

**Warrington Borough Council**

**Planning Obligations - CIL Compliance Statement**

**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/Cliff Lane (known as Six:56 Warrington) Grappenhall, Warrington (Land at Bradley Hall Farm)**

**Warrington Borough Council Ref: 2019/34799**

**Planning Inspectorate Ref: APP/M0655/V/22/3311877**

Paragraph 57 of the National Planning Policy Framework and Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) set tests in respect of planning obligations. Obligations must only be sought where they meet the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development

The following table set out the policy context, basis of need and CIL Compliance to support the case that the planning obligation sought in respect of the scheme meets the tests.

	Obligation	Policy context	Basis of need	CIL Compliance
				<p>a) necessary to make the development acceptable in planning terms;</p> <p>b) directly related to the development; and</p> <p>c) fairly and reasonably related in scale and kind to the development.</p>
1.	<p><b>Highways – footway/cycleway contribution</b></p> <p>Contribution towards the provision of footway/cycleway infrastructure linking the site with Broad Lane and Barleycastle Lane</p> <p><b>Amount:</b> £405,950.00</p> <p><b>Trigger for payment:</b> 100% prior to first occupation</p> <p><b>How the calculation has been derived:</b> See information provided at Appendix 1</p>	<ul style="list-style-type: none"> <li>Warrington Local Plan Policy INF1</li> <li>NPPF paragraphs 114, 116</li> <li>Warrington Planning Obligations SPD</li> </ul>	<p>As identified in the applicant's Transport Assessment (TA) there are issues in respect of accessibility by sustainable means given the location of the site remote from existing settlements.</p> <p>The contribution, together with the physical implementation of foot/cycleway infrastructure along the B5356 Grappenhall Lane from the A50 Cliff Lane roundabout to a point 180m east, would allow the foot/cycle way to be extended through to the Broad Lane roundabout and would encourage access by active travel modes.</p>	<p>a) Without this contribution there would be a failure to adequately cater for pedestrians and cyclists accessing the proposed development and the proposed development would not adequately reduce the need to travel by private car.</p> <p>(b) The Obligation will be used to directly mitigate predicted highways impacts of the development.</p> <p>(c) Given the size, scale and nature of the proposed development, this contribution is considered to be fairly and reasonably related in scale and kind to the development.</p>
2.	<p><b>Highways – bespoke public transport contribution</b></p> <p>Contribution towards a bespoke public transport service to meet the needs of the employees of the final occupiers</p>	<ul style="list-style-type: none"> <li>Warrington Local Plan Policy INF1</li> <li>NPPF paragraphs 114, 116</li> </ul>	<p>As identified in the applicant's TA, there are issues of accessibility by sustainable means given the location of the site remote from existing settlements. The TA highlights</p>	<p>a) Without this contribution there would be a failure to adequately promote sustainable transport modes or offer a genuine choice of transport modes and the proposed development would not adequately reduce the need to travel by</p>

	<p><b>Amount:</b> £687,800.00</p> <p><b>Trigger for payment:</b> 50% on commencement of development and 50% on first occupation</p> <p><b>How the calculation has been derived:</b></p> <ul style="list-style-type: none"> <li>The service would operate 362 days per year (the nature of the development is presumed to be 24/7 except for Christmas Day, Boxing Day and New Year's Day)</li> <li>The number of miles per day is 100 – this assumes 6 return journeys (arrival and departure at each of 0600/1400/2200) of 17 miles per single journey</li> <li>The cost of operating bus services in the UK in 2011/12 was 286p per mile (last available reference point; source <a href="#">Statistical Release - Annual Bus Statistics: Costs, Revenue and Support 2011/12 (publishing.service.gov.uk)</a>).</li> <li>Official statistics show that overall inflation between 2012 and December 2022 sits at 33.1% (source <a href="#">Inflation calculator   Bank of England</a>).</li> <li>286p per mile becomes in excess of 380p per mile</li> <li>36,200 miles at 380p per mile = £137,560 per annum/£687,800 over five years.</li> </ul>	<ul style="list-style-type: none"> <li>Warrington Planning Obligations SPD</li> <li></li> </ul>	<p>a lack of existing public transport provision in the area.</p> <p>The contribution would fund a bespoke bus service connecting the site with its workforce (although the final routing would be informed by employee data from Travel Plan surveys).</p> <p>The contribution would facilitate access to the site by more sustainable modes of transport.</p>	<p>private car or connect the new employment area with new residential and other areas.</p> <p>(b) The Obligation will be used to directly mitigate predicted highways impacts of the development.</p> <p>(c) The contribution is based on the most recent available information taking account of inflation and a reasonable assessment of the number of days of operation and the number of miles per day. Given the size of the proposed development and the likely number of employees who will wish to access the site, the contribution is considered to be fairly and reasonably related in scale and kind to the development.</p>
3.	<p><b>Highways – Travel Plan contribution</b></p> <p>Contribution to the operation of a strategic Travel Plan covering the entire site</p>	<ul style="list-style-type: none"> <li>Warrington Local Plan Policy INF1</li> </ul>	<p>This contribution would enable the Council's Smarter Travel Choices Team to</p>	<p>a) Without this contribution there would not be a coordinated approach to travel planning and securing successful sustainable transport solutions.</p>

