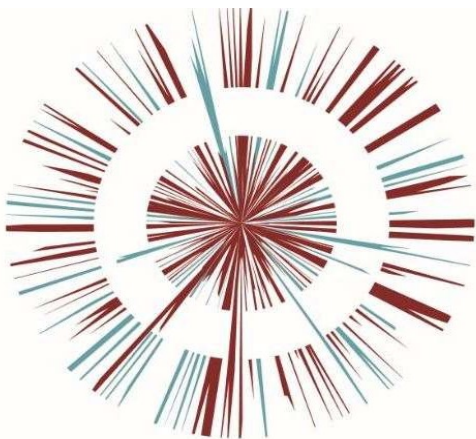




OMEGA ZONE 8, ST HELENS

Omega St Helens Ltd / T. J. Morris Limited



Document Title

ES Vol. 4 NTS

Document No. OPP DOC.11.50



Omega St Helens / T. J. Morris Limited

OMEGA ZONE 8, ST. HELENS

Environmental Statement Volume 4 -
Non-Technical Summary
OPP DOC.11.50





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TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70060349

OUR REF. NO. 70060349

DATE: AUGUST 2020

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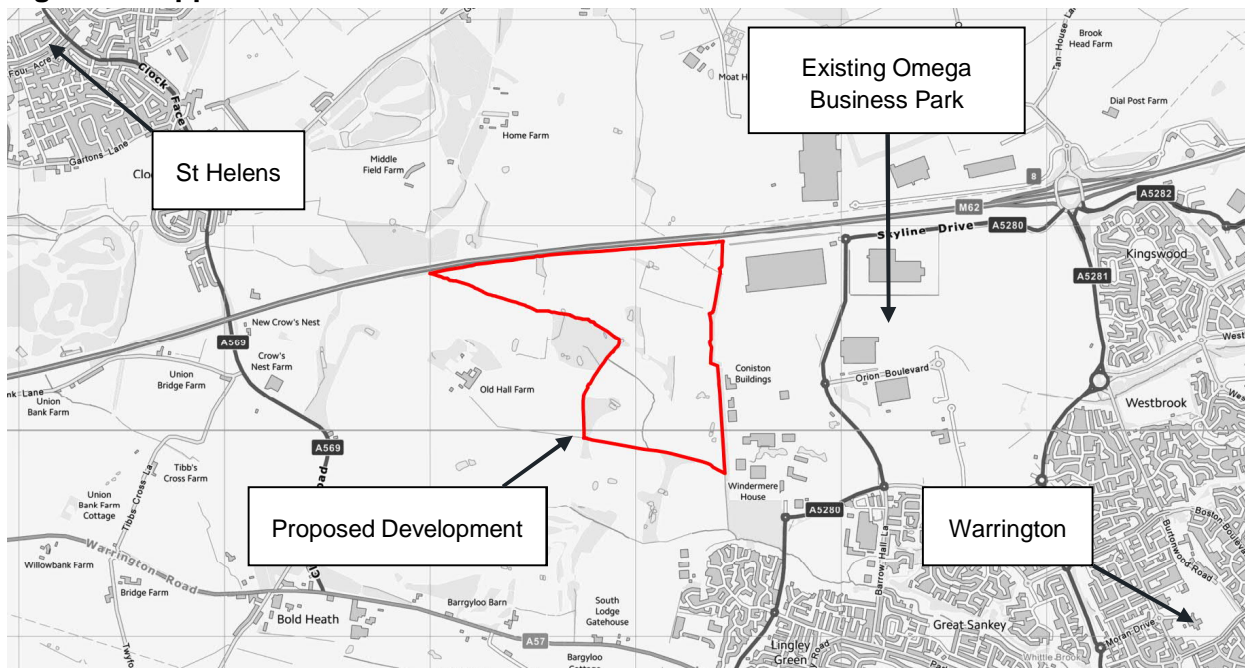
1 INTRODUCTION

1.1.1. Omega St Helens / T. J. Morris Limited (referred to as ‘the Applicant’) is seeking to obtain hybrid planning permission for the construction of the proposed westward expansion of the Omega Business Park into Zone 8. The hybrid planning application, subject to Environmental Impact Assessment, will comprise the following elements (hereafter referred to as the ‘Proposed Development’):

- Full Planning Permission for the erection of a B8 logistics warehouse, with ancillary offices, associated car parking, infrastructure and landscaping; and
- Outline Planning Permission for Manufacturing (B2) and Logistics (B8) development with ancillary offices and associated access infrastructure works (detailed matters of appearance, landscaping, layout and scale are reserved for subsequent approval).

