

Local Planning Authority Application Reference:
2019/34799

Planning Inspectorate Reference:
APP/M0655/V/22/331187

**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 Six 56**

Proof of Evidence Addendum

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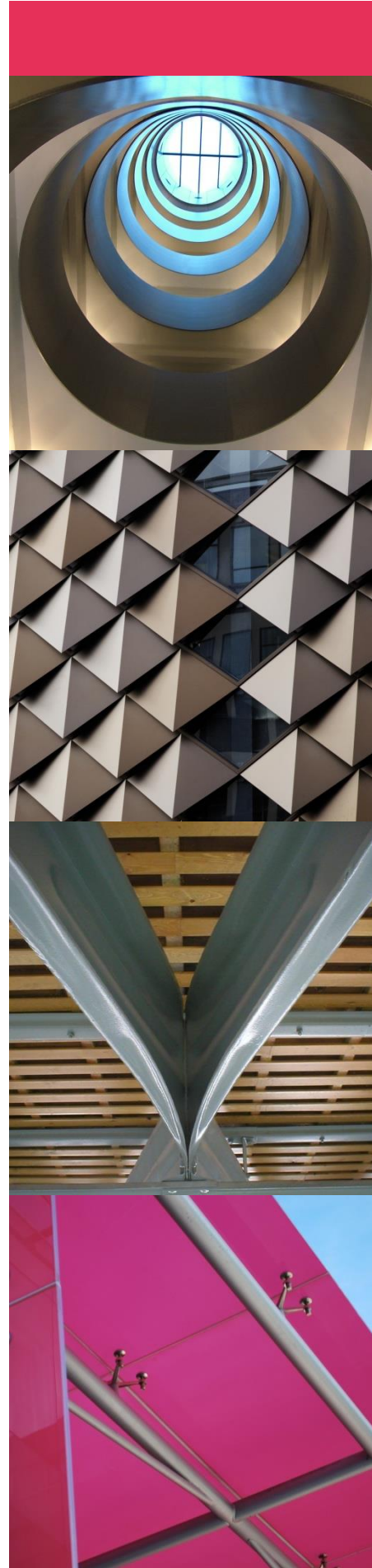
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1.0 Introduction

- 1.1.1 In April 2023 I prepared a Proof of Evidence on behalf of Langtree Property Partners (hereafter referred to as “Langtree”) in respect of traffic and transportation 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”).
- 1.1.2 The Inquiry first sat in May 2023 but was adjourned to 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).
- 1.1.3 TEP was commissioned by Langtree to produce the Shadow HRA which was submitted to the Planning Inspectorate in July 2023. This included a Transport Emissions Assessment by Royal Haskoning DHV and Air Quality Traffic Flow advice by Curtins, at Annexes B and C respectively.
- 1.1.4 Natural England have since reviewed the Shadow HRA and confirmed in writing that they are satisfied with the conclusions.
- 1.1.5 This document provides an update to my April 2023 Traffic and Transportation Proof of Evidence in light of the shadow HRA. It primarily focuses on the Air Quality Traffic Flow note included in Annex C of the

Shadow HRA (ID 32), albeit it also includes an additional update with regard to HS2 construction mitigation measures that have emerged since the May adjournment.

- 1.1.6 I am not aware of any other material changes since the adjournment of the Inquiry that would require an additional traffic and transport update.

2.0 Supplementary Information – Air Quality Traffic Flows

2.1 Introduction

- 2.1.1 The full Air Quality Traffic Flows note prepared by Curtins is included in Appendix C of the Shadow HRA (ID 32). The note is briefly summarised below for the convenience of the reader.

2.2 Summary

- 2.2.1 The Holcroft Moss site is located approximately 700m to the east of the M62 Junction 11. This is approximately 8.5 miles away from the Six 56 site in terms of actual distance travelled and circa 5.5 miles as the crow flies.
- 2.2.2 Given the distances involved and the widespread traffic distribution options, the Six 56 Transport Assessment (TA) prepared at the time of the planning application did not provide traffic forecasts for the area surrounding the Holcroft Moss site and particularly on the M62.
- 2.2.3 The TA did consider traffic flows on the M6 to the north of the Six 56 site and traffic data was provided to the air quality consultant for the M6 at the time of the application.
- 2.2.4 The traffic forecasting methodology for the Six 56 site, which informed the air quality data, has been reviewed in detail by WBC Highways, National Highways and their consultants. No issues have been raised with the validity of the data as evidenced by their position of no objection in relation to the application.