	<p><b>Amount:</b> £50,000.00</p> <p><b>Trigger for payment:</b> 100% prior to first occupation</p> <p><b>How the calculation has been derived:</b> See information at Appendix 2.</p>	<ul style="list-style-type: none"> <li>• NPPF paragraphs 114, 116, 117</li> <li>• Warrington Planning Obligations SPD</li> </ul>	<p>operate the overarching Travel Plan. This would allow for a coordinated approach to securing appropriate successful sustainable transport solutions throughout the area.</p>	<p>(b) The contribution will be used to directly mitigate predicted highways impacts of the development.</p> <p>(c) The contribution is based on the Council coordinating the travel plan for a period of 5 years. Given the likely lifespan of the development and its scale and nature, the contribution is considered to be fairly and reasonably related in scale and kind to the development.</p>
4.	<p><b>Highways – overarching Travel Plan</b> The preparation and submission of an overarching travel plan for the development.</p>	<ul style="list-style-type: none"> <li>• Warrington Local Plan Policy INF1</li> <li>• NPPF paragraphs 114, 116, 117</li> <li>• Warrington Planning Obligations SPD</li> </ul>	<p>To ensure that there is a consistent approach to travel planning across the whole of the development and to guide and inform travel plans for individual units within the development.</p>	<p>a) Without this contribution there would not be a coordinated approach to travel planning and securing successful sustainable transport solutions.</p> <p>(b) The Obligation will be used to directly mitigate predicted highways impacts of the development.</p> <p>(c) Given size and nature of the proposed development and that it will comprise a number of different units/phases, the requirement for an overarching travel plan is considered to be fairly and reasonably related in scale and kind to the development.</p>
5.	<p><b>Cessation of use of residential property within the site</b></p> <p>No development, other than matters of highway detail shown on drawing numbers</p> <ul style="list-style-type: none"> <li>• 64076-CUR-00-XX-DR-TP-75002-P02 (Western Access Roundabout),</li> <li>• 64076-CUR-00-XX-DR-TP-75001-P03 (Eastern Access Roundabout),</li> </ul>	<ul style="list-style-type: none"> <li>• Warrington Local Plan Policy ENV8</li> <li>• NPPF paragraph 135</li> <li>• Warrington Planning Obligations SPD</li> </ul>	<p>To ensure residential amenity is not unacceptably affected.</p>	<p>a) Given the position of Bradley Hall Farmhouse in relation to the proposed development, its residents would be adversely impacted by construction and operational noise and specific mitigation to protect them has not been proposed. It is therefore necessary for the residential use to cease prior to development commencing (other than the highway works shown on the drawings referred to which are considered to be sufficiently</p>

