

-  Site boundary
-  Railway
-  Road network
-  Public Rights of Way
-  Transpennine Trail West
-  Water courses
-  Existing water bodies
-  Moore Nature Reserve Area
-  Existing green spaces
-  Existing woodland and trees
-  Disused Runcorn & Latchford canal walk
-  Ecologically significant reed beds
-  Existing access point to the site
-  Existing access point to the landfill site



### Conservation Area

1. Walton Village
2. Moore

### Locally Listed

1. Upper Moss Side Farm, Moss Side Lane, Cuerdley
2. Lower Moss Side Farm, Lapwing Lane, Cuerdley
3. Sankey Bridge, Old Liverpool Road, Great Sankey
4. Ferry Inn Public House, Fiddlers Ferry, Penketh
5. The Sloop Public House, Old Liverpool Road, Warrington
6. The Coach and Horses Public House, Old Liverpool Road, Warrington.
7. Bethany Pentecostal Church, Old Liverpool Road, Warrington.

### Listed Building

1. Monks Siding Signal Box
2. Moore Lane Bridge
3. The Black Horse Public House
4. Transporter Bridge to Part of Joseph Crosfield and Sons Ltd's Works.
5. Moore Lane Bridge (Over Manchester Ship Canal).
6. Church of St Luke.

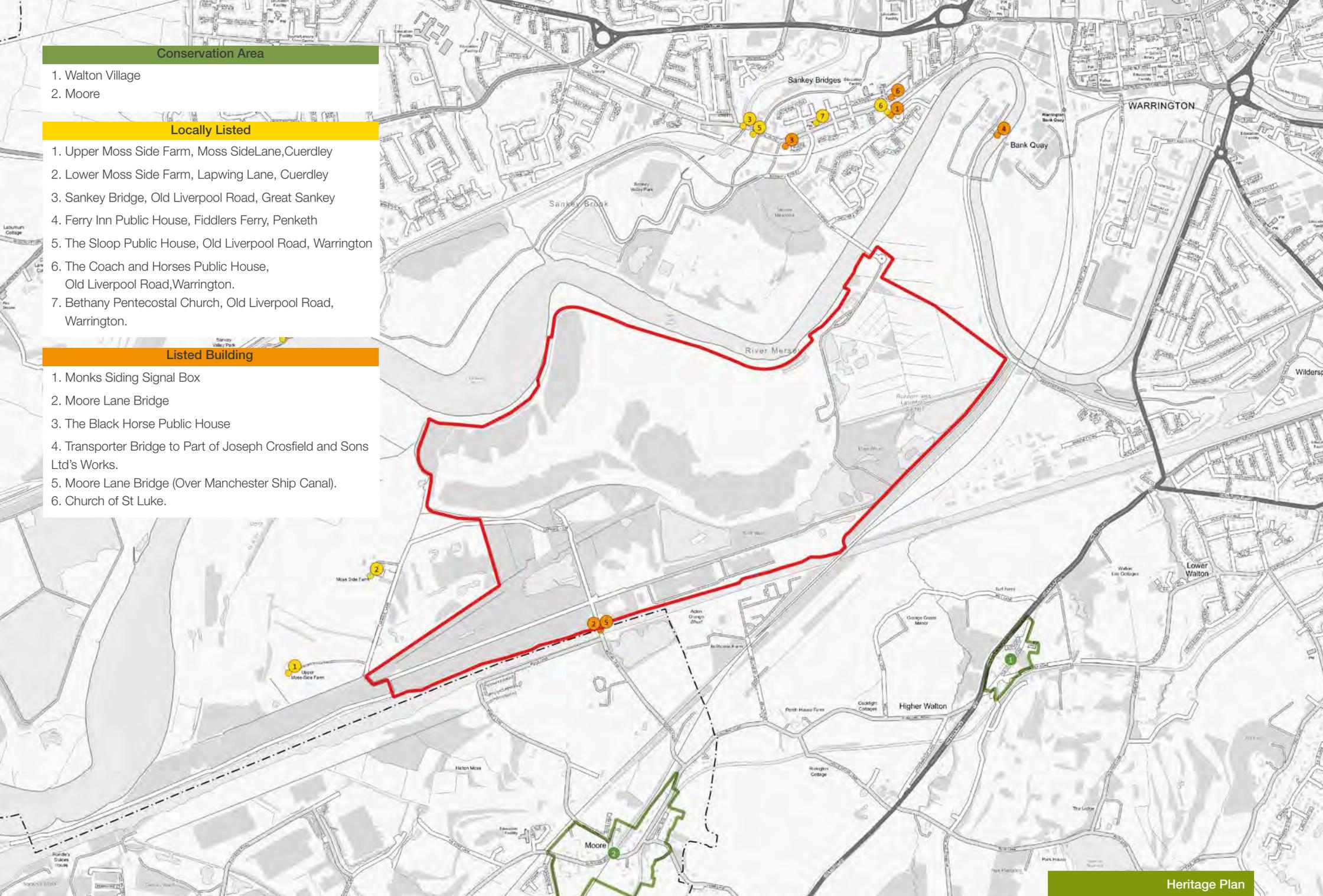




Image showing the listed Moore Lane Bridge on the southern boundary of the Site

## Site Constraints and Opportunities

**4.28** The baseline evidence has identified the overall constraints and opportunities of the Site, as illustrated in the following plans. This confirms that its overall sensitivity varies, with the Moore Nature Reserve providing a strong landscape feature and accommodating a variety of key ecological qualities which makes it more sensitive to the emerging proposals.

**4.29** In contrast, the land to the north east where the Commercial Park is proposed, performs a more limited role with more moderate biodiversity features which is less susceptible to future proposals, though the wider allocation and proposal for housing and the Western Link Road also brings further considerations, for example in terms of noise and traffic implications.

**4.30** In the following pages, the diagrams illustrate the key constraints and opportunities for the Site. The following section of this Framework demonstrates how these and other technical considerations have been carefully reviewed and where necessary, the proposal has been designed to respond to these matters.