1.1.2. The ‘application site’ is illustrated by a red line in **Figure 1**.

Figure 1 – Application Site



1.1.3. Subsequent to the submission of the planning application in December 2019, this report has been amended in light of post-submission changes to the Proposed Development. The changes to the Proposed Development are as follows:

OUTLINE ELEMENT

- Whittle Brook watercourse diversion route realigned – indicative route moved further east into the site and away from the perimeter of the application site.
- Whittle Brook watercourse diversion outline design amended to include 8 metre buffer zone to each side of realigned route.
- Outline area indicative masterplan (**Figure 2**) layout amended to accommodate realignment of the watercourse diversion – Unit 4 plot and building footprint reduced (revised floorspace remains

unchanged due to the potential for the addition of mezzanine levels within any of the new buildings).

DETAILED ELEMENT

- East – west cycleway / footpath has been realigned to accommodate both the 8 metre offset for the watercourse and the corresponding batters.
- Unit 1 southern boundary and service yard has been moved northwards by varying degrees to accommodate the revised footpath alignment and associated changes in levels within the service yard.
- The level changes in the service yard have required the revision of the footprint of the Unit 1 western attenuation basins and the associated servicing and plant areas.
- 2 metre close boarded timber fence now shown along the extent of the northern boundary adjacent to the motorway in response to Highways England's consultation request.
- Increase in height of proposed timber board fence on the southern boundary from 3 metres to 3.5 metres to address changes in light spill on the realigned cycleway / footpath.
- Updated Unit 1 layout drawings also show an additional baler to the north elevation, along with some minor repositioning of the compactors and adjacent dock levellers in order to accommodate the baler. The associated canopy has also widened accordingly.

- 1.1.4. These changes to the Proposed Development have been reviewed in relation to the Environmental Impact Assessment. Due to the relatively small extent of the changes, no significant amendments to the Environmental Impact Assessment are considered necessary, with no change made to the conclusions of significance of environmental effects.

WHY THE PROPOSED DEVELOPMENT IS NEEDED

- 1.1.5. St. Helens Council has identified in their emerging Local Plan 2020-2035 (submission draft January 2019)¹ that the Borough has economic activity and employment rates, skill levels and average wages well below national averages. It has become clear that the existing availability of employment land and premises in St. Helens is not sufficient to meet market requirements, leading to missed investment and job opportunities. However, St. Helens Borough is well placed to provide new employment in a variety of locations to meet the needs of modern businesses, including helping to address the sub-regional need for large scaler logistics developments.
- 1.1.6. Omega Business Park has been identified as a major development area with potential to deliver significant economic, environmental and social benefits. Omega St Helens is experiencing continued strong demand by logistics companies as a result of changes in shopping patterns through increased online shopping and trading. In addition, the excellent transport links in the area and access to a large workforce in and around St. Helens, Warrington and the North West, makes this is an ideal location for employment development.

¹ St. Helens Borough Local Plan 2020-2035, Submission Draft January 2019. A Balanced Plan for a Better Future.
<https://www.sthelens.gov.uk/media/9525/local-plan-written-plan-web.pdf>

PURPOSE OF THIS DOCUMENT

- 1.1.7. The document is a non-technical summary of the Environmental Statement submitted in support of the planning application for the Proposed Development. The purpose of the non-technical summary is to present a stand-alone summary of the findings of the Environmental Statement in non-technical language, as required under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

2 THE EXISTING ENVIRONMENT AND SURROUNDING AREA

CURRENT LAND USE

- 2.1.1. The locality of the application site is of an arable nature with adjoining agricultural and industrial land uses. The Proposed Development is situated immediately west of the Omega Business Park and Lingley Mere Business Park. The Omega Business Park houses a variety of large scale warehousing and industrial businesses, whereas the Lingley Mere Business Park comprises a mixture of office buildings and small local businesses.
- 2.1.2. The application site is bound by the M62 between Junction 7 and 8 to the north, with arable land located beyond and to the south and west with scattered areas of deciduous woodland priority habitats.