	<ul style="list-style-type: none"> <li>64076-CUR-00-XX-DR-TP-0502-P02 (Cliff Lane Roundabout Proposed Improvements),</li> <li>64076-CUR-00-XX-DR-TP-75014-P02 (Pedestrian and Cycle Improvements)</li> </ul> <p>shall commence until the use of Bradley Hall farmhouse and curtilage buildings for residential purposes has ceased.</p>	<ul style="list-style-type: none"> <li>Warrington Environmental Protection SPD</li> </ul>		<p>distant from the property so as not to cause an unacceptable impact).</p> <p>b) The cessation of the use of these buildings is directly related to the proposed development.</p> <p>c) The cessation is related to the development in kind and scale</p>
6.	<p><b>Ecology mitigation contribution</b></p> <p>Contribution to compensatory bird habitat at Upper Moss Side comprising habitat creation/restoration on approximately 18ha, with management fee for 20 years</p> <p><b>Amount: £279,254.22</b></p> <p>Trigger for payment: 100% on commencement</p> <p><b>How the calculation has been derived:</b></p> <p>See note from the Mersey Gateway Environmental Trust at Appendix 3.</p>	<ul style="list-style-type: none"> <li>Warrington Local Plan Policy DC4</li> <li>NPPF paragraphs 180, 186</li> <li>Warrington Planning Obligations SPD</li> </ul>	To adequately compensate for bird habitat lost as a result of the proposed development.	<p>a) Without this contribution there would be a failure to adequately compensate for the bird habitat lost as a result of the proposed development.</p> <p>b) The Obligation will be used to directly mitigate predicted ecological impacts of the development.</p> <p>c) Given the size of the application site and its likely lifespan, the proposed compensatory habitat is considered to be reasonably and fairly related to the development in scale and kind.</p>
7.	<p><b>Ecological mitigation area measures</b></p> <p>To not commence development until information pursuant to condition 7 of the Cheshire East planning permission (see Appendix 4) has been submitted, such details to include the ecological mitigation measures and Landscape and Environmental Management Plan (LEMP) measures, and for a copy of such to be provided to the Council.</p> <p>To not commence development until Cheshire East Council has approved the details submitted to condition 7 of the</p>	<ul style="list-style-type: none"> <li>Warrington Local Plan Policy DC4</li> <li>NPPF paragraphs 180, 186</li> <li>Warrington Planning Obligations SPD</li> </ul>	To ensure that measures to mitigate the impacts of the development in Warrington are secured in accordance with the requirements of the Cheshire East planning permission.	<p>a) Without this obligation, WBC would not be provided with the information submitted to Cheshire East Council, which relates to the mitigation of impacts within Warrington, or with details of its approval.</p> <p>b) The approval of the details and the supply of this decision to WBC are directly related to the development of the site within Warrington.</p> <p>c) Given the size of the application site, its current and proposed uses and the ecological mitigation, the requirement for this information to be</p>

	Cheshire East planning permission and WBC has been provided with a copy of the decision.			supplied to WBC is considered to be fairly and reasonably related in scale and kind to the development.
8.	<p><b>Landscape and Ecological Management</b></p> <p>Submit a Framework Landscape and Ecological Management Plan (LEMP) for approval prior to commencement, to include:</p> <ul style="list-style-type: none"> <li>a) Description and evaluation of features to be managed</li> <li>b) Ecological trends and constraints on Site that might influence management</li> <li>c) Aims and objectives of management</li> <li>d) Appropriate management options for achieving aims and objectives</li> <li>e) Prescriptions for management actions</li> <li>f) Preparation of a work schedule (including annual work plan capable of being rolled forward over a five year period)</li> <li>g) Details of the body or organisation responsible for implementation of the plan</li> <li>h) Ongoing monitoring and remedial measures</li> <li>i) Details of the legal and funding mechanism(s) by which the long term implementation of the plan, for a</li> </ul>	<ul style="list-style-type: none"> <li>• Warrington Local Plan Policy DC4</li> <li>• NPPF paragraphs 180, 186</li> <li>• Warrington Planning Obligations SPD</li> </ul>	To ensure that the landscaped and ecological areas within the site within Warrington are adequately managed for a suitable period of time.	<p>a) Without this obligation there would be a failure to adequately manage the landscaped areas within Warrington.</p> <p>b) The Obligation will directly mitigate predicted ecological and landscape impacts of the development.</p> <p>c) Given the size, type and phased nature of the proposed development and its likely lifespan, the management of landscaped and ecology areas within the site within Warrington for a minimum of 30 years and the submission of details for each phase are considered to be fairly and reasonably related to the development in scale and kind.</p>

