No traffic management system will be able to accommodate the development</p> <p>A lot of cyclists/walkers/horse rides in the area</p> <p>No pavements</p> <p>Junction 20 at full capacity</p> <p>Traffic congestion from Lymm B5158</p>	<p>Conservation concerns</p> <p>Impact on air quality</p> <p>Want to see significant landscaping and boundary to screen sheds</p> <p>The working dairy farm should remain</p>	<p>Employees cant afford to live in the area</p> <p>Doubts over the quality of jobs</p> <p>What evidence is here that business will want to relocate to the facility?</p> <p>Size of development not needed</p> <p>Jobs are for out of town, not local residents</p> <p>No buses to access the site</p>	<p>High Legh Parish Council not included in consultation or funds</p> <p>No pavements on Cherry Lane (North East of the site)</p>
Group 2	<p>Why ahead of local plan</p> <p>Retain site of historical interest</p> <p>Insufficient road infrastructure</p> <p>Can't plan for unplanned development</p> <p>Need to demonstrate a benefit to the local community</p> <p>Environment and air pollution</p>	<p>The site is in the worst possible place for rail links</p>	<p>Alternative brownfield/greenbelt should be permanent</p> <p>Loss of dairy farms</p> <p>Concerns over 40m high buildings</p> <p>Impact on the heritage of Grappenhall</p>		
Group 3	<p>International logistics, not fixed to an area</p> <p>The motorway is at capacity</p> <p>Pollution issues due to traffic</p>	<p>Buses may be ineffectual</p> <p>Future development means more traffic</p> <p>Traffic can come in off the M6</p> <p>When the motorway is blocked traffic goes through villages</p> <p>Access unsuitable</p> <p>New housing estate will increase traffic</p> <p>Bradley Moat must be kept</p> <p>Already have empty Brownfield sites</p>	<p>Greenbelt – no exceptional reasons</p> <p>Why not use other brownfield – RAF Site nearby</p>	<p>Quality of employment</p> <p>What are the proposed new public transport / cycling routes for the 4,900 people employed?</p> <p>Optimistic statistics</p> <p>Rather have more houses than businesses</p> <p>How do we secure the split of employment proposed in the future?</p>	<p>Speculation as a reason for planning application – is it profit chasing</p> <p>How many empty logistics units are there in the borough?</p>

		Public rights of way should be maintained			
		Should be new access off motorway dogbone junction			
Group 4	<p>How can residential properties be retained</p> <p>Noise and environmental concerns</p> <p>Loss of Green Belt</p> <p>What are the exceptional circumstances?</p>	<p>Traffic congestion</p> <p>What kind of assessment will be done</p> <p>Stobart – too many vehicles already</p> <p>Will highways England be consulted</p> <p>Has a transport assessment been started? Who is producing it, what models are the building, what years are they building</p> <p>How will the additional traffic be mitigated?</p> <p>Travel plan encouraging walking is a waste of time as it will have no impact on reducing private travel</p> <p>Air pollution</p>	<p>Loss of greenbelt</p> <p>Air pollution</p> <p>Why not use other brownfield</p> <p>Broad Lane via Grappenhall Village is already a “rat-run” this is not mentioned anywhere in the material produced to date</p> <p>How much vehicle movements per day?</p>	<p>How many new jobs</p> <p>Zero hour/fixed contracts</p> <p>Not enough skilled manufacturing jobs</p> <p>Figures are unrepresentative</p> <p>How much parking is proposed as a ratio to workers</p> <p>How many new jobs actually created? Or will there be zero hours and fixed contracts</p> <p>How can residential properties be retained?</p>	<p>Who is the planning/transport officer at Warrington Borough Council? The individual would like to speak to them</p> <p>Is the planning application on schedule for submission at the end of the year</p> <p>Have Highways England been consulted?</p> <p>Why was there no representative from Warrington Borough Council?</p>
Group 5	<p>Concerns over the overall volume of traffic</p> <p>HGVs overturning</p> <p>Queues to access roundabout</p> <p>Issues with environment, as well as noise and light pollution</p>	<p>Road logistics, nowhere near rail link</p> <p>Could a spur be taken from M6 roundabout to the site</p> <p>Realistic transport assessment not based on electric vehicles</p> <p>Road maintenance</p> <p>Traffic 2 hours long</p> <p>Grappenhall lane</p> <p>Is there an opportunity to join up the public right of way with Cartridge Lane to the north of the site</p> <p>A large roundabout just off M6</p> <p>Lighting impact</p> <p>Is there an option to take existing traffic from industrial movements through the site</p>	<p>Maximise cycle routes to encourage future staff to avoid using roads when accessing the site</p> <p>Concerns over damage to: Wildlife, light pollution, sound pollution, traffic concerns</p>	<p>Disconnect between type of jobs created and location of the workforce</p> <p>Location of employment against the demographic, meaning workers don't live close to the site</p>	