SETTLEMENTS

- 2.1.3. The town centres of St. Helens and Warrington are located 5.5 kilometres north west and 5.2 kilometres south east of the application site respectively.
- 2.1.4. There are several residential areas surrounding the application site, including: Lingley Green (370 metres south east), Clock Face (1 kilometre north west), Bold Health (1.5 kilometres south-west) and Westbrook (1.8 kilometres east).

ENVIRONMENTAL FEATURES

- 2.1.5. There are no designated heritage assets within the application site; however there are five Scheduled monuments and 10 Grade II Listed buildings within 2 kilometres of the application site. Three non-designated heritage assets have been identified within the 200 metres of the application site comprising the possible location of a watermill, the site of medieval / post-medieval park, and medieval field boundaries and ridge and furrow earthworks. Of these, the site of medieval / post-medieval park is within the application site
- 2.1.6. The closest statutory ecological designations that surround the application site include:
- Colliers Moss Common Local Nature Reserve, located 2.7 kilometres north;
 - Paddington Meadows Local Nature Reserve, located 7.5 kilometres south east;
 - Mersey Estuary Ramsar, Special Protection Area and Site of Special Scientific Interest, located 7.4 kilometres south-west; and
 - Woolston Eyes Site of Site of Special Scientific Interest, located 8.1 kilometres south east.
- 2.1.7. The closest non-statutory ecological designation is Booth's Wood Local Wildlife Site, which adjoins the western boundary of the application site. Areas of broad-leaved woodland, which is a habitat of principle importance, are scattered throughout the application site.
- 2.1.8. The landscape character assessment for St. Helens shows that the application site is located within landscape character type number 5 'Wooded Former Estate', in landscape area Wooded Former Estate 4 Bold Hall. The over-arching characteristics of the Wooded Former Estate 4 Bold Hall area are described as a flat expansive floodplain landscape at an average elevation of 25 metres Above Ordnance Datum, with an open rural landscape which is interrupted by a number of mature woodland plantations and shelterbelts which break up the large-scale field patterns.

- 2.1.9. An unnamed watercourse, which is a designated Main River² with associated areas of flood zone 2, runs from the north-west along the western boundary of the Proposed Development to Booth's Wood. It then continues through the southern end of the application site, south for 330 metres before merging with the Whittle Brook (designated Main River). There are a further four Main Rivers within 2 kilometres of the application site which are situated 545 metres east, 1 kilometre north, 1.6 kilometres south and 1.7 kilometres east of the application site respectively at their closest point.
- 2.1.10. The application site is situated on agricultural land that has been classified as Grade 2, which is classed as very good quality agricultural land.
- 2.1.11. There are no National Trails or Sustrans Routes within or immediately adjacent to the application site. However, Bold Loop and public right of way 102 crosses the application site at the north western extent and runs north to south via a footbridge over the M62.