	<p>minimum of 30 years, will be secured by the developer with the management body(ies) responsible for its delivery</p> <p>j) Where the results from monitoring show that conservation aims and objectives of the LEMP are not being met, how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity and landscape objectives of the originally approved scheme;</p> <p>Submit LEMPs for each phase of development, including a timetable for implementation and details for management, maintenance and monitoring, in accordance with the details set out in the approved Framework LEMP, prior to the commencement of the development of that phase.</p>			
9.	<p><b>Local Employment Scheme</b></p> <p>Submission of a Local Employment Scheme prior to commencement, to include:</p> <p>a) Details of how the initial staff/employment opportunities at the development will be advertised and how liaison with the Council and other bodies will take place in relation to maximising the access of the local workforce to information about employment opportunities;</p> <p>b) Details of how sustainable training</p>	<ul style="list-style-type: none"> <li>• Warrington Local Plan Policy DEV4</li> <li>• Warrington Planning Obligations SPD</li> </ul>	<p>To ensure adequate employment and training opportunities for residents of the Borough in order to strengthen the Borough's workforce and to ensure that local residents have the opportunity to benefit from Warrington's economic growth and development.</p>	<p>a) Policies require major developments to maximise access to employment and training opportunities for local residents</p> <p>b) The local employment scheme would directly relate to the development.</p> <p>c) Given the likely number of employment and training opportunities that would be generated by the proposed development, the submission of a local employment scheme is considered to be</p>

	<p>opportunities will be provided for those recruited to fulfil staff/employment requirements including the provision of apprenticeships or an agreed alternative;</p> <p>c) A procedure setting out criteria for employment, and for matching of candidates to the vacancies;</p> <p>d) Measures to be taken to offer and provide college and/or work placement opportunities at the development to students within the locality;</p> <p>e) Details of the promotion of the Local Employment Scheme and liaison with contractors engaged in the construction of the development to ensure that they also apply the Local Employment Scheme so far as practicable having due regard to the need and availability for specialist skills and trades and the programme for constructing the development;</p> <p>f) A procedure for monitoring the Local Employment Scheme and reporting the results of such monitoring to the Local Planning Authority including details of the origins qualifications numbers and other details of candidates; and,</p> <p>g) A timetable for the implementation of the Local Employment Scheme.</p>			fairly and reasonably related to the proposed development in scale and kind.
10.	<p><b>Holcroft Moss Restoration</b></p> <p>Contribution towards the delivery of long-term ecological resilience works involving hydrological restoration measures.</p>	<ul style="list-style-type: none"> <li>• Warrington Local Plan Policy ENV8</li> <li>• NPPF paragraphs 180 and 186</li> </ul>	The Manchester Mosses Special Area of Conservation (SAC) and in particular Holcroft Moss has been identified as being at risk of harm from increased air pollution caused by traffic.	<p>a) Without this contribution there would be a failure to adequately mitigate harm to the Moss from increased air pollution caused by additional traffic.</p> <p>b) The Obligation will be used to directly mitigate predicted ecological impacts of the development.</p>



<p><b>Amount:</b> £TBC following re-running of the modelling to take account of this site</p> <p><b>Trigger for payment:</b> 100% on commencement</p> <p><b>How the calculation has been derived:</b> the re-run of the modelling will produce a revised contribution amount for employment development per 100sqm (updating the figure of £31 currently set out in the draft Planning Obligations SPD).</p>	<ul style="list-style-type: none"> <li>• Draft Planning Obligations SPD</li> </ul>	<p>Specific allocation sites in the Local Plan, together with other developments which will result in a significant level of traffic generation on the M62 which pass the moss are required to make a proportionate contribution towards the delivery of long-term ecological resilience works involving hydrological restoration measures to benefit the Moss.</p>	<p>c) Given the size of the application site and the amount of traffic on the M62 passing the Moss it is likely to generate, the proposed contribution to Moss restoration is considered to be reasonably and fairly related to the development in scale and kind.</p>
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**APPENDIX 1 – CALCULATIONS RELATING TO THE CONTRIBUTION TOWARDS THE PROVISION OF FOOT/CYCLEWAY INFRASTRUCTURE LINKING THE SITE WITH BROAD LANE AND BARLEYCASTLE LANE**