- 2.2.5 The same forecasting methodology adopted in the TA has been used to consider the number of vehicles that could reach the M62 and this results in a total two-way flow of 755 AADT in the vicinity of Holcroft Moss.
- 2.2.6 To sense check this figure, Curtins undertook a review of the Air Quality Assessments for the Warrington Local Plan Habitats Regulations Assessment that have previously been submitted and approved by Natural England.
- 2.2.7 The Air Quality Assessment for the Warrington Local Plan Habitats Regulations Assessment dated April 2022 states at Para 2.1 that:

“Traffic data were provided by the AECOM Transport team for the M62 and B5212 links within 200m of Manchester Mosses SAC.”
- 2.2.8 The data included a future baseline figure for the M62 for 2038 and suggested that the WBC Local Plan component of that would be a two-way flow of 2,102 AADT.
- 2.2.9 Updated Air Quality Assessments to support the HRA were submitted in August and November 2022 and a final Air Quality Assessment was submitted in March 2023 in relation to the Local Plan Main Modifications. This document utilised the same figures and explains that whilst some of the Local Plan sites have been removed from the Local Plan the original traffic figures have been retained for robustness.

- 2.2.10 To provide greater clarity on the above figures, Curtins met with AECOM (who were responsible for the traffic data in the Air Quality Assessments) on the 23rd June 2023.
- 2.2.11 With regard to development traffic, AECOM confirmed that the increase in traffic in the Do Something scenario, as a result of the of the Warrington Local Plan was indeed 2,102 two-way AADT on the M62.
- 2.2.12 AECOM also confirmed that circa 40% of this traffic was associated with the zone that included the South East Warrington Employment Area. 40% of the 2,102 two-way AADT would equate to 841 two-way AADT.
- 2.2.13 As the Six 56 Development Proposals do not form the entirety of the South East Warrington Employment Area, a pro rata adjustment was applied to the 841 two-way AADT figure and the result was 601 two-way AADT, associated with Six 56.
- 2.2.14 On the above basis, two methodologies were considered to determine the development traffic that could reach the M62. The results of both methodologies are broadly comparable and for robustness the higher figure was used in the air quality assessment of the potential effects of the Six 56 development on the relevant designated sites.
- 2.2.15 As the 2038 baseline flows already include a Six 56 contribution, there is an element of double counting that provides a further level of robustness and ensures a conservative assessment.

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2.2.16 I am of the professional view that the traffic data used in the Shadow HRA utilised an appropriate and robust methodology that is consistent with data previously accepted by Natural England.

3.0 Supplementary Information – HS2 Construction Mitigation

- 3.1.1 Since the adjournment of the Inquiry in May 2023 and the preparation of the previous Further Information Statement (Third ES Addendum) (CD 4.146) in April 2023, a further review of any new schemes that may need to be considered within the ES cumulative assessment has been undertaken.
- 3.1.2 The only new scheme that has been identified is the updated land requirements to facilitate delivery of HS2 Phase 2b (Crewe-Manchester), in close proximity to the Six 56 Application Site.
- 3.1.3 These works now include additional land for junction improvements on and adjacent to M6 Motorway Junction 20A, relating to the northern slip road and additional land for construction access on and adjacent to A50 Cliff Lane.
- 3.1.4 The M6 works are required to mitigate construction impacts and include carriageway widening to enable an additional northbound lane for merging traffic, giving traffic the opportunity to merge further north, away from Junction 20, improving main line efficiency.
- 3.1.5 Full details of these works and consideration of the interaction and synergistic effects and cumulative impacts is included in the Further Information Statement (Fourth Addendum) dated 11th August 2023 (ID 34).
- 3.1.6 The report concludes that once constructed the HS2 works will only provide a betterment to the local highway network. Construction of the

works may require some appropriate temporary traffic management if the projects come forward together, albeit based on the timescales provided there is unlikely to be any cumulative impact as the Six 56 highway works would be complete before the HS2 works commence.

- 3.1.7 I am of the view that the above conclusion is reasonable and given the inherent uncertainties regarding HS2 no further consideration is required at this time.

4.0 Summary

- 4.1.1 In summary, the conclusions of the Transport Assessment and April 2023 Proof of Evidence remain valid and are not affected by the additional traffic data provided to support the Shadow HRA or the HS2 construction mitigation proposals.
- 4.1.2 From a traffic and transport perspective, there would be no severe residual cumulative impact arising from traffic associated with the proposed development and therefore in line with the NPPF the proposed development should not be refused on transport grounds.

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