UTILITIES

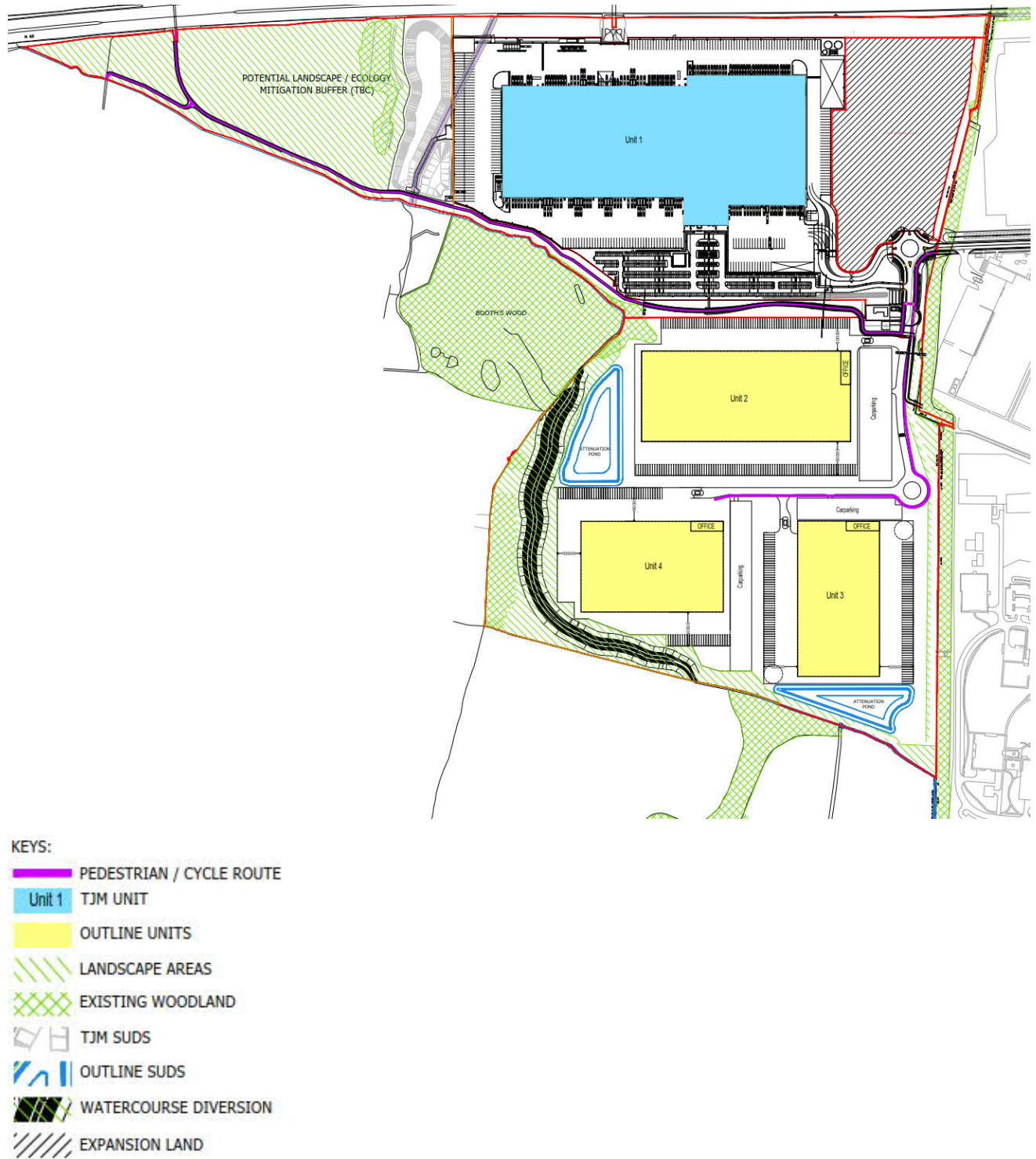
- 2.1.12. An Essar owned ethylene pipeline, operated by Penspen, runs underground into the application site for 160 metres from the north-east corner before splitting into two pipelines. One pipeline travels south following the boundary of the application site, the other pipeline continues in a south-east direction passing south of Booth's Wood and out of the application Site.
- 2.1.13. Overhead electricity distribution lines run 150 metres into the application site from the north-east corner to a pylon before splitting into two sets of overhead lines. One set of overhead lines travels south along the boundary of the application site, the other set of overhead lines continues in a south-east direction passing south of Booth's Wood and out of the application site.

² According to the 'Designation of 'main rivers': guidance to the Environment Agency, a watercourse is designated as a Main River if: a significant number of people and / or properties are liable to flood; where there are vulnerable groups and areas where flooding can occur with limited time for warnings; where it can contribute to extensive flooding across a catchment or where it is required to reduce flood risk elsewhere

3 THE PROPOSED DEVELOPMENT

3.1.1. The application site, shown by the planning application boundary in **Figure 1** would occupy an area of approximately 75 hectares. The Proposed Development is illustrated in **Figure 2**.

Figure 2 – Proposed Development



- 3.1.2. Detailed Planning Permission is sought for the erection of a B8 logistics warehouse, referred to as Omega West Unit 1, comprising a 77,084 square metre (829,725 square feet) warehouse with 4,486 square metres (48,287 square feet) of ancillary office development, overall total 81,570 square metres (878,012 square feet) covering a site area of approximately 35 hectares.
- 3.1.3. Outline Planning Permission for a combination of B2 Manufacturing and B8 Logistics (Ref. 1) development is sought across the remainder of the application site, which measures approximately 40 hectares and includes potential future expansion land for the occupier of Unit 1. At this stage it is envisaged that the outline part of the application site will be capable of accommodating up to 123,930 square metres (1,333,971 square feet) of employment development, spread across the Unit 1 expansion land and three separate warehouse buildings to the south (Units 2, 3 and 4). Access has been brought forward as a reserved matter (given that the majority is shown within the full planning site) but all other matters such as landscaping, layout, appearance and scale have been reserved for future approval.