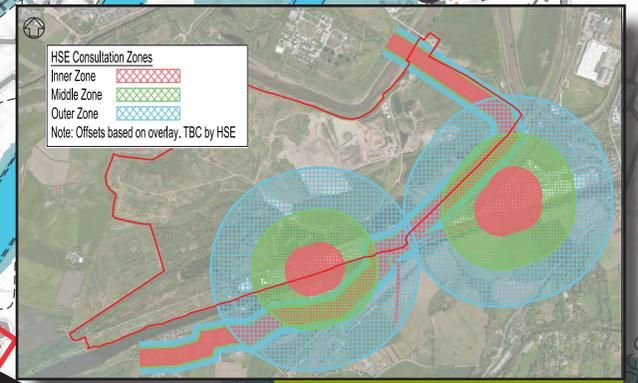


Top: Image of the existing landfill site

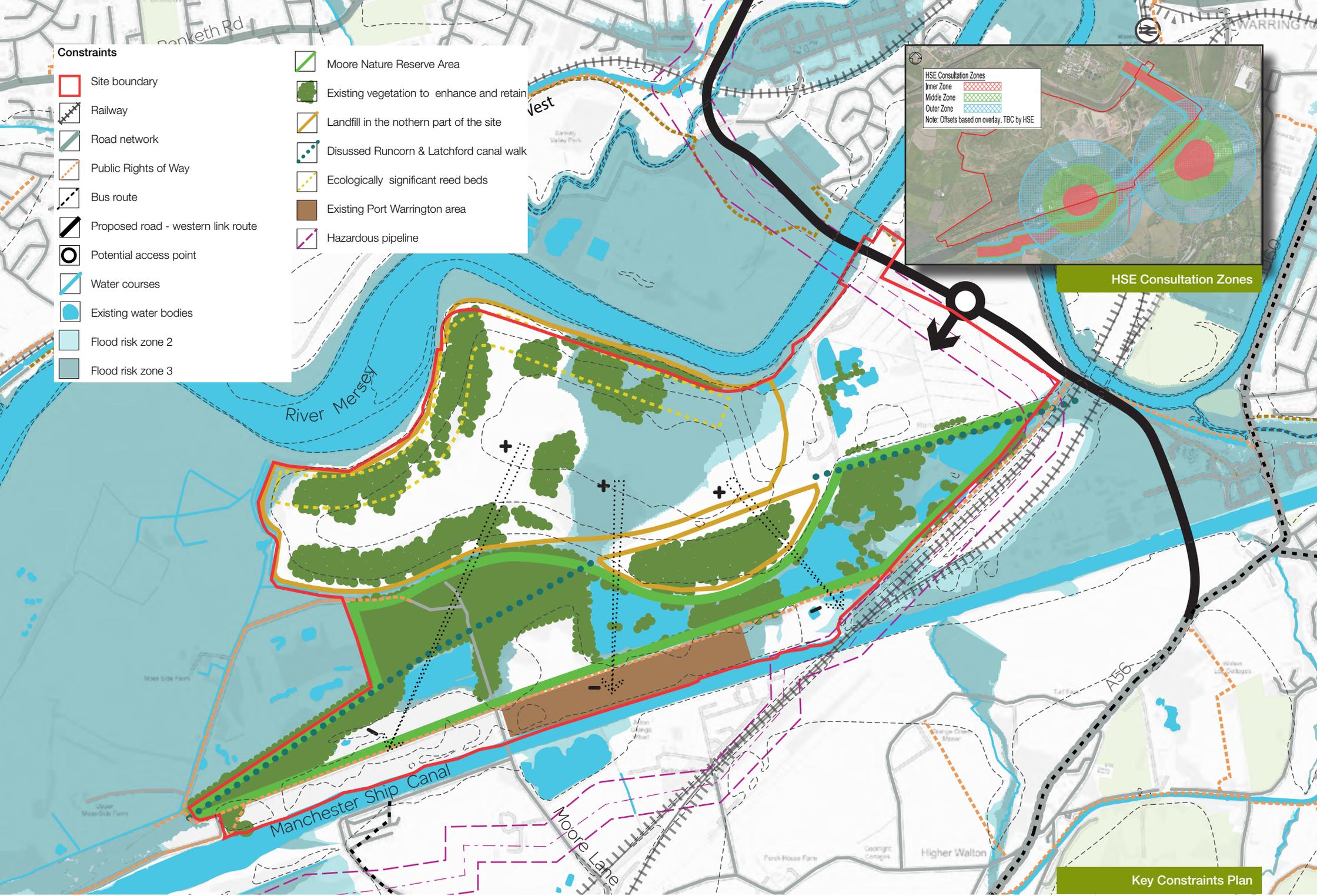
**Constraints**

-  Site boundary
-  Railway
-  Road network
-  Public Rights of Way
-  Bus route
-  Proposed road - western link route
-  Potential access point
-  Water courses
-  Existing water bodies
-  Flood risk zone 2
-  Flood risk zone 3

-  Moore Nature Reserve Area
-  Existing vegetation to enhance and retain
-  Landfill in the northern part of the site
-  Disused Runcorn & Latchford canal walk
-  Ecologically significant reed beds
-  Existing Port Warrington area
-  Hazardous pipeline



HSE Consultation Zones



Key Constraints Plan

**Opportunities**

-  Site boundary
-  Opportunity access point for country park
-  Warrington Council recommended route access point
-  Potential pedestrian access links
-  Existing vegetagion
-  Key green corridor to enhance
-  Key pedestrian connections
-  Wild-life corridors to enhance
-  Existing Port Warrington
-  Expansion of Port Warrington
-  Opportunity to create green open space
-  Key views
-  Opportunity for potential development within the Site
-  Opportunity for development in the surroundings of the Site part of the Warrington Waterfront masterplan
-  South West Urban Extension development



Key Opportunities Plan



View from the Site towards the Mersey gateway

# 05 The proposal

This Section of the Framework outlines how the proposal has evolved and been informed by the findings from the detailed technical reports, notably from an ecological and tree perspective which have identified the overall development constraints and the opportunities which the proposal presents.

