

**ADDENDUM TO
PROOF OF EVIDENCE OF**

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06 September 2023

**RELATING TO THE SECTION 77 TCPA 1990 REFERRED PLANNING
APPLICATION RELATING TO LAND TO THE WEST OF JUNCTION 20 OF THE
M6 MOTORWAY AND JUNCTION 9 OF THE M56 MOTORWAY AND TO THE
SOUTH OF GRAPPENHALL LANE AND CLIFF LANE, GRAPPENHALL,
WARRINGTON - KNOWN AS THE SIX:56 DEVELOPMENT**

WARRINGTON BOROUGH COUNCIL APPLICATION REFERENCE: 2019/34799

PLANNING INSPECTORATE CASE REF: APP/M0655/V/22/3311877

TOWN AND COUNTRY PLANNING ACT 1990 SECTION 77

**TOWN AND COUNTRY PLANNING (DEVELOPMENT
MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015**

**TOWN AND COUNTRY PLANNING (INQUIRIES
PROCEDURE) (ENGLAND) RULES 2000**

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1 Introduction

- 1.1 In April 2023 I prepared a Proof of Evidence on behalf of Langtree Property Partners (hereafter referred to as “Langtree”) in respect of air quality matters associated with the called in planning application for land to the west of Junction 20 of the M6 motorway and Junction 9 of the M56 motorway and to the south of Grappenhall Lane and Cliff Lane, Grappenhall, Warrington (hereafter referred to as “Six 56”).
- 1.2 The Inquiry first sat in May 2023 but was adjourned until October 2023, following a request from the Inspector for the applicant to further assess whether or not there would be an adverse effect on the integrity of Manchester Mosses Special Area of Conservation (SAC) with particular regard to Holcroft Moss. This required the production of a Shadow Habitats Regulations Assessment (HRA).
- 1.3 The Environment Partnership (TEP) produced a Shadow HRA, which was submitted to the Planning Inspectorate in July 2023 (ID32). This included a Transport Emissions Assessment by Royal HaskoningDHV and Air Quality Traffic Flow advice by Curtins, included at Annexes B and C respectively. Natural England has since reviewed the Shadow HRA and confirmed in writing that it is satisfied with the conclusions.
- 1.4 This Addendum to my April 2023 Air Quality Proof of Evidence sets out the approach and findings of the Transport Emissions Assessment which was included as Annex B to the Shadow HRA.

- 1.5 This Addendum supplements the text found in the Air Quality Proof of Evidence at Section 6, paragraph 6.9.
- 1.6 There is one other update to my April 2023 Proof of Evidence. In August 2023 the Institute of Air Quality Management updated its 'Guidance on the Assessment of Dust from Demolition and Construction' (the 'IAQM Construction Dust Guidance') [CD 4.77]. The relevant references to this technical guidance within my Proof of Evidence are in Section 6, paragraphs 6.10, 6.24 and 6.32. There are no changes to the methodology within this guidance which have any consequence for the original construction phase dust impact assessment as set out in the EIA [CD 4.9] or to the conclusions set out in my April 2023 Proof of Evidence.
- 1.7 I am not aware of any other material changes since the adjournment of the Inquiry that would require an additional update on air quality matters.

2 Transport Emissions Assessment Approach

- 2.1 The Addendum Proof of Evidence of Mr Vogt sets out the approach to a projection of potential road vehicle generation as a consequence of the Six:56 development, and the proportion which might travel eastwards on the M62 (and return to the Six:56 site) and which would therefore pass the Manchester Mosses SAC (particularly Holcroft Moss). Mr Vogt's Addendum Proof of Evidence explains how this projection adopted a conservative approach.
- 2.2 A detailed dispersion modelling study was undertaken, to assess the dispersion of road traffic emissions and the associated potential

impact upon the Manchester Mosses SAC, specifically Holcroft Moss. The model setup aligned with the Warrington Borough Council (WBC) air quality assessment reports, which were used to inform the Local Plan HRA [CD4.84, CD4.85 and ID30], for example in using the same meteorological dispersion dataset, in considering a series of receptor locations along two transects perpendicular to the M62, across the designated site, and in reporting potential impacts at the same worst-case point within the designation.

- 2.3 The impacts of road traffic exhaust emissions on sensitive ecological sites diminishes with distance from the road source, and Annex B to the Shadow HRA [ID32] details the maximum potential deposition impact, with a comparison to the relevant Critical Levels and Critical Loads, in the context of the existing background values.
- 2.4 The future-year in-combination assessment includes the emission contributions from (1) Six:56 development HGV traffic, (2) future baseline traffic, (3) background traffic growth from 2023 to 2029 (assuming 2038 traffic growth would occur by 2029), and (4) the WBC Local Plan traffic projection (which in itself includes an allocation for the Six:56 development, as explained in Mr Vogt's Addendum Proof of Evidence). A model scenario also considered the impact of combined HGV and LDV (light duty vehicles) which might travel on the M62 past the SAC and Holcroft Moss. The assessment approach was therefore conservative in a number of respects.
- 2.5 The modelling study showed that HGV traffic generated by the Six:56 development would not give rise to a significant impact (of greater than 1%) of any Critical Level or Critical Load value. The

Six:56 development HGV traffic, added to future growth as well and WBC Local Plan traffic projections, in combination with the existing and projected baseline values, show that the ammonia Critical Level and the nitrogen and acid deposition Critical Load values would be exceeded, but this is the case in the existing situation. A conservative estimate of LDVs, when added to the HGV traffic associated with the Six:56 development, would not give rise to any significant impact.

- 2.6 The detailed results at all receptor locations across the designated site are set out in Annex B to the Shadow HRA [ID32], and were used to inform the consideration of ecological impact, as explained in the Addendum Proof of Evidence of Ms Seale.