CONSTRUCTION AND PHASING

- 3.1.4. As a hybrid planning application, it is likely that those proposals subject to the detailed planning application (Unit 1) will be brought forward prior to those elements subject to the outline planning application. To allow for a reasonable worst case within the Environmental Statement, all assessments have assumed Unit 1 will be operational by the end of 2021. The outline planning application elements will depend on market conditions, but for the purposes of the Environmental Statement, it has been assumed they will be operational by the end of 2024. Phasing will also be market driven, but it is anticipated that the outline planning application elements will be built in the order of Unit 2, 3 then 4 to make the most efficient use of infrastructure.

ALTERNATIVES CONSIDERED

- 3.1.5. In total, 24 potential sites were identified for assessment to determine whether each site was, in principle, suitable for a major logistics development similar to that proposed for Omega Zone 8. Of these, nine sites were discounted because of a lack of access to the strategic road network, which is crucial for logistics development due to the amount of heavy good vehicle traffic they generate.
- 3.1.6. The remaining 15 sites were then assessed for their suitability, whereby a further five sites were discounted. This was due to either their irregular shape and size not being compatible with the Proposed Development or due to their distance from the nearest settlement to provide workforce sources and reduce the need to travel.
- 3.1.7. Consequently, ten sites were progressed to the Green Belt Assessment, of which two were not applicable given their brownfield status. Of the eight remaining sites, only Omega Zone 8 scores sufficiently to be taken forward to a further level of scrutiny, together with the two brownfield sites.
- 3.1.8. The two brownfield sites were located at Omega South (Plots 7E and 7F and Zones 1 and 2) and were subsequently discounted on the basis that both sites benefit from planning permission and in the case of Plots 7E and 7F, has now been constructed and part occupied and therefore neither site was capable of accommodating the Proposed Development. The conclusion of the assessment was that a clear need for the proposals has been established and the development of the Omega Zone 8 application site is the only realistic site that can be delivered now.

4 ENVIRONMENTAL IMPACTS, MITIGATION AND EFFECTS

4.1 AIR QUALITY

CONSTRUCTION

- 4.1.1. **No significant adverse effects** on air quality are anticipated during the construction phase of the Proposed Development. The effect of temporary earthworks, construction and trackout activities on dust and particulate matter concentrations on sensitive receptors within 350 metres of the application site, within 50 metres of the construction route and up to 500 metres from the application site boundary is considered negligible.
- 4.1.2. Mitigation measures have been identified to reduce the effect of dust and particulate matter from construction activities, including wheel wash facilities to prevent dust and dirt that can be spread by construction vehicles onto public highways. Also, the preparation of a Dust Management Plan would include measures to control other emissions, in addition to the dust and PM₁₀³ mitigation measures presented in the Environmental Statement. This plan would be subject to approval by St. Helens Council. These measures would be implemented through a Construction Environmental Management Plan.

OPERATION

- 4.1.3. **No significant adverse effects** on air quality are anticipated during the operational phase of the Proposed Development. The permanent development-led traffic effect on nitrogen dioxide and particulate matter concentrations from the Proposed Development on nearby residential dwellings and other highly sensitive receptors is considered negligible. No additional mitigation measures are proposed.

4.2 NOISE AND VIBRATION

CONSTRUCTION

- 4.2.1. **No significant adverse effects** on noise and vibration are anticipated during the construction phase of the Proposed Development, as the temporary increase in noise and ground-borne vibration levels associated with the construction programme is considered minor or negligible.
- 4.2.2. Mitigation measures have been identified to reduce the effect of noise and vibration from construction activities. These measures would be implemented through a Construction Environmental Management Plan.

OPERATION

- 4.2.3. **No significant adverse effects** on noise and vibration are anticipated during the operation phase of the Proposed Development, as the permanent industrial / commercial noise once operational is considered minor.

³ Particulate matter that have a diameter of less than 10 micrometres

4.2.4. Mitigation measures are proposed to reduce operational noise levels at surrounding receptors. These include for ambient goods operation:

- Noise barrier 1.4 metres high, 278 metres long, east of Unit 3.