**5.1** The Site has the essential components of a high quality place. It is strategically well-located and connected to immediate surroundings; has a strong landscape setting; and will bring social, economic and environmental benefits to the community.

## Masterplanning Principles

**5.2** A series of themed design principles are presented across the following pages to demonstrate how the overall ambition for the Site can be delivered. The themes are:

1. Retain and enhance existing landscape features
2. Create an integrated green infrastructure network
3. Create a well-connected place
4. Create an employment offer
5. A refined Green Belt boundary



### 1. Retain and enhance existing landscape assets

Retain where possible, existing well-established landscape features including mature trees and woodland, hedgerows and Public Right of Ways. Natural assets to be integrated within the proposal and enhanced across the proposal forming part of rich value habitats and wildlife corridors.



## 2. Create an integrated green infrastructure network and the Nature Reserve and Country Park

Create green wildlife corridors and connected biodiversity habitats through the addition of further planting and the regeneration of the landfill in the northern part of the Site – these will form a dual purpose by encouraging the existing and new ecological features and also attract new visitors to appreciate the improved recreational areas. A number of new watercourses, swales and ponds will contribute to mitigate the drainage of the proposal.



## 3. Create a well-connected place

Create a responsive, functional and well-structured movement network across the Site. A number of footpaths and cycle routes will be created to be used by employees, the public and the community. These will provide good connections to the forthcoming residential and mixed use proposal in the wider Warrington Waterfront.



## 4. Create a flexible and attractive employment offer and port

Create an attractive and well-connected employment area and port in the form of flexible parcels that sit within a sustainable landscape-led proposal. The structure of the proposal will reflect the particular and distinct requirements of the Port and the Commercial Park, creating separate and different working environments. The Commercial Park could also include uses complementary to employment.

## Development Framework

5.3 The Development Framework which is presented in this Document has been progressed through an iterative process having regard to technical site considerations and comments from key stakeholders.

5.4 These have been taken into account during the initial design stage of the emerging proposal, in particular:

- **Biodiversity, Ecology and Trees** – The proposal due to the fixed location of the port next to the Manchester Ship Canal, will result in the loss of part of the existing Moore Local Nature Reserve and Local Wildlife Site. However, this will be mitigated against by the creation of the new Moore Nature Reserve and Country Park, circa 181ha site which will incorporate the former landfill site and the enhancement of the existing woodlands and lakes.

The existing species on the Site will be protected where possible and, where necessary, enhancements on site will be supplemented by enhancements off site to ensure there is an overall net gain. A biodiversity offsetting strategy is being developed to address the loss of part of the Nature Reserve.

- **Flood Risk** - Proposals have been carefully designed to locate development in areas which are unlikely to flood due to topographic and ground conditions and reduce the need for site re-profiling. In addition, the inclusion of suitably designed surface water and foul water drainage systems within the proposal and the retention of the existing onsite water bodies will reduce the risk of flooding and can discharge any surface water runoff which could be generated from the proposal.

- **Landscape and Views** – The proposal will retain as many of the existing trees and woodland features on the Site– these will help to effectively screen the proposal and provide an attractive environment for visitors and users. The use of suitable and standard measures, for example, the implementation of new planting and the incorporation of buildings within the proposals which will be of an appropriate scale and massing will help reduce the visual impact on its local surroundings.
- **Noise** – The proposal has been carefully designed to minimise any adverse noise impact on the amenity of existing and future residents and users of the Site and surrounding area, including at Promenade Park and Moore village to the south and the proposed housing which is proposed within the wider Warrington Waterfront area to the north.

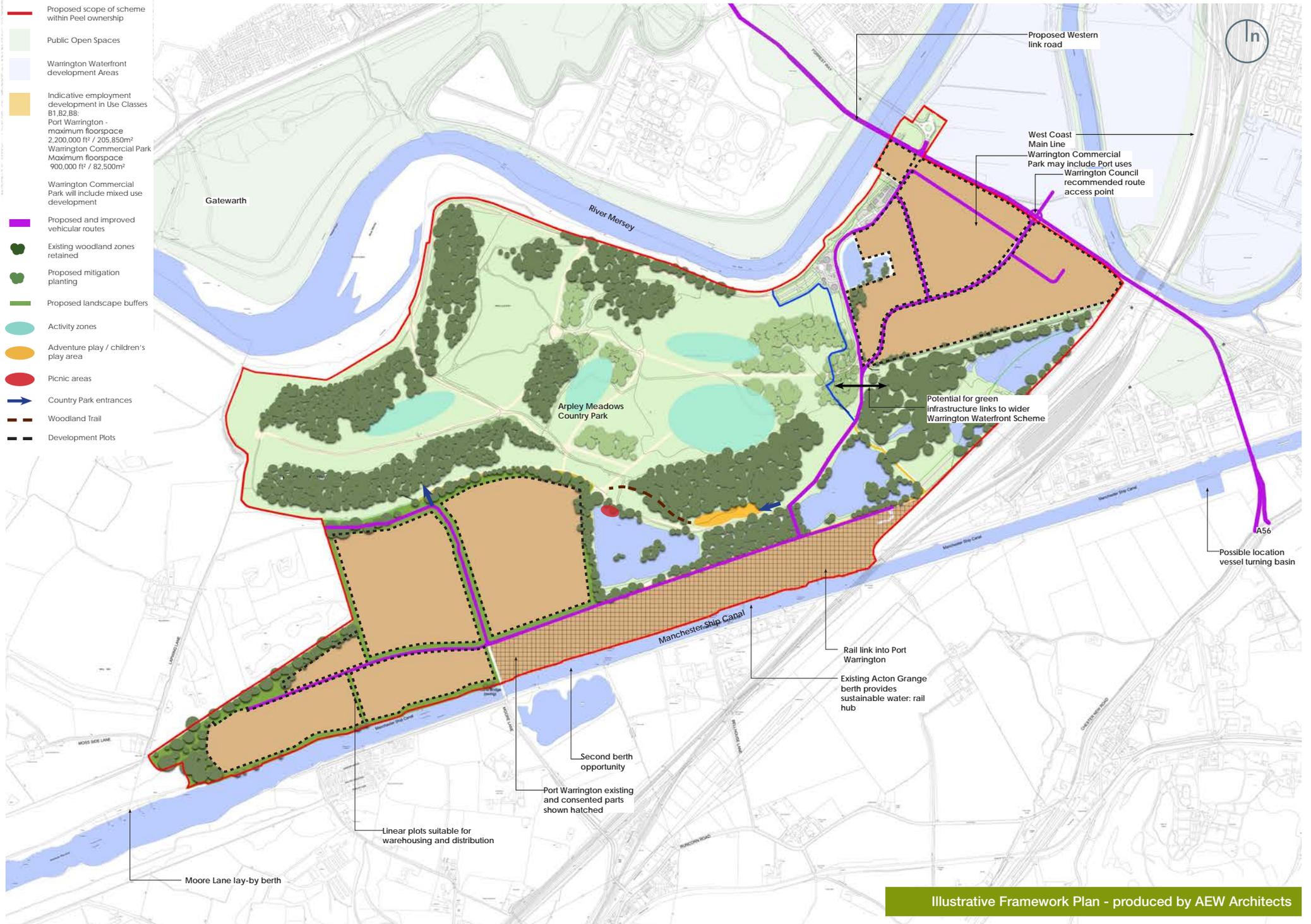
In particular, noise sources near these locations will be carefully monitored, for example the potential implications during the construction and operational phase, including the loading and unloading of goods, and will be fully controlled, for example via the incorporation of acoustic barriers within the proposal where necessary and the use of appropriate control measures to ensure that the proposal is acceptable.

