Intermodal Logistics Park North Ltd

INTERMODAL LOGISTICS PARK NORTH (ILPN)

Intermodal Logistics Park North (ILPN) Strategic Rail Freight Interchange (SRFI)

Project reference TR510001

Preliminary Environmental Information Report (PEIR)

Chapter 06: Land use and socio-economic effects

October 2025

Planning Act 2008

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

This document forms a part of a Preliminary Environmental Information Report (PEIR) for the Intermodal Logistics Park North (ILPN) project.

A PEIR presents environmental information to assist consultees to form an informed view of the likely significant environmental effects of a Proposed Development and provide feedback.

This PEIR has been prepared by the project promoter, Intermodal Logistics Park North Ltd. The Proposed Development is described in Chapter 3 of the PEIR and is the subject of a public consultation.

Details of how to respond to the public consultation are provided at the end of Chapter 1 of the PEIR and on the project website:

https://www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north/

This feedback will be taken into account by Intermodal Logistics Park North Ltd in the preparation of its application for a Development Consent Order for the project.

Chapter 6 ◆ Land use and socio-economic effects

INTRODUCTION

6.1 This chapter of the PEIR presents an assessment of the likely significant effects of the Proposed Development, described in full in PEIR Chapter 3, with respect to socio-economic effects. The chapter sets out the methodology and data sources used for this assessment, and reviews the legislation, policy and relevant guidance to set out how the Proposed Development fits with plans and priorities for economic development. A baseline assessment is then presented to understand the local context with regards to the size of the labour market, the construction labour market, logistics sector employment, levels of local deprivation and the local housing market.

6.2 The likely socio-economic effects that are anticipated to arise from the construction (temporary) and operational (permanent) phases of the Proposed Development are presented within this Chapter. This includes an estimation of the number of direct and indirect construction jobs, and an estimation of the operational phase jobs once the construction has been completed. The Gross Value Added (GVA) and business rates benefit, the impact on the logistics sector, impact on the local housing market, impact on local social infrastructure and the impacts of skills and training delivered to the local labour force are considered. A section on proposed mitigation provides a description of any additional enhancement and mitigation measures that are proposed to minimise any potential adverse effects identified by the assessment. This is followed by an assessment of the residual environment effects, and an assessment of cumulative effects. A conclusion is then presented to summarise the assessment of the likely significant effects of the Proposed Development with respect to socio-economics.

RELEVANT LAW, POLICY AND GUIDANCE

6.3 The Application will be determined pursuant to the Planning Act 2008 and relevant regulations, the National Policy Statement for National Networks (NPSNN, adopted 2024). The National Planning Policy Framework (NPPF) and relevant local planning policy are material considerations.

6.4 In assessing the likely effects of the Proposed Development on socioeconomic receptors, the intention is to identify how and to what degree it would contribute to meeting economic priorities and addressing socioeconomic issues. The methodology for the assessment of potential effects on socioeconomic receptors takes into account the following legislation, policy and guidance. Relevant legislation, policy and guidance documents inform and provide insights into potential study areas, economic priorities, socioeconomic challenges, baseline conditions, and methodological approach.

6.5 There is no legislation specifically relevant to undertaking an assessment of socio-economic effects.

6.6 There are a range of planning policies and evidence-based documents relevant to the undertaking of this socioeconomic assessment at national, regional, and district level. These are outlined below.

National Planning Policy

6.7 The following national policy documents are relevant to the assessment:

National Policy Statement for National Networks (NPSNN) (2024)

6.8 The NPSNN, sets out the need for and the Government's policies to deliver the development of Nationally Significant Infrastructure Projects (NSIPs) on the national road and rail networks in England. The overall goal is to boost competitiveness for the domestic economy and international trade (p.11).

6.9 It is highlighted that an increase in the demand for rail freight is forecast, and to continue meeting the needs of freight customers, the railway network will need to reallocate capacity and support modal interchanges (Paragraph 3.59).

6.10 The transformational impacts that well-targeted rail investment can have are emphasised within the NPSNN, including: generating economic growth, reducing geographical inequality, creating opportunities to drive agglomeration and providing relief to the constrained road network (Paragraph 3.60 to 3.65).