4.2.5. For chilled goods operation, the following would be required:

- Noise barrier 2.0 metres high, 393 metres long, wrapping around the south west corner of Unit 1;
- Noise barrier 2.0 metres high, 277 metres long, west of Unit 2;
- Noise barrier 3.0 metres high, 376 metres long, east of Unit 3;
- Noise barrier 2.0 metres high, 542 metres long, south of Unit 3 and Unit 4
- Noise barrier 2.0 metres high, 353 metres long, wrapping around the north-west corner of Unit 4; and
- Chilled goods prohibited from using or accessing the eastern side of Unit 3.

4.3 CULTURAL HERITAGE

CONSTRUCTION

4.3.1. Construction of the Proposed Development would have adverse effects on above ground and built heritage assets around it, with the change to the setting of non-designated and designated heritage assets such as Old Bold Hall moated site, Booth's Wood, Grade II listed Farmhouse and outbuilding. Mitigation measures are proposed to temporarily screen construction related activities, implemented through a Construction Environmental Management Plan. The Proposed Development would also result in adverse effects on a site of a medieval and post medieval park and an ancient woodland, Booth's Wood. Mitigation in the form of an historic environmental field survey is proposed to reduce the adverse effect. There is also the potential for permanent and irreversible loss of below ground remains of Big Darn. Mitigation in the form of an archaeological watching brief, included in the Written Scheme of Investigation, is proposed to reduce the adverse effects. With mitigation, **significant adverse effects** are expected.

OPERATION

4.3.2. The operation of the Proposed Development would result in **significant adverse effects** on the setting of non-designated heritage asset Old Bold Hall. **No significant adverse effects** are anticipated on the Grade II listed Farmhouse and outbuilding. Mitigation planting is proposed to reduce the view of the Proposed Development from non-designated and designated heritage assets.

4.4 BIODIVERSITY

CONSTRUCTION

4.4.1. Construction of the Proposed Development would result in the permanent loss of woodland and tree cover and damage to trees covered by Tree Preservation Orders. Mitigation measures include mitigation planting and tree protection, to be included within a Construction Environmental Management Plan. The newly planted woodland would not immediately be of the same value / quality in the short-term, it would however progress to be of at least equivalent, or enhanced, quality in the long-term providing a 2:1 coverage of wooded area, a net gain to the existing woodland. In addition, construction of the Proposed Development would result in a permanent loss of poor-quality pond habitat and loss / damage to fish populations within ponds. Mitigation measures include additional pond and attenuation feature creation, a net gain to the existing pond habitat. There would

be **significant beneficial effects** on woodland and ponds. Off-site compensation is to total +22.48 Biodiversity Units for woodland and trees to ensure no net loss within Defra's Biodiversity Metric 2.0. A gain of +12.69 Biodiversity Units for ponds is achieved in Defra's Biodiversity Metric 2.0 following on-site mitigation.

- 4.4.2. There would be **no significant adverse effects** on the hedgerow, Booth's Wood, Whittle Brook or Purple Ramping-Fumitory. Mitigation measures would be outlined within a Construction Environmental Management Plan and replacement hedgerow mitigation planting is proposed. A gain of +14.87 hedgerow units is achieved in Defra's Biodiversity Metric 2.0 following on-site mitigation.
- 4.4.3. The loss of bat roosts and habitat and noise and vibration on bats is expected during construction of the Proposed Development. Mitigation measures include further assessment of the potential disturbance to bat roosts and provision of bat boxes and newly created habitat, resulting in a **significant beneficial effect**.
- 4.4.4. There would be **no significant adverse effects** on breeding birds or brown hare. Mitigation measures would be detailed within a Construction Environmental Management Plan and provided within the additional mitigation planting.

OPERATION

- 4.4.5. The Proposed Development would result in **no significant adverse effects** on biodiversity during the operation phase as there would be a negligible effect on the woodland and trees, ponds, Whittle Brook and Booth's Wood.
- 4.4.6. Mitigation measures proposed include a landscape strategy, lighting strategy, sustainable drainage systems integrated into the design of the Proposed Development.