5.5 The overall design of the proposal will also take into account the nearby heritage and hazards features, working closely with the key stakeholders and interest bodies (for example Historic England and the Health and Safety Executive) to progress with an appropriate proposal.

5.6 A series of key principles have been reviewed to ensure that the overall ambition for the Site can be delivered, notably there is a need to: develop a multi-modal inland port facility and a new business hub in the most commercial and environmentally sensitive manner; retain as much of the existing environmental assets on the Site as possible; create a new, well-connected green infrastructure network which will be fully accessible; and to connect to the wider Warrington Waterfront including nearby housing sites, school proposals and the Western Link Road.

5.7 In summary, the Site offers the potential to develop a significant new employment-led proposal at Port Warrington and the new Commercial Park, alongside an extensive new green infrastructure and recreational network at Moore Nature Reserve and Country Park. The Site represents the optimum scale and location to contribute to Exceptional Circumstances case which needs to be demonstrated to justify its part- release from the Green Belt. It is a major sustainable development opportunity site and strategically placed adjoining the Manchester Ship Canal and the West Coast Mainline, in an accessible location to accommodate and meet the port demand arising from the sub-region and local employment demand.

- Proposed scope of scheme within Peel ownership
- Public Open Spaces
- Warrington Waterfront development Areas
- Indicative employment development in Use Classes B1 B2 B8:  
Port Warrington - maximum floorspace 2,200,000 ft<sup>2</sup> / 205,850m<sup>2</sup>  
Warrington Commercial Park Maximum floorspace 900,000 ft<sup>2</sup> / 82,500m<sup>2</sup>  
Warrington Commercial Park will include mixed use development
- Proposed and improved vehicular routes
- Existing woodland zones retained
- Proposed mitigation planting
- Proposed landscape buffers
- Activity zones
- Adventure play / children's play area
- Picnic areas
- Country Park entrances
- Woodland Trail
- - - Development Plots



## Port Warrington

**5.8** The proposal for Port Warrington reflects the scale of opportunity and need to cater for Port-centric freight movement. The existing Port Warrington site operates entirely as a road-based distribution centre with ineffective utilisation of the Ship Canal for the movement of goods; the proposals will deliver a unique opportunity to drive a transformational shift and develop a new multi-modal inland port. To fulfil its potential, Port Warrington needs to be able to offer large warehousing with flexibility for cross docking capacity, be accessible and on the strategic highway network to allow multi-directional movements and connectivity within markets, and in close proximity to main population centres for speed of delivery and business.

**5.9** The Site's strategic and accessible location, close to the road, rail and port network, along with its relationship with major population areas, means that it is well placed to meet the high level of market demand and capitalise on the growth potential of various freight sectors as identified within the Mersey Ports Masterplan and, more recently, The Demand Study by MDST. The overall vision is to create a sustainable inland port of significance which fully exploits these key locational advantages.

**5.10** The re-development of Port Warrington will take advantage of the strategic opportunities which large scale port-led and infrastructure development can bring. As a result, a number of different elements could be accommodated on site, including a cluster of new manufacturing and assembly, logistics, industrial processing, storage (bulk liquids) and distribution uses. The vision is to develop a new multi-modal inland port facility delivering flexible floorspace of around 2.2m sqft / 204,386 sqm with permitted development rights to reflect the existing long established / authorised port activity on part of the Site which will be able to accommodate a cluster of new uses.

**5.11** The proposal will seek to reconfigure the existing site to fully utilise the Ship Canal and enable a direct freight link to the West Coast Mainline. This would reflect the recent planning permission which was granted for the extension of the existing site, the refurbishment and extension of the canalside

berth and the reinstatement of a rail freight connection. The proposal will expand this further to make the most effective use of its transport and infrastructure links on an enlarged operational land footprint to accommodate a range of industrial units. This will exploit the existing berth facility and warehouse development and the good rail access opportunities.

**5.12** Container handling facilities at Port Warrington will be developed and other business opportunities / commodities with an extended port frontage to take advantage of its strategic location. The vision to directly connect to the West Coast Mainline will also offer a more efficient connection to the national rail freight network reducing road traffic level of movements to the Site and enable potential occupiers to remove a significant element of road transit from their supply chain.