6.11 Rail freight investment reinforces the UK supply chain by providing access to international trade. Currently one in four containers entering the UK is moved by rail freight. As such, further improvements to the network are recommended to support economic growth and to improve capacity to meet demand (Paragraph 3.65).

6.12 Regarding socioeconomic impacts, the construction and operation of NSIPs can have short or longer term social and economic impacts on local communities, businesses or services. As such, the NPSNN highlights that applicants should seek to maximise local employment opportunities during both the construction and operational phases. Where appropriate the socioeconomic impacts should be reported at the regional and local levels (Paragraphs 5.243 to 5.244).

6.13 Applicants are expected to describe the existing socioeconomic conditions of the local area, as well as outline how the Proposed Development correlates with relevant planning policies. (Paragraph 5.246).

6.14 Applicants are also expected to outline how the Proposed Development will benefit workforce conditions once operational. This is expected to include improved facilities for drivers (including Heavy Goods Vehicles) such as parking, hygiene facilities and hospitality establishments. (Paragraph 5.247).

National Planning Policy Framework (NPPF) (December 2024, as amended February 2025)

6.15 The NPSNN states that the NPPF may be an important and a relevant consideration in decisions on NSIPs, but only to the extent relevant to an individual project.

6.16 The NPPF supports plan-making to create the conditions for economic growth and inward investment, with specific reference to planning for storage and distribution operations. Paragraph 85 states that:

'Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.'

6.17 Paragraph 86 notes that:

'Planning policies should: [...] pay particular regard to facilitating development to meet the need of a modern economy, including by identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics.'

6.18 Paragraph 87 states that:

'Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for:

a) clusters or networks of knowledge and data-driven, creative or high technology industries; and for new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries (including data centres and grid connections);

b) storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation; and

c) The expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience'

Adopted Regional Planning Policy

6.19 The following regional policy documents are relevant to the assessment:

- Transport for the North Freight and Logistics Strategy (November 2022)[1];
- Liverpool City Region Strategic Housing and Employment Land Market Assessment

[1] Transport for the North Freight and Logistics Strategy (November 2022)[1]. Available at https://transportforthenorth.com/wp-content/uploads/TFN_Freight_Logistics_DOC_Nov_2022.pdf. Accessed 10/06/2025

(SHELMA) (March 2018)[2];

- Liverpool City Region LEP Delivery Plan 2021/22[3];
- Greater Manchester Places for Everyone Joint Development Plan 2022-39 (Adopted March 2024)[4]; and
- Greater Manchester Strategy 2021-31[5].

Transport for the North Freight and Logistics Strategy (November 2022)

6.20 The freight and logistics sector is recognised as a vital component of the North of England's economy. By 2050, it is estimated to be worth more than £30bn and employ more than 500,000 driving growth across a range of sectors (Page 6, Paragraph 1).

6.21 Currently, 90% of all freight in the North is moved via the road and highway networks. Improving the rail network to reduce the proportion of freight transported by the road in line with decarbonising agendas is considered vital (Page 14, Paragraph 6).

6.22 Developments which promote industrial and logistics clusters, international gateways and intermodal terminals are recognised as ideal opportunities to drive growth and improve connectivity and capacity across the North of England (Page 47).

Liverpool City Region SHELMA (March 2018)

6.23 The Liverpool City Region's economy is forecast to grow by 1.9% per annum (p.a.) to 2037, with employment growth of circa 60,000 over the same period. Construction and business support sectors are identified as key sectors for the strongest employment growth over that period (Paragraph 6.3).

6.24 Over the period to 2037, a need for between 308 Ha and 397 Ha of land for strategic B8 use class development is identified (Paragraph 12.24).