4.5 LANDSCAPE AND VISUAL

CONSTRUCTION

- 4.5.1. During construction, **significant adverse effects** would arise due to the permanent, direct and indirect effects upon the landscape character, landscape features (including woodland, hedgerows, ponds and agricultural land) and permanent loss of key features of the existing agricultural landscape. Mitigation measures would re-create some elements of landscape character and would replace some key landscape features, but would take time to mature and would not contribute to landscape character over the period of construction and would permanently alter the structure and pattern of the existing landscape.
- 4.5.2. A **significant adverse effect** would also arise due to the permanent effects upon the view for residential receptors, public rights of way, public open space and recreational area, commercial property and highway receptors during construction of the Proposed Development. No mitigation measures are proposed.

OPERATION

- 4.5.3. Operation of the Proposed Development would result in the permanent loss of landscape and characteristic features, including mature woodland, hedgerow, open fields and historic field pattern and ditches. In addition, the introduction of uncharacteristic build form, including scale, would be permanent. Mitigation measures provide limited opportunities for the replacement of these

landscape features which would make a limited contribution to the landscape character, resulting in a **significant adverse effect**.

- 4.5.4. A **significant adverse effect** would also arise due to the permanent effects upon the view for residential receptors, public rights of way, public open space and recreational area, commercial property and highway receptors during operation of the Proposed Development. No mitigation measures are proposed.

4.6 WATER

CONSTRUCTION

- 4.6.1. During the construction of the Proposed Development, there would be **no significant adverse effects** on flood risk, groundwater sources or Whittle Brook. The changes to the existing water environment of the Whittle Brook (Mersey Estuary) are due to the proposed diversion of Whittle Brook which could affect the aquatic ecology and sediment regime. There is also the potential for runoff and infiltration contributing to an increase in flood risk until the sustainable drainage systems have been constructed.
- 4.6.2. The implementation of a Construction Environmental Management Plan and implementation of mitigation measures outlined in the Environmental Statement would serve to avoid the risk of pollution to watercourses during construction of the Proposed Development.

OPERATION

- 4.6.3. During the operation of the Proposed Development, the effect on flooding and the diversion of Whittle Brook has been assessed to have **no significant adverse effects**. The implementation of mitigation measures including sustainable drainage systems would control the potential impact from runoff entering the water environment and the channel design of Whittle Brook would reduce the operational affects to the aquatic ecology and the sediment regime.

4.7 TRANSPORT

CONSTRUCTION

- 4.7.1. There would be **no significant adverse effects** to Omega North or the M62 Junction 8 traffic light controlled roundabout during the construction phase of the Proposed Development.
- 4.7.2. Further, there would be **no significant adverse effects** on Dominoes Omega Zone 7 and the Royal Mail Depot. Mitigation measures are proposed to reduce the impact on walking and cycling from construction traffic for Dominoes, Omega Zone 7 and the Royal Mail Depot. These measures would form part of a Construction Environmental Management Plan.

OPERATION

- 4.7.3. There would be **no significant adverse effects** to Omega North or the M62 Junction 8 signalised gyratory resulting in driver delay during the operation phase of the Proposed Development. Mitigation measures have been developed for implementation at M62 Junction 8 – westbound Off-Slip and circulatory carriageway junction which can be delivered within the existing highway boundary, to diminish the identified impact of the Proposed Development.

- 4.7.4. There would be **no significant adverse effects** to Dominoes, Omega Zone 7 and the Royal Mail Depot from the operational phase traffic of the Proposed Development. Mitigation measures include the provision of public transport services and provision of footways and cycleways.

4.8 MAJOR ACCIDENTS AND DISASTERS

- 4.8.1. The risk of the Proposed Development resulting in significant adverse effects on the environment as a result of its vulnerability to major accidents and/or disasters is considered to be **low**. There is no requirement for further mitigation measures.

4.9 LAND AND SOILS

CONSTRUCTION

- 4.9.1. As a result of the Proposed Development, there would be a permanent loss of 67.5 hectares of land, of which 17.2 hectares is best and most versatile agricultural land in Subgrade 3a (good quality land). Due to the nature of the Proposed Development, no additional mitigation is available, but there would be **no significant adverse effects**.
- 4.9.2. The Proposed Development has the potential to damage soil structure as a result of uncontrolled trafficking of land and soil by heavy machinery, especially wheeled machinery. In addition, construction could result in the damage to, and loss of, topsoil by mixing or stockpiling it with other subsoil or other materials. Mitigation consists of the preparation of a Soil Resource Plan which would form part of a Construction Environmental Management Plan and would include a schedule of soil resources available on the application site, methods of stripping, storing and reusing soil and uses of soil resources of the application site. Following the implementation of mitigation, there would be **no significant adverse effects** on land and soils.