<b>Grappenhall Lane/Barleycastle Lane</b>						
<b>Scheme Financial Summary</b>						
<b>Cost Code TBC</b>						
Order No.	Activity	Comm?			Forecast (£)	Comments
<b>Consultant Commissions</b>						
	RSA 1	N			£ 2,000.00	
	RSA 2	N			£ 3,000.00	
	RSA 3	N			£ 2,000.00	
	RSA 4	N			£ 2,000.00	
<b>Surveys &amp; Investigations</b>						
	Topographical Survey	N			£ 1,000.00	
	Trial Holes	N			£ 10,000.00	
	GPR Survey	N			£ 7,500.00	
	Drainage Survey	N			£ 7,500.00	
	As Built Survey	N			£ 2,500.00	
	<b>TOTAL =</b>			<b>£ -</b>	<b>£ 37,500.00</b>	
<b>Consultation &amp; Planning Application Costs</b>						
	Public notification and consultation	N			£ 3,000.00	
	Permitted Development Certificate	N			£ 600.00	
	<b>TOTAL =</b>			<b>£ -</b>	<b>£ 3,600.00</b>	
<b>Misc</b>						
	TRO's	N		£ -	£ 5,000.00	
	TTRO's	N			£ 5,000.00	
	UU sewer connections				£ 600.00	Allowance
	Setting Out	N			£ 1,500.00	
	<b>TOTAL =</b>			<b>£ -</b>	<b>£ 12,100.00</b>	
<b>WBC Internal Capital Salaries &amp; PM Fees</b>						
	Pre Construction (including design fees)	n/a			£ 20,000.00	Estimate
	During Construction (including site supervision)	n/a			£ 10,000.00	Estimate
	Post Construction	n/a			£ 5,000.00	Estimate
	<b>TOTAL =</b>			<b>£ -</b>	<b>£ 35,000.00</b>	
<b>Statutory Undertakers</b>						
	Not reviewed	N			£ 22,500.00	Assumed 10% construction cost
	<b>TOTAL</b>			<b>£ -</b>	<b>£ 22,500.00</b>	
<b>Construction Costs</b>						
	Budget Construction Cost - Crossing improvements	N		£ 30,000.00		SEE SHEET 4
	Budget Construction Cost - Shared use path (650 x 3m)	N		£ 195,000.00	£ 225,000.00	Inclusive of advance works (vegetation clearance etc), preliminaries, construction works, traffic management.
	Inflation	N				Assumes s106 being indexed linked.
	Street Lighting WBC	N			£ 25,000.00	Relocation of columns on links and redesign at conflict points
	QRA	N			£ 45,000.00	Assumed 20% construction cost.
	<b>TOTAL =</b>			<b>£ 195,000.00</b>	<b>£ 295,000.00</b>	
<b>Property and Land Costs</b>						
	Acquisition	N				
	Part 1 claims	N		£ -	£ -	
	Business Relocation	N		£ -	£ -	
	Agreements	N		£ -	£ -	
	Professional Fees	N		£ -	£ -	
	Other	N		£ -	£ -	
	<b>TOTAL =</b>			<b>£ -</b>	<b>£ -</b>	
<b>Legal tasks</b>						
<b>Land/Rights Acquisition</b>						
	General	N		£ -	£ -	
	Fees & land transfer	N		£ -	£ -	
	Search fees	N		£ -	£ 250.00	Allowance
	SDLT	N		£ -	£ -	
	<b>TOTAL =</b>			<b>£ -</b>	<b>£ 250.00</b>	
<b>SCHEME TOTAL =</b>					<b>£ 405,950.00</b>	
<b>Current Budget</b>						INSERT BUDGET FIGURE
<b>Variance from Budget</b>					<b>-£ 405,950.00</b>	

## APPENDIX 2 – CALCULATIONS RELATING TO TRAVEL PLAN CONTRIBUTION

Six56 Travel Plan Contributions									
		Costs to Council	Management time (hrs)	Travel advisor time (hrs)					
Travel Plan Development	Umbrella Travel Plan		7.5	37					
	Individual unit action plans each year for 5 years			157.5					
Travel Surveys	Development and printing of travel survey	500	1	3.5					
	Events to undertake travel survey - 1 event per unit, 5 years			337.5					
	Report to summarise findings and action plan development		45	337.5					
Travel Guides	Development of travel guide		1	7.5					
	Printing	1000							
	Updates each year for 4 years		2	8					
Maps / travel boards	Cycling map per board @ £50 each	450							
	Public transport map per board @ £50 each	450							
	Car sharing (including development) map per board	450		3.5					
Dr Bike	Cycle maintenance supplier per event @£500 each	12500							assumes some units can be combined and a joint event run (5 events run)
	Staff time			187.5					
	<b>Total hours</b>		56.5	1079.5					
	<b>Costs per hour</b>								
	<b>Total cost</b>	£ 15,350		£34,645					
				£ 49,995					
Based on:									
9 employment units (average number of units from Parameters Plans document)									
2342 jobs									

Costs per hour not provided due to commercial sensitivity

## APPENDIX 3 – NOTE FROM MERSEY GATEWAY ENVIRONMENTAL TRUST TO TYLER GRANGE (APPLICANT'S ECOLOGIST)



Version 2 – April 2023

### Request to Provide Mitigation for development

Mersey Gateway Environmental Trust (MGET) have been approached to offer a solution for some lost habitat as part of a development in nearby Grappenhall. They are looking to mitigate for is the loss of habitat for circa 3 breeding pairs of skylark (breeding never confirmed, but assumed) and over-wintering habitat for lapwing. The max count we had was 200 birds on one visit, but on other visits less than 50.