Liverpool City Region Local Enterprise Partnership Delivery Plan 2021/22

6.25 The Liverpool City Region's corporate plan includes the target outcomes of: increasing and diversifying the area's business base, more new businesses being created and increasing

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[2] Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) (March 2018). Available at: https://www.sefton.gov.uk/media/2813/final-report.pdf Accessed 10/06/2025

[3] Liverpool City Region LEP Delivery Plan 2021/22. Available at: https://api.liverpoolcityregion-ca.gov.uk/wp-content/uploads/2023/09/Local-Skills-Action-Plan-2021-22.pdf Accessed 10/06/2026

[4] Greater Manchester Places for Everyone Joint Development Plan 2022-39 (Adopted March 2024). Available at: https://www.greatermanchester-ca.gov.uk/media/2drduk0t/places-for-everyone-joint-development-plan-dec24.pdf Accessed 11/06/2025

[5] Greater Manchester Strategy 2021-31. Available at: https://www.greatermanchester-ca.gov.uk/media/dacn40l3/gms-strategy-2021-to-2031-good-lives-for-all-previous-strategy.pdf. Accessed 11/06/2025

the proportion of high growth firms in the region (Page 15, Paragraph 1).

6.26 The Local Enterprise Partnership intend to harness this desired economic growth to reduce the gap between rich and poor within the Liverpool City Region (Page 17, Paragraph 2).

Greater Manchester Places for Everyone Joint Development Plan 2022-39 (Adopted March 2024)

6.27 The Joint Development Plan recognises that freight is an essential sector with significant growth potential. A need to increase the proportion of freight which is transported by rail is recognised to reduce highway congestion and greenhouse gas emissions (Paragraph 10.67).

6.28 Policy JP-JI: Supporting Long Term Economic Growth identifies logistics as one of Greater Manchester's target economic sectors, it is considered that driving growth this sector will increase economic opportunities for residents whilst also helping to attract and retain skilled workers (Paragraph 6.15).

Greater Manchester Strategy 2021-31

6.29 The Strategy's intention is to drive levelling up and increase inclusivity and equity within Greater Manchester (Page 22, Paragraph 1).

6.30 To drive this growth, the strategy outlines a series of frontier sectors. Focusing on key sectors is intended to create better jobs with greater productivity, which in turn will improve standards of living and help to address Greater Manchester's societal issues including: achieving net zero carbon emissions and addressing the challenges of an ageing population (Page 27, Paragraph 3).

Emerging Regional Planning Policy

Towards a Spatial Development Strategy for the Liverpool City Region up to 2040 (2023)[6]

6.31 Liverpool City Region Combined Authority is currently preparing a Spatial Development Strategy (SDS). This will set out a strategic planning framework for the future development and use of land in the city region looking ahead at least 15 years. Consultation on the draft strategy took place between November 2023 and February 2024. The timeline originally programmed adoption in 2025 but has not progressed since.

6.32 To help develop the strategy further, the Combined Authority is using this interim document to present a range of draft policies for consideration.

6.33 Policy SS1 of the strategy recognises that the sustainable development of key strategic employment sites and infrastructure projects will complement and capitalise on the growth of the Liverpool City Region. Support for the protection and enhancement of Freeport sites of Parkside and Widnes 3MG Biomass is emphasised as rail-connected

[6] Towards a Spatial Development Strategy for the Liverpool City Region up to 2040 (2023). Available at: https://api.liverpoolcityregion-ca.gov.uk/wp-content/uploads/2023/12/735-LCRCA-Spatial-Development-Strategy-V11-ACCESSIBLE.pdf Accessed 11/06/2025

employment sites key to achieving national and city region climate targets, particularly LCRCA's commitment to achieve net zero carbon by 2040.

6.34 Policy SP2 emphasises the importance of successfully delivering the Liverpool City Region's Freeport sites to maximise benefits at the regional and national level. The policy also considers that retaining and enhancing strategic B8 (warehousing and logistics space) capacity in locations that can transport goods by rail and/ or water transport and secondly in locations that are accessible to the strategic road network is a regional priority. It notes that Parkside East has a gross area of approximately 125 Ha, of which at least 60 Ha is reserved for the development of a Strategic Rail Freight Interchange.

6.35 Policy SP4 states the key strategic infrastructure necessary to meet identified needs, serve new development and enable growth throughout the region, identifying the Parkside Strategic Rail Freight Interchange.