OPERATION

- 4.9.3. There would be **no significant adverse effects** on land and soils during the operational phase of the Proposed Development as the permanent removal of land from agricultural use would occur during the construction phase. It is not considered that any further effects would occur during the operational phase.

4.10 POPULATION AND HEALTH

CONSTRUCTION

- 4.10.1. There would be **no significant adverse effects** from the permanent direct land take of the Green Belt, major greenspaces, links and Bold Forest Park, disruption to the Footpath 102 and Bold Loop and contribution to the St. Helens economy. Mitigation measures would form part of a Construction Environmental Management Plan.

OPERATION

- 4.10.2. There would be **no significant adverse effects** from the permanent direct land take of the Green Belt, major greenspaces, links and Bold Forest Park. There would be **significant beneficial effects** from the provision of pedestrian and cycle routes and contribution to the St. Helens economy during the operation of the Proposed Development.

4.11 CLIMATE

CONSTRUCTION

- 4.11.1. Construction of the Proposed Development would result in an increase in greenhouse gas emissions, from embodied carbon and transport emissions, when compared to it not being built. It is considered that with standard industry practices and mitigation measures, which would form part of a Construction Environmental Management Plan, the Proposed Development would have **no significant adverse effects** on climate.

OPERATION

- 4.11.2. The overall change in greenhouse gas emissions during the operation of the Proposed Development is anticipated to be a slight increase in comparison to it not being built, as a result of predicted increase in energy consumption, building emissions and transport emissions. However, with mitigation measures, including low and zero carbon technologies and active transport, the Proposed Development would have **no significant adverse effects**.

4.12 CUMULATIVE EFFECTS

INTRA-PROJECT EFFECTS

- 4.12.1. Although significant effects are predicted on individual receptors during both construction and operation, the intra-project combined effects assessment has concluded that these effects would be no greater than the largest single residual effect these receptors would experience. Therefore, no significant intra-project combined effects are anticipated.

INTER-PROJECT EFFECTS

- 4.12.2. Omega South Zone 3-6 and Lingley Mere, formerly Lingley Mere Business Park have been considered for inter-project effects. No adverse significant inter-project cumulative effects are anticipated.

4.13 MANAGEMENT OF ENVIRONMENTAL IMPACTS

- 4.13.1. Management of the construction phase of the Proposed Development would be through the development and implementation of mitigation measures which would form part of a Construction Environmental Management Plan. This would outline the specific details of each of the Proposed Development's specific mitigation measures and how and when these would be delivered, whilst addressing and adhering to all statutory and legal processes.
- 4.13.2. A surface water drainage strategy for the Proposed Development would be to treat, store and control surface water runoff through the use of suitable sustainable drainage. It would ensure that the current land drainage regime is maintained and that the proposed surface water drainage would reflect the existing drainage regime.
- 4.13.3. There would be provision of landscaping and open space as a principal characteristic of the Proposed Development, working with the existing vegetation and topography where possible within a Landscape Strategy. The landscape areas would provide for amenity use and also allow for extensive ecological mitigation and sustainable drainage. The overall landscape design has been influenced by the wider Landscape Strategy already adopted at Omega, but directly responds to the landscape requirements and opportunities of the Proposed Development.

5 FURTHER INFORMATION

WHAT HAPPENS NEXT?

- 5.1.1. The Environmental Statement has been submitted together with other planning application documents and drawings to St. Helens Council to assist Planning Officers in making a decision on the application. The Planning Officer will take the environmental information contained in the Environmental Statement into account when considering whether to approve the planning application.

WHAT CAN I DO TO GET FURTHER INFORMATION?

- 5.1.2. Further information, along with the planning application documents, can be viewed on St. Helens Council's online planning register: <https://www.sthelens.gov.uk/self-service/apply-book-online/apply-online/planning/>

REFERENCES

- Ref 1: Town and Country Planning (Use Classes) (England) Order 1987 (as amended 2015) – Statutory Instrument 2015 No. 597



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