The development site itself is very large (20ha loss of arable habitat, 59ha of improved grassland but the breeding/over-wintering bird habitat did not constitute all of this) and quite a substantial mitigation is already proposed, but not suitable for lapwing or skylark. The planning authority's representative is looking for a 20 year commitment.

After submission of the proposal in 2021, MGET was approached in late March by a representative of the developing party to engage in discussion regarding a section 106 agreement between MGET and the council (Warrington) to provide off-site mitigation.

Starling (*Sturnus vulgaris*) has been added to the list of species the management needs to off-set for. It is not anticipated that the proposed management interventions need to be altered with the addition of the species, as the proposed interventions benefit the species as well.

### Summary Proposal

Off-site mitigation for the three species of bird can be best achieved through management interventions on saltmarsh, grassland, and agricultural land, with additional surrounding habitat features such as reed beds, hedgerows and/or presence of shallow water bodies. The species require a varied height of grass sward for breeding, feeding and roosting.

In the original proposal, Upper Moss Side (UMS) was identified as a suitable location for off-site mitigation. This remains correct. MGET is engaging with the landowner (Forestry England) to provide a suitable legal agreement as soon as possible.

We continue to consider UMS as an ideal site for the mitigation, as MGET has had previous management experience and successes on site (confirmed breeding lapwing as part of a funded project). The original proposal committed to grazing with cattle as the management intervention. However, it can be argued that any management, i.e. grazing with other herbivores, or mechanical management, will result in improved habitat conditions for the three bird species.

MGET was informed that a potential start date for the mitigation would be autumn 2024. This would be ideal for a cattle grazing.

Together with the developer representative we have determined that Upper Moss Side may be a suitable location for off-site mitigation. It's within the same planning authority, is within suitable

migration for any existing individuals and offers appropriate room for habitat improvement. It's a 30HA site that can be apportioned down within existing compartments.

We believe the best intervention is an autumnal graze of 10-18 cattle that might deliver suitable breeding for Skylark on approx. 20HA of the site, with the opportunity for the foraging (and possibly breeding too) for multiple Lapwing. There may be benefits for other rare birds too on this site. In principle we would aim for less cattle over longer periods as a preference.

Initially to get the site going this would be intensive for the first 3 years but then reduced over the next 17 years. We expect that the areas we are looking at are compartments 1 and 3 (see aerial photos below). Because of the long time frame we need a significant contingency allowance and we are also including a Management fee to ensure its longevity. To deliver this over 20 years, we believe a sum of £279,254.22 is required.

## Key points of conservation grazing at Upper Moss Side

Total area available for management: 30ha (16ha saltmarsh, 12ha grassland, 2ha grassland). 18 ha are needed for offsetting, i.e. compartments 1 and 3 on attached map.

Previous management: for BAP bird species – skylark (red), lapwing (red), meadow pipit (amber), redshank (amber), curlew (amber), reed bunting (amber).

MGET has a previous relationship with the landowner who shares some similar objectives. However a legal agreement ensuring land management rights for 20 years would be needed, between MGET and landowner, to ensure this proposal is deliverable for the client. Discussions with the landowner have started and are not expected to cause any delays to the project.

Cattle grazing is expected to be the best option to achieve the expected best ecological outcome. However, other options can also bring success such as grazing with other herbivores or mechanical interventions through mowing.