Local Planning Policy

6.36 The following local policy documents are relevant to the assessment:

- St Helens Borough Local Plan up to 2037 (July 2022)[7];
- St Helens Inclusive Growth Strategy 2023-28[8];
- St Helens Employment Land Needs Study (October 2015)[9];
- St Helens Local Economy Supplementary Planning Guidance (November 2013)[10]
- St Helens Borough Council Strategic Housing Land Availability Assessment (2024)[11];

[7] St Helens Borough Local Plan up to 2037 (July 2022). Available at: https://www.sthelens.gov.uk/media/4315/St-Helens-Borough-Local-Plan-up-to-2037/pdf/Local_Plan_Written_Statement_-_FINAL_adoption_version.pdf 12/06/2025

[8] St Helens Inclusive Growth Strategy 2023-28. Available at: https://sthelens.moderngov.co.uk/documents/s145928/Appendix%20B.pdf Accessed 12/06/2025

[9] St Helens Employment Land Needs Study (October 2015). Available at: https://www.omegawestdocuments.com/media/documents/CD%205%20Planning%20Application%20Documents%20(Parkside%20Link%20Road)/Employment%20Land%20Needs%20Study,%20BE%20Group,%20October%202015%20(ELNS).pdf Accessed 12/06/2023

[10] St Helens Local Economy Supplementary Planning Guidance (November 2013). Available at: https://www.sthelens.gov.uk/media/2406/Local-Economy-November-2013/pdf/Local_Economy_SPD_2013.pdf?m=1644496176707 Accessed 12/06/2025

[11] St Helens Borough Council Strategic Housing Land Availability Assessment (2024). Available at: https://www.sthelens.gov.uk/media/9656/2024-SHLAA-CD7-1/pdf/CD7.1_2024_SHLAA.pdf?m=1730374752063 Accessed 12/06/2025

- Wigan Local Plan Core Strategy (March 2024)[12];
- Wigan Borough Local Plan: Initial Draft for Consultation (2025)[13]
- Wigan Strategic Housing Land Availability Assessment (November 2024)[14];
- Warrington Local Plan 2021/22-2038/39 (December 2023)[15]
- Warrington Borough Strategic Housing Land Availability Assessment (SHLAA) 2024[16]; and
- Warrington Economic Development Needs Assessment (August 2021)[17].

St Helens Borough Local Plan up to 2037 (July 2022)

6.37 Improving on the high levels of deprivation and increasing the number of residents with academic qualifications are identified as priorities over the plan period (Paragraph 2.42).

6.38 Due to St Helens Borough Council's (St Helens) location and strong transport connections, the local authority has an opportunity to develop its economic competitiveness over the plan period, particularly in the logistics sector (Paragraph 2.4.1).

6.39 New B2 and B8 employment development will be primarily located at undeveloped sites in close proximity to the M6 and M62 to meet modern requirements and market demand (Paragraph 4.3.15).

6.40 Encouraging a shift towards more sustainable modes of transport for people, goods and freight and encouraging the use of lower carbon transport is identified as a local priority (Page 29, Paragraph 6b).

6.41 Policy LPA09 identifies the Parkside East site (which forms part of the DCO Site) as being

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12 Wigan Local Plan Core Strategy (March 2024). Available at: https://www.wigan.gov.uk/docs/pdf/council/strategies-plans-and-policies/planning/adopted-core-strategy.pdf Accessed 12/06/2025

13 Wigan Borough Local Plan: Initial Draft for Consultation (2025). Available at: https://wigan-consult.objective.co.uk/kpse/event/3B9E785A-D131-4EE2-876F-E5A57CCA95BF Accessed 12/06/2025

14 Wigan Strategic Housing Land Availability Assessment (November 2024). Available at: https://www.wigan.gov.uk/Docs/PDF/Council/Strategies-Plans-and-Policies/Planning/Housing/SHLAA.pdf Accessed 11/06/2025

15 Warrington Local Plan 2021/22-2038/39. Available at: https://www.warrington.gov.uk/sites/default/files/2023-12/Warrington%20local%20plan%20-%202021-22%20-%202038-39%20-%20Adopted%20December%202023.pdf Accessed 12/06/2025

16 Warrington SHLAA 2024. Available at: https://www.warrington.gov.uk/sites/default/files/2024-12/SHLAA%20Report%202024.pdf Accessed 13/06/2025

17 Warrington Economic Development Needs Assessment (August 2021). Available at: https://www.warrington.gov.uk/sites/default/files/2021-09/Warrington%20Economic%20Development%20Needs%20Assessment%20-%20Final%20Report%20-%20August%202021.pdf Accessed 12/06/2025

suitable for development of a Strategic Rail Freight Interchange, with other forms of B2 and B8 employment use also considered suitable (Page 79, Paragraphs 1 and 2a).