**5.13** The Development Framework includes extended berths and rail connection, and potential for a vessel turning basin to the south of the Ship Canal (east of the West Coast Mainline and to the west of the proposed Western Link bridge over the Ship Canal) to negate ships from passing through and back via the Warrington Swing Bridges. Vehicular access is illustrated to be from a new roundabout off the Western Link, close to the existing Forrest Way roundabout and bridge.

**5.14** The Development Framework will provide a degree of flexibility and as the delivery of Port Warrington will be market-led. Peel Ports will promote the opportunity and co-ordinate occupier requirements with the necessary site preparation and infrastructure works.

**5.15** The proposal will be delivered in phases, according to occupier requirements. The existing local industrial operators within Warrington currently working with Peel Ports, for example Solvay Interox and Unilever, could form part of the wider ports supply chain. The spatial phasing will also need to be flexible to market needs. It is important that this flexibility is available such that operators are not lost to other locations.

## Port Warrington Deliverability

### Available

**5.16** The land forming the proposed allocation is available for development over the course of the Plan period. It is in the single ownership of Peel Group companies who are keen to bring forward development in a timely and co-ordinated way.

**5.17** The existing Port Warrington site is long established and whilst currently operating on a solely road based manner does benefit from an existing canalside berth. The existing 15 Ha operational footprint is largely occupied and planning permission for a modest extension has been secured as part of the development of a multi-modal port facility.

**5.18** The substantive port expansion allocation being progressed would result in a further 60 Ha of land being released for a multi-modal ports and logistics hub. The allocation would be brought forward on a phased basis subject to planning permission and occupier / market demand. It is envisaged that the whole proposal would be delivered during the Plan period to deliver in the region of 2 million sq.ft / 185,806 sqm of employment logistics and business uses in total.

**5.19** There are no insurmountable technical or environmental constraints to the delivery of the proposal.

### Achievable

**5.20** The Site is not affected by any technical constraints that cannot be addressed through the planning and design process and appropriate mitigation measures will be employed where necessary in respect of flood risk and drainage, ecology and biodiversity, noise, landscape and visual, and heritage.

**5.21** The intention is for the proposal to be served from the Western Link and for the existing routes to the Port (via Moore) to be down-graded to discourage their use for port related activity (though access will still be maintained for public recreational use). This will be beneficial for the residents of Moore as it will reduce HGV traffic movements through the village and within the surrounding area.

**5.22** Any new utilities or infrastructure needed to enable the delivery of the proposal in a planned and co-ordinated way, including the re-instatement of the rail freight connection and canalside berth improvements could be secured and delivered as part of the proposal. Improved road capacity and connectivity to an expanded Port Warrington is subject to the delivery of Warrington's Western Link Road.

#### **Viable**

**5.23** The land is solely in the ownership of the Peel Group which is committed to delivering the proposal. There are no insurmountable technical constraints to delivery of the proposal which would prevent it coming forward in a phased manner during the Plan period. The proposed expansion would maximise the opportunity to make best use of the existing and proposed multi-modal connectivity in furthering the development of Port Warrington. It is envisaged that the proposal would be delivered principally through investment by Peel and potential tenants / occupiers.

## **Warrington Commercial Park**

**5.24** A range of new business and commercial units are proposed on this part of the Site which will take advantage of the Site's location close to Warrington town centre, the proposed Western Link Road and Port Warrington.

**5.25** The Warrington Commercial Park will offer in the region of 900,000 sqft / 83,612 sqm of floorspace including; a number of larger units suitable for B1/ B2 /B8 uses as well as small / medium industrial, commercial, leisure units, office buildings and complementary uses reflective of the Site's relationship with the Western Link Road and the remainder of the wider Warrington Waterfront development. The broad distribution of buildings as indicated is in response to the constraints of the overhead power lines, SABIC ethylene pipeline, gas pipeline and the PADHI zones that relate to them. The Development Framework shows the effect on layout and floorspace while retaining a number of existing further water bodies in this part of the Site.

**5.26** It is proposed that the Commercial Park will be delivered to market by Peel Land and Property; depending on the final form and uses it may either be developed in-house or delivery partners will be brought in.

## **Access / Public Transport**

**5.27** The delivery of the proposed Western Link will enhance the Site's access to Warrington and the wider national motorway network; the Port Warrington expansion and Warrington Commercial Park proposals will be able to take advantage of this. The Western Link is a major highways improvement connecting the A56 and A57 to the west of the town centre, reducing the levels of traffic through the town and also providing access to development sites. The Link has broad governmental support and an Outline Business Case has been submitted for funding.

**5.28** The intention is for the proposal to be served directly from the Western Link and for the existing routes to the Port (via Moore to the south) to be down-graded to discourage their use for port-related activity (though access will still be maintained for public recreational use) – this will also limit traffic and HGV access through Moore village. It is envisaged that the first phases of the Commercial Park would be served off Forrest Way or via the existing road network.

**5.29** Cumulatively, the Manchester Ship Canal, good motorway and public transport links and West Coast Main Line, along with Warrington's location at the heart of the North West economy give the Site a strong, fixed, strategic location for warehousing, manufacturing and distribution development. Peel's emerging proposals will also fully exploit the Site's location next to the Manchester Ship Canal and the vision for a new multi-modal (port / rail / road) proposal. Peel's emerging proposals will also fully exploit the Site's location next to the Manchester Ship Canal and the vision for a new multi-modal (port / rail / road) proposal.

**5.30** New footpaths and cycle way routes will be created throughout the site to encourage public access and employee movement via sustainable modes of transport. The proposal will also enable sufficient new parking (car, HGV, cycle, motorcycle and disabled spaces) for businesses and visitors.

## Moore Nature Reserve and Country Park

**5.31** The proposals do present the opportunity to enhance Moore Nature Reserve, reinforcing the existing green infrastructure, and helping to create a regionally significant parkland destination. Additionally, ensuring future management and funding of Nature recreational facilities.

**5.32** The Moore Nature Reserve and Country Park will provide the ideal habitat environment for ecological features for the existing and new specimens. It will contribute to the regeneration of inaccessible and under-utilised land, alongside the enhancement of connections between Warrington town centre, the waterfront proposal and existing communities. It will be accessible by different modes of travel from a wide catchment area.