### Management intervention to support saltmarsh conditions:

- Conservation grazing
  - o Low density grazing (1-1.25 head/hectare) with conservation cattle, e.g. English Longhorn, Belted Galloways, start of grazing preferably in autumn/winter to let herd establish roaming regime (birds choose nesting sites avoiding popular paths of cattle); creates different grass heights and some disturbed ground, prevents shrub growth.
  - o Year long grazing possible – reduction in herd size might be necessary
  - o Rotational grazing can add benefits to habitats and farmer
  - o The proposal costings include three years of annual grazing (yr 1-3) to bring the site into good condition for the identified species, with a reduction to bi-annual grazing to keep the condition stable thereafter.
- Validation of management interventions:
  - o Need for regular surveys of at least birds to determine breeding success/failure and therefore improvement of habitat structure, added to MGET's regular Common Bird Census and Wintering Birds Surveys.
  - o Need to concentrate on Skylark breeding and lapwing foraging, starling.



#### Infrastructure:

- Fences: have been installed 5-7 years ago and should be in overall good condition but will need renewal throughout the course of the project. Improvements to fences might be necessary, especially near the estuary edge due to erosion.
- Freshwater supply (issues with pressure known in the area) and hence need for bowsers to be brought in as well as water troughs.
- Holding pens (essential for safe transfer of animals and protection from high tides/high waters).
- Animal welfare (daily checks, particularly on Saltmarsh, veterinary cover). It is proposed that due to the remote location of the site, GPS collars are a way to monitor the animals. A schedule of welfare monitoring needs to be agreed with the grazier prior to the start of the project.
- Access to land is through a private road – permission from landowner needed for vehicle access.

#### Estimated Costs:

The costs below have been updated and come to a total cost of **£279,254.22** for 18ha over 20 years.

1. Prices submitted in 2021 were updated to reflect values in March 2023.
2. The contingency was increased from 10% to 15% to reflect uncertainties in the market and to reflect possible costs for animal welfare that were not costed in the capital items (e.g. GPS collars, remote fencing – depends on preferences of grazier).
3. The overall inflation rate was kept at 2% to reflect the long-term nature of the project.

Cost item	Cost (20 years)
Grassland management (cattle hire)	£183,904.16
Freshwater supply	£18,841.89
Haulage costs	£7,528.93
Fencing and maintenance	£53,380.70
Monitoring	£60,296.66
Water troughs	£20,693.44
Holding pen replacements	£26,584.97
<b>Total (30ha)</b>	<b>£371,230.75</b>

Pro rata cost	Area (ha)	%	Cost
Compartment 1	16	53	£197,989.73
Compartment 2	12	40	£148,492.30
Compartment 3	2	7	£24,748.72
<b>Total</b>	<b>30</b>	<b>100</b>	<b>£371,230.75</b>

Sum of all project items	Cost
Compartment costs (1+3)	£222,738.45
15% contingency	£33,410.77
Management fee	£23,105.00
<b>Total</b>	<b>£279,254.22</b>