St Helens Inclusive Growth Strategy 2023-28

6.42 Attracting new businesses to invest and locate within St Helens is considered a priority, with a particular focus on sectors such as logistics and high value e-commerce (Page 15).

6.43 Establishing a 'Logistics Centre of Excellence' to support businesses in St Helens and to increase innovation as well as to aid the transition to net zero is identified as a priority for the borough (Page 17).

6.44 Ensuring the delivery of the Strategic Rail Freight Interchange on Parkside East (which forms part of the DCO Site) is considered vital to securing significant long term investment in St Helens (Page 25).

St Helens Employment Land Needs Study (October 2015)

6.45 Opportunities for large scale logistics businesses in St Helens are limited due to a lack of suitable employment premises. For St Helens to take advantage of interests from major logistics operators, driven by St Helens' strategic location, new stock would need to be built (Page ii, Paragraph vii).

St. Helens Local Economy Supplementary Planning Document (LE SPD) (November 2013)[18]

6.46 This document acknowledges the LA's ambitions of encouraging economic growth that benefits the residents and businesses of St Helens. The SPD provides guidance for new developments to promote the employment of local St Helens residents and to support spending and investment in St Helens' businesses and supply chains.

6.47 St Helens is currently in the process of updating Local Economy and Social Value SPD, which is anticipated to be adopted in the course of 2025.

St Helens Borough Council Strategic Housing Land Availability Assessment (2024

6.48 St Helens Strategic Housing Land Availability Assessment (SHLAA) Update (2024) identifies a housing land supply of 6.38 years over the next five years. Also outlined is the local plan housing target of 486 dwellings per annum or 10,206 properties over the 2016-37 plan period.

Wigan Local Plan Core Strategy (March 2024)

6.49 Increasing employment is considered a priority as Wigan Metropolitan Borough Council (Wigan) has one of the highest net commuting outflows in Greater Manchester (Paragraph 2.29).

6.50 Enabling the development of rail freight in the borough is necessary to maximise the

[18] This document was included as per the request of St Helens Borough Council. A new document is expected to be released later in 2025 and will be considered once published

potential of the West Coast mainline (Page 76, Paragraph 4).

Wigan Borough Local Plan: Initial Draft for Consultation (April 2025)

6.51 Raising the economic profile of Wigan and boosting northern competitiveness is considered a key objective. The emerging plan encourages development that facilitates growth and diversification, particularly in logistics and advanced manufacturing. It describes transport and logistics as a foundational sector and aims to develop opportunities for higher skilled, higher paid employment.

6.52 As set out in Policy J6 of the initial draft of the Wigan Borough Local Plan, the portion of the DCO Site which falls within Wigan is proposed to be allocated for around 300,000 sqm of high quality, modern industrial and logistics floorspace, effectively acting as an extension of the proposed Parkside East strategic rail freight interchange and logistics site in St Helens.

Wigan Strategic Housing Land Availability Assessment (November 2024)

6.53 Wigan's SHLAA Update (2024) outlines a requirement for an average of 972 dwellings per annum (net) to be delivered over the period 2022 – 2039, which equates to 16,527 dwellings over the plan period. The SHLAA also identified a housing land supply of 5.41 years over the next five years.

Warrington Local Plan 2021/22-2038/39 (December 2023)

6.54 The Transport for the North (TfN) identify Warrington Borough Council (Warrington) as an important authority whose strategic location can drive growth and connectivity in the North (Paragraph 2.1.22).

6.55 Improving rail freight transport routes to improve the sustainable and efficient movement of goods is identified as a local priority (Page 86).