Group 6	<p>Must have highways improvements</p> <p>Issue over access to greenspace</p> <p>Parking issues</p> <p>Public footpaths need to be properly landscaped and maintained</p>	<p>New Access points</p> <p>HGV issues</p> <p>Traffic issues</p> <p>High buildings in the main area</p> <p>Scope for increased capacity</p>	<p>Concern about environmental impact</p> <p>pollution, air pollution</p>	<p>Is 80% logistics jobs what is wanted?</p> <p>How will this benefit local people being able to live and work in the area?</p> <p>Not enough affordable housing</p>	<p>Already a Stobart proposal – 14 trucks an hour</p>
Group 7	<p>Local plan not yet been published</p> <p>Increased traffic and noise pollution, loss of green space</p> <p>Air quality concerns to children and elderly</p> <p>No enforcement of HGV weights</p> <p>Traffic is largest Junction in Europe</p> <p>Need to stick jobs in Warrington centre</p>	<p>Already congested roads</p> <p>Access point will compound traffic problems</p> <p>Eco-system will be affected</p> <p>Don't want to live in a largely concrete area</p>	<p>Loss of greenbelt and agricultural land</p> <p>Pollution</p> <p>Priority should be given to brownfield sites</p> <p>Historical sites should be preserved</p> <p>Unbearable traffic</p> <p>Impact of environmental assessment based on green belt destruction</p>	<p>Figures seem presumptuous</p> <p>Jobs will not be local and cannot be enforced to be local</p> <p>What evidence is there that the development is needed?</p> <p>Impossible to police that local people get jobs</p> <p>Low paid</p> <p>Need technical jobs to bring people in from outside of Warrington</p>	<p>Name of project is misleading – makes it seem modern and not a basic warehouse site</p> <p>Is the project supported in Local Plan?</p>
Group 8	<p>Further development will exacerbate issues</p> <p>People buy houses here for greenspace</p> <p>Not required in this area</p>	<p>HGV usage</p> <p>Congestion getting across Manchester shipping canal</p> <p>Warehousing not required in south Warrington</p> <p>Restricted access</p> <p>Large drawing on map to North of site stating – “New Motorway access point?”</p>	<p>Destruction of greenbelt</p>	<p>Traffic from non-local workforce</p> <p>No diversity on jobs</p> <p>Low paid</p> <p>Jobs could be created in North Warrington</p>	
Group 9	<p>Local Plan not yet published</p> <p>Severe congestion</p>	<p>Broad Lane overuse</p> <p>Potential for cycle routes</p> <p>Existing roads are inadequate</p>	<p>Loss of biodiversity</p> <p>Green belt</p> <p>Protecting watercourses</p>	<p>Cycle lanes for workers</p> <p>Low tech jobs</p>	

		Will the traffic assessment include the outcomes of the upcoming Local Plan?			
Group 10	Cumulative impact on wider area	<p>Welcome the opening up of moat area</p> <p>Transport routes are congested and dangerous</p> <p>Routing of HGVs</p>	<p>Mixed views on greenbelt</p> <p>Don't give up cheaply but has to be done</p> <p>Air quality</p>		
Group 11	<p>Urban sprawl is already high</p> <p>Is there enough affordable housing</p> <p>Green Belt development</p>	<p>Emergency services access</p> <p>Existing transport problem including motorway accidents</p> <p>Issues over public transport</p>	<p>Do need to release some greenbelt</p> <p>Cumulative impact</p>	<p>Where will workers come from when Warrington employment is high</p>	<p>Alternative sites: Birchwood, M56 J11, M62 Warehousing</p>