**5.33** The Development Framework has been designed to retain as many of the existing well-established trees where possible and to ensure that a strong green infrastructure network is created. It will also encourage public access and ensure that the existing users of the Moore Nature Reserve, including dog walkers, the forest school and bird watchers, will be able to take advantage of the expanded area and improved facilities.

**5.34** The existing Nature Reserve is managed by FCC, this funding stream is coming to an end. The expansion of Port Warrington would lead to the loss of part of the existing Moore Nature Reserve.

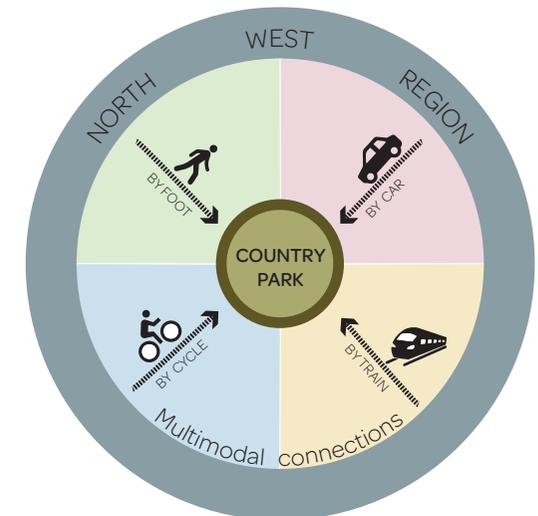
**5.35** The former Arpley landfill site and outlying areas in particular will be enhanced via the creation of further biodiversity resources, alongside additional green infrastructure and new hedgerow and tree planting. The new attractive recreational areas (including new play areas and picnic spots) will be fully accessible to members of the public, with connections into the wider waterfront proposal to residential areas and education facilities. The existing lakes on-site will be retained where possible to offer new landscaped areas and for flood attenuation purposes.

**5.36** The Nature Reserve and Country Park could be delivered in phases over the Plan period. Additional discussions will be required with the Council and other stakeholders to review how it will be delivered and ongoing funding for management of the Country Park and Nature Reserve. One option could be a service charge on the proposed business residence as part of Warrington Waterfront.

**5.37** Please, refer to the accompanying Country Park and Nature Reserve Vision Document (appended to the Justification Document) for further details.



Top: Image of the existing landfill site



A Country Park with multimodal connections



Moore Nature Reserve and Country Park

Moore Nature Reserve and Country Park within the Regional context



**Landscape Masterplan Legend**

*Consented Scheme Proposals*

-  Existing Woodland Planting Retained
-  Proposed Woodland Planting
-  Conservation Grassland
-  Existing Reed Beds / Aquatic Habitat
-  Existing Footpaths & Tracks Resurfaced
-  Existing Green Open Spaces
-  Pedestrian Routes into Site
-  Existing Water Bodies Retained

*Ecological Off-setting Within the Country Park*

-  Additional Native Woodland Planting
-  Additional Scrub Planting
-  Additional Species Rich Grassland
-  Additional Reed Planting

*Enhanced Recreation Within the Country Park*

-  Additional Viewing Platforms
-  Additional Bouldering/Climbing area
-  Additional Grass Mounds
-  Additional Picnic Areas

*Additional Infrastructure Within the Country Park*

-  Additional Footpath Infrastructure
-  Additional Node Spaces
-  Additional Car Parking
-  Proposed and Improved Vehicular Routes Within the Country Park

*The Moore Nature Reserve and Country Park Proposals*

-  Site Boundary
-  Proposed & Improved Vehicular Routes
-  Indicative Employment Developments
-  Proposed Landscape Buffers/Mitigation Planting

 Existing and Consented Port Warrington Development

1

**Nature Conservation Zone**  
Restricted / supervised access mainly educational

2

**Passive Zone**  
Quieter recreational activities

3

**Family Zone**  
Including central core and picnic areas

4

**Active Activity Zone**  
Activities that engage with the environment and improves health and well-being



# 06 Benefits

**6.1** The proposals, as part of the wider Warrington Waterfront vision, will bring community, environmental and economic benefits. It will be accessible by a wide range of public transport and highway routes. The scale of the proposal will allow the delivery of significant benefits for the local area.

**6.2** This Section reviews the social, economic and environmental benefits of the proposals.

**6.3** The Peel Group companies are committed to delivering a lasting social and economic legacy and implementing a Local Employment Strategy to optimise the benefits of the proposal for the residents and businesses of Warrington. The companies are also committed to minimising and mitigating the impacts of the proposals on the local area, including in relation to transport and traffic, ecology, landscape and other potential impacts. This will be achieved in partnership with the Council and other key stakeholders.

**6.4** Proposals will support the on-going growth of Warrington's economy and lead to lasting social and economic benefits locally. In addition, it will assist in addressing local social and economic need, whilst also delivering wider environmental benefits. These benefits are reviewed in further detail below.

## Economic Benefits

**6.5** The proposals will attract investment that might not otherwise come to Warrington and in doing so would contribute directly to the Government's objectives of rebalancing the UK economy. This also reflects the wider emphasis on economic growth, as reflected in the Northern Powerhouse initiative and reflects Warrington's overall growth and importance as one of the fastest growing centres in the country.

**6.6** Multi-modal operations are becoming more important to occupiers who see rail operations and port-centric operations increasing in significance. The significant opportunities which Port Warrington offers, as a multimodal site within a large urban catchment area at the heart of an urbanised region, needs to be fully exploited.

**6.7** The proposal will stimulate further business linkages and provide a significant opportunity to create a significant number of new jobs and training for local people. The proposal represents a significant financial investment by Peel in the Borough. It will deliver a wide range of jobs during the construction and operational phases and make a significant contribution to local GVA.

**6.8** The substantial economic benefits that arise from the delivery of an inland port and Commercial Park is supported by national planning policy. Both in terms of supporting further throughput capacity and multi-modal provision at ports (which are the main conduit for the country's imports and exports) and through provision of business hubs with access to the strategic road network and rail (which would offer choice to customers and facilitate the prompt movement of goods for manufacturers, retailers and consumers).