Warrington Borough Strategic Housing Land Availability Assessment (SHLAA) 2024

6.56 Warrington's SHLAA (2024) identifies a housing land supply of 5.05 years over the next five years. This is marginal compared to the minimum requirement for five years of land supply. However, the report notes that the land supply position is expected to improve, increasing to 6.74 years over the next five years

Warrington Economic Development Needs Assessment (EDNA) (August 2021)

6.57 The EDNA acknowledges that the North West, particularly Warrington, has been unable to capitalise on national logistics growth driven by increasing e-commerce, due to a lack of logistics supply (Page 2 Paragraph IV).

6.58 The EDNA recognised that the Proposed Development may be in competition with strategic schemes delivered in Warrington, with Port Warrington (where a multi-modal rail linked logistics scheme was proposed) considered most likely to come forward (Page 171).

6.59 It should be noted however, that since the EDNA was published, the Port of Warrington scheme was not taken forward as an allocation as part of the recently adopted Warrington Local Plan (December 2023). This further emphasises how important the Proposed Development will be to enhancing the strategic rail connectivity within the region.

CONSULTATION TO DATE

6.60 **Table 6.1** below summarises the consultation comments, and Applicant's responses, provided as part of the scoping and informal consultation process.

Table 6.1 Scoping and informal consultation summary

Consultee	Consultee comment	Response
EIA Scoping Consultation		
Planning Inspectorate	The Inspectorate considers that given the stage of the Proposed Development and the lack of information on the impact of construction, that the effects from an increase in on-site jobs on social infrastructure cannot be scoped out at this stage.	The Applicant notes this comment and on that basis this is scoped in for construction. The Applicant has sought to engage informally with statutory consultees, whose response is awaited. The Applicant further engaged with preliminary results ahead of the statutory consultation. Beyond the feedback shared as part of the informal consultation process, no further engagement took place. An appropriate and proportionate assessment methodology has been followed within this chapter of the PEIR.
St Helens	The LPA would request that the St Helens Borough Council Inclusive Growth Strategy and St Helens Borough Council Social Value Policy are considered, along with the Local Economy Supplementary Planning Document (“LE SPD”) when finalising this Chapter.	The documents mentioned by the consultee have been reviewed within this Chapter of the PEIR.

Consultee	Consultee comment	Response
St Helens	In terms of the range of stakeholders to consult, the LPA would suggest that the applicant takes the time to engage with the St Helens Ways to Work Team and the LCRCA. The LPA welcomes any opportunity to secure employment or apprenticeship opportunities for local residents during the construction or operational phases of the project.	Engagement has taken place with the LCRCA and St Helens Borough Council Ways to Work Team and the consultants it has appointed to advise on this matter as part of the informal consultation.
St Helens	It should be noted that in paragraph 17.20 of the Scoping Report, it states that based on the 2019 Indices of Multiple Deprivation St Helens Borough Council is ranked as 40th overall. This figure may need checking as our records show that it is lower at 26th . Overall, it is considered that the demographic information set out for St Helens is agreed, and there are no concerns with the matters that have been 'scoped in' in relation to socioeconomics.	MHCLG defines deprivation ranks for Local Authority in different manners. This has however been updated to 26 within the Socio-economic baseline.
Wigan	The Council is satisfied with all matters that are to be scoped into this Chapter, but would respectfully request that the likely impact on local infrastructure, as a result of an increase in on-site jobs is also scoped in. In the Council's view, the likely impacts on local infrastructure are likely to be significant.	The assessment of impact of on-site employment on local infrastructure has now been scoped in this chapter of the PEIR.
Wigan	With the ES, the Council requests that the definition of local residents is clear and unambiguous and must, in part, specifically refer to the opportunities for Wigan Borough residents and potential community wealth building initiatives	A labour market area has been defined based on analysis undertaken by Savills and the Applicant's transport advisors for the purpose of assessing the impact of

Consultee	Consultee comment	Response
	and /or projects that could be delivered as part of the DCO.	new employment creation. An Employment, Skills and Training Plan (ESTP) Framework has been prepared and has been shared with the three host authorities including Wigan Borough, outlining potential training and up-skilling opportunities provided to local people which would serve to aid community wealth building. The Business Engagement Team have been consulted on, and provided feedback on, the ESTP, which has been submitted for consultation. Given the scale of the Proposed Development, its potential for economic development and employment generation goes beyond the specific jurisdictions of Wigan, St Helens and Warrington.