#### Caveats:

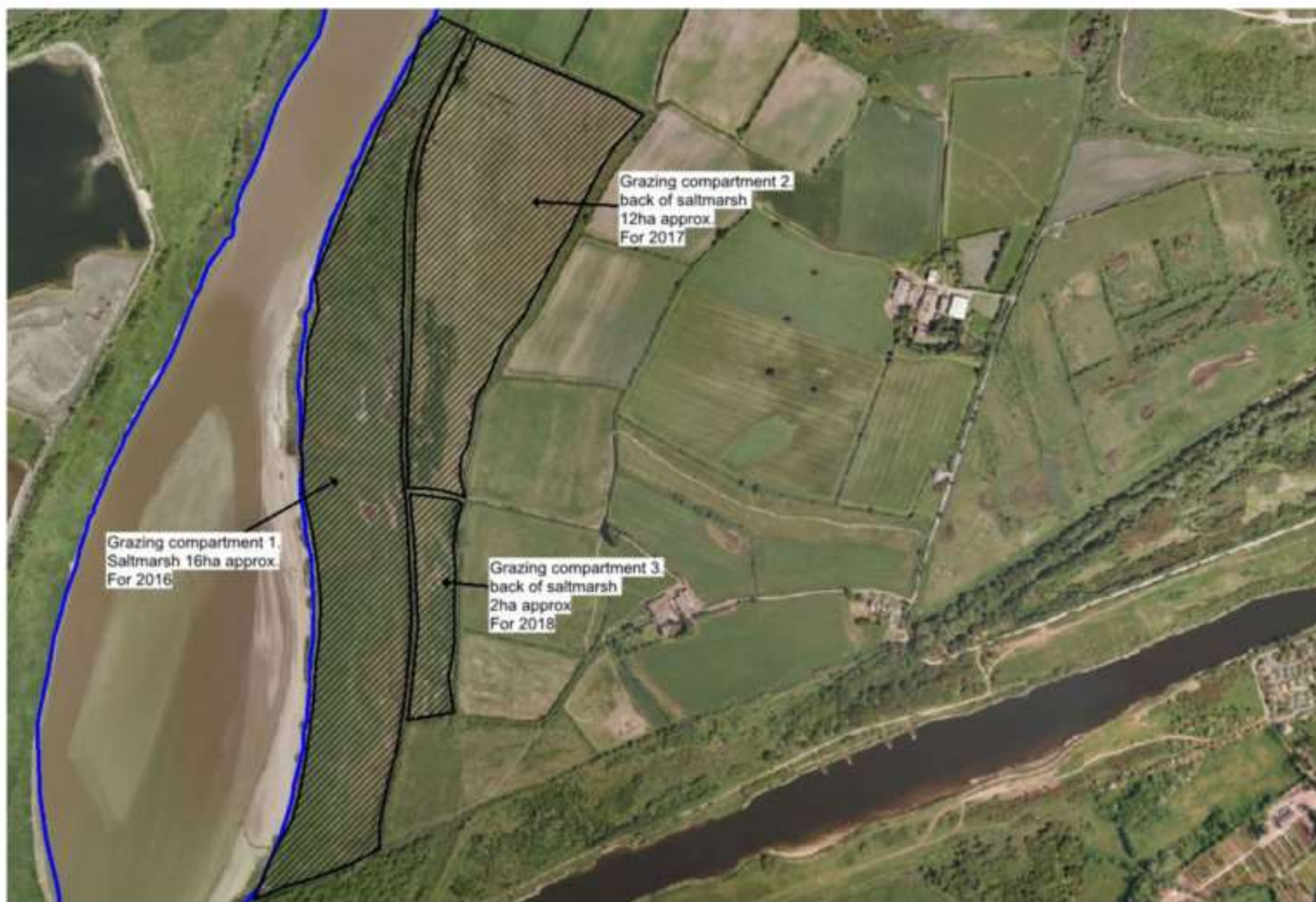
Whilst it is MGET's best intention to deliver this as described there are a number of issues outside of our control that could impact the ambitions of the project, such as climate change, natural events (i.e. flooding), disease impacts (i.e. avian flu, Covid 19) and similar factors that will mean, despite best endeavours, ambitions are not met. However MGET has a remit in its articles of association to:

- Increase biodiversity in its area of operation
- Monitor biodiversity in its area
- Research impacts on biodiversity.

Hence should MGET deviate from those objectives not only can stakeholders challenge MGET, but any member of the public can challenge it too, through the Charity Commission too. We hope this gives assurances of MGET as an actor in good faith. MGET will also reserve the right to increase environmental gain on any project in additional ways should the opportunity arise.

Prepared September 2021 by AD/DC

Updated April 2023 by AD





#### **APPENDIX 4 – CONDITION 7 FROM CHESHIRE EAST PLANNING PERMISSION**

7. The first reserved matters application shall be accompanied by: a Construction Environmental Management Plan detailing safeguarding of Bradley Brook, a habitat creation specification detailing the types of habitats to be created, a habitat creation method statement, an ecological monitoring strategy and a 30 year habitat management plan for all the retained, enhanced and newly created habitats for the Ecological Mitigation Area shown on the submitted Illustrative Masterplan (drawing reference 16-184-F013 001 Rev: AG) .

The habitat creation method statement to detail how the newly created habitats will be delivered and include a timetable for the delivery of habitats in accordance with the proposed details.

The 30 year habitat management plan will provide target conditions for all retained, enhanced and newly created habitats in the ecological mitigation area and detail how the newly created, retained and enhanced habitats in the ecological mitigation area be managed to achieve these target conditions.

The ecological monitoring strategy shall include proposals for the surveying and reporting of the results of the habitat creation and management works to the LPA for the duration of the management plan period. The strategy shall include a mechanism whereby revised management and habitat creation proposals shall be submitted to and approved by the Local Planning Authority in the event that habitats are found to be failing to achieve their condition targets.

The agreed, habitat creation specification, a habitat creation method statement; ecological monitoring strategy and 30 year habitat management plan to be implemented in full.

Reason: to safeguard biodiversity in accordance with Local Plan Policy SE3.