**6.9** The proposal will offer potential occupiers with maximum choice and flexibility to utilise the most sustainable and competitive forms of transport in a location close to markets. This combination would make it a sustainable and logical location for logistics businesses serving the central and northern parts of the UK and offer an attractive location from which to base a UK wide logistics operation. Securing such developments would provide a significant boost to the region's economy and will include direct and indirect opportunities for local suppliers and workers.

**6.10** A bespoke economic impact model, as outlined in the following page, has been created in order to assess the potential effects of the proposal. This initial assessment uses proposal-specific data and assumptions in order to consider the quantifiable impacts of the proposal, both during its construction and operational (or 'lifetime') phases.

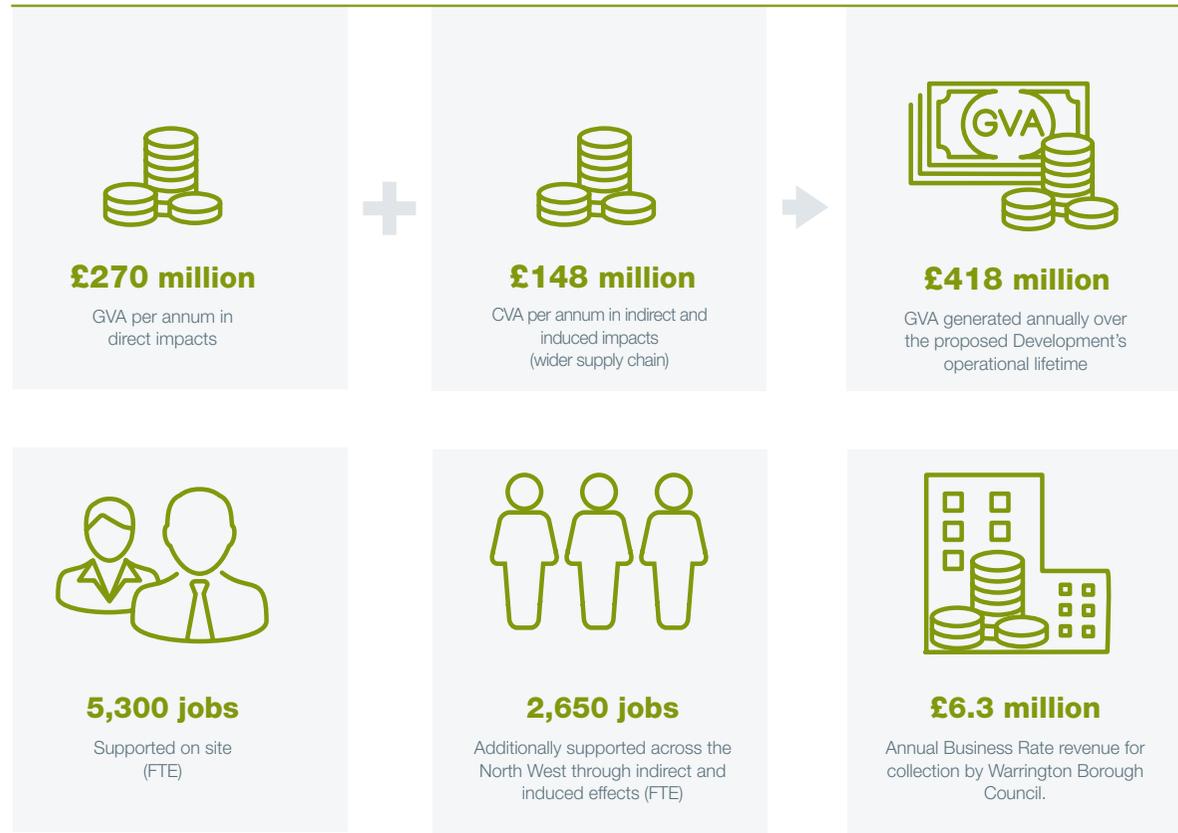
**6.11** The Homes and Communities Agency (HCA) Additionality Guide, published in January 2014, provides guidance to practitioners on the standard methodology associated with assessing the additional effects of an intervention or development. The HCA guidance has informed this assessment in order to ensure conformity to nationally accepted standards for assessing potential socio-economic effects.

**6.12** Given the early stage of the project, all effects are presented as gross impacts. Once the Development Framework has been finalised and the full economic impact assessment has been carried out, impacts will be presented as net additional impacts accruing to the local area (Warrington) and the wider North West region.

## Construction Phase



## Operational Phase



<sup>1</sup> GVA (Gross Value Added) measure the value of output created (i.e. turnover) net of inputs used to produce a good or service (i.e. production of outputs). It provides a key measure of economic productivity. Put simply the GVA is the total of all revenue into businesses, which is used to fund wages, profits and taxes.

## Construction Phase

**6.13** It is estimated that investment in the construction of the options under consideration will total £317 million.

**6.14** Investment of this scale could be expected to support between around 2,600 person-years of direct employment over the construction period, based on the average turnover per employee in the construction industry in the North West. This indicates that the proposals will directly support an annual average of 515 temporary full-time equivalent (FTE) gross jobs over potential construction period. Approximately 260 further jobs could also be induced or indirectly supported across the North West as a result of the proposed investment.

**6.15** Construction of the proposals will contribute significantly to economic output, measured in gross value added (GVA). GVA measures the value output created (i.e. turnover) net of inputs purchased, and is used to produce a good or service (i.e. production of the output). GVA therefore provides a measure of economic productivity – put simply the GVA is the total of all revenue into businesses, which is used to fund wages, profits and taxes.

**6.16** The construction phase of the proposals is expected to generate to a total of between £252 million over the construction period.

## Operational Phase

**6.17** Upon completion, the proposal will generate a range of economic impacts through its operation. Unlike the temporary construction impacts presented above, these economic impacts will continue over the long-term, supporting local, regional and national economic growth objectives.