Consultee	Consultee comment	Response
Informal Consultation		
Liverpool City Region Combined Authority (LCRCA)	This Proposed Development presents a significant opportunity for the Liverpool City Region, offering the potential to drive substantial economic growth, improve transport connectivity and support job creation across the region.	The Proposed Development's potential opportunities for LCR are acknowledged and emphasised where relevant in this document.
Liverpool City Region Combined Authority (LCRCA)	On 24th November 2023, the LCRCA published the document "Towards a Spatial Development Strategy for the Liverpool City Region to 2040" for public engagement. Policy LCR SS1 – Liverpool City Region Spatial Strategy, identifies the Parkside Freeport site as a key strategic economic asset, which will be protected and enhanced.	The Proposed Development is considered to be consistent with the provisions of the emerging Spatial Development Strategy for the Liverpool City region. The emerging Spatial Development Strategy is referenced within this chapter of the PEIR and its implications for future modelling and analytical work have been considered.

Consultee	Consultee comment	Response
Liverpool City Region Combined Authority (LCRCA)	Policy LCR SP2 – Strategic Employment Land Need and Distribution, highlights the importance of the successful delivery of Freeport sites across the region, stating that: "The successful delivery of the Liverpool City Region Freeport Sites… will be promoted and supported by the Combined Authority. The Combined Authority will work alongside local authorities, national government, and relevant partners and agencies to maximise the significant and additional benefits these sites and initiatives bring to the city region and nationally."	The Applicant considers that the Proposed Development will make a major contribution to the strategic employment land need and distribution in an appropriate location which is extremely well placed to serve the Liverpool City Region (as well as Greater Manchester, Warrington and parts of Cheshire). The Applicant welcomes the opportunity to work alongside all relevant key stakeholders to maximise the benefit of the Proposed Development. This PEIR chapter acknowledges and emphasises the role of the Proposed Development in contributing to the success and economic benefits of the Freeport in LCR.
Liverpool City Region Combined Authority (LCRCA)	As evidenced, there is clear policy alignment between the proposed SRFI and the emerging SDS. The development of ILPN is of significant strategic importance, given its location within the Freeport area and the substantial economic growth opportunities it presents for the LCR. This proposal aligns with the LCRCA's broader goals to enhance regional infrastructure and drive economic development	This PEIR chapter references the policy alignment between the Proposed Development and the Spatial Development Strategy.

Consultee	Consultee comment	Response
Liverpool City Region Combined Authority (LCRCA)	A key consideration for LCRCA is the role of ILPN within the context of the Liverpool City Region Freeport. ILPN's location within the Parkside tax site boundary offers significant potential to unlock growth, particularly in the logistics and advanced manufacturing sectors. The Freeport designation is intended to create an environment conducive for trade, investment and innovation, and we believe that ILPN could play a vital role in strengthening the Freeport's offering to international investors.	This is referenced within the Socio-Economic PEIR chapter which consider, where relevant, the benefits of the tax site.
Liverpool City Region Combined Authority (LCRCA)	The integration of ILPN into the wider Freeport could enhance the region's ability to attract new businesses, particularly in sectors that stand to benefit from the Freeport's range of tax incentives and streamlined customs processes. This could have a transformative impact on regional economic growth and create long-term employment opportunities, both directly within the logistics and advanced manufacturing sectors and in the supply chains that support them.	The integration into the wider Freeport is acknowledged for the benefit in attracting new businesses. This is referenced within this Socio-Economic PEIR . The assessment considers displacement and multiplier effects to assess the Proposed Development's impact on creating new jobs in the sector and its supply chain within the region.

Consultee	Consultee comment	Response
Liverpool City Region Combined Authority (LCRCA)	While we recognise the potential for the development to create thousands of jobs and support increased inward investment, it is essential that the local community and wider region directly benefit from these opportunities. This includes ensuring that employment opportunities are accessible to local residents and that skills development initiatives, such as