**6.18** The operational phase could be expected to directly support circa 5,300 gross jobs on site. In addition, the operation of the proposal could support additional indirect and induced employment, equating to a further 2,650 jobs across the North West. Total additional employment supported by the operation of the proposal is therefore calculated as 7,950 FTE jobs.

**6.19** The proposal is expected to generate £418 million gross GVA per annum over its operational lifetime. This comprises direct impacts of £270 million, and indirect and induced impacts (those accruing in the wider supply chain) of £148 million per annum.

**6.20** Additionally, it is estimated that the proposal will generate business rates payments to Warrington Borough Council equating to approximately £6.3 million per annum.

## Environmental Benefits

**6.21** The proposals will generate other significant sustainability and environmental benefits for the local area and wider region.

**6.22** The Development Framework strongly supports the Government's vision for a low carbon, sustainable transport system through the transfer of road haulage and its associated emissions to sustainable rail and water based transportation. The movement of freight and goods to and from the regional economy will continue to rise significantly in line with economic growth and therefore there is a need to ensure the presence of the necessary infrastructure to ensure a growing percentage of these goods can be transported via sustainable modes of transportation.

**6.23** By encouraging a shift from road to water and rail based transport, Port Warrington has the potential to significantly reduce the amount of road haulage across the region, including amending the existing route via country roads and Moore Village. This would deliver significant reductions in carbon emissions and could ease congestion. The benefits of this would be felt across the highway network. Particular benefits would occur in areas of high HGV concentrations and areas of congestion. This would include the urban area around the Port, the motorway links to Port Warrington and outlying areas.

**6.24** The emerging proposals will provide opportunities for informal access for members of the public, to improved habitat areas that are of improved visual quality and biodiversity (an overall 'biodiversity net gain') to the current use of the Site. If a biodiversity net gain is not achievable directly on-site, this would be secured off-site in the locality.

**6.25** The Nature Reserve and Country Park presents an exciting opportunity to create a significant new publically accessible leisure and recreational area for local residents and visitors. The current users of the existing Nature Reserve, including bird watchers and dog walkers, will be well catered for in the new area, with the expanded routes and improved facilities key benefits which will attract a wider range of new users. The development of Arpley Meadows therefore directly supports the national policy emphasis to enhance the beneficial use of the Green Belt by providing access to Green Belt, to enhance and retain existing landscapes and to improve damaged or derelict land.

**6.26** The proposal will be designed in accordance with high standards of sustainable design and construction which is fully supportive of Policy QE1 of the Core Strategy and Paragraph 4.12.7 of the NPS. The buildings and infrastructure will be designed to minimise resource consumption (such as water), waste generation and carbon emissions through the use of sustainable design and construction best practice. The use of renewable and / or low carbon sources will be investigated with a focus on solutions that are future proofed in response to a changing climate and smart grid energy supply. An assessment will also be undertaken to identify the need for suitable resilience measures to be included within the proposals in response to future climate change.

**6.27** Port Warrington will fully support the proposed Western Link Road by ensuring that it is integrated with the existing road network. Development of the Western Link Road will also reduce traffic volumes travelling between Port Warrington and the outlying area, thereby reducing HGV movements through Moore Village.

## Social Benefits

**6.28** There is a proven link between economic growth and an improvement in health and wellbeing of workers and local communities. The proposal will provide significant economic benefits which, through an active local benefits and Social Value programme will seek to maximise health and wellbeing benefits. New buildings will be designed with measures to promote health and wellbeing of occupants and workers such as maximising the use of natural ventilation and light.

**6.29** The proposal will provide additional revenues for the Council to spend on necessary social infrastructure such as health care, education and community facilities. The creation of thousands of new employment opportunities will provide significant financial support for local shops and facilities nearby.

**6.30** The inclusion of the Country Park which will provide opportunities for recreational activities and therefore health and wellbeing benefits through the provision of open space and recreational facilities which are available to both the public and workers. Health and wellbeing benefits will also be encouraged through the exploration of opportunities for active and more sustainable modes of travel to and from the Site including walking and cycling; the proposed cycle route along Birchwood Lane could enhance cycle provision to the Site, for example.

**6.31** A management strategy will be developed in partnership with the Council to ensure the future management of the Country Park.



Top: Images of potential environmental and social benefits including recreational activities, such as walking and bird watching

# 07 Summary and Conclusion

This Development Framework demonstrates that as part of the wider Warrington Waterfront vision, the proposals represents an exceptional opportunity to create a significant mixed-use development which will generate major economic, social and environmental benefits, including to the local area and wider region.

**7.1** The proposals have been carefully designed to respond to the overall growth aspirations within the local, regional and national growth-agenda, including from within the Framework and the National Policy Statement for Ports. This Development Framework, and the accompanying documents demonstrate that there is clear justification for the Site to be allocated in the Local Plan and removed from the Green Belt.

**7.2** As outlined in the previous sections, there are considerable benefits (aligned with regional priorities) for enabling the development of Port Warrington; the creation of a new Commercial Park and the creation of a new country park. In particular, it has been demonstrated that:

- The proposal will deliver significant economic, social and environmental benefits to the local area and wider region;
- It will enable the creation of a high quality proposal which will make a significant contribution to the supply of employment floorspace which is required in Warrington and the wider region;
- The delivery of the proposal will support the economic growth ambitions of Warrington and generate major employment and expenditure benefits during the construction and operational phases;
- There is strong national and local planning policy support for the proposal and the removal of the Port Warrington and Commercial Park land from the Green Belt is appropriate and acceptable; and
- It will make the most effective use of the land and enable the creation of an extensive Nature Reserve and Country Park for ecological and recreational purposes and an overall biodiversity net gain.

**7.3** Peel fully supports the proposed allocation of land for new development and its removal out of the Green Belt within the Site. The draft proposals will be progressed further in liaison with Warrington Council and other key stakeholders to enable its timely and sustainable delivery.



Warrington  
Town Centre

Warrington  
Commercial Park

Moore Nature Reserve  
and Country Park

Port Warrington

Existing Port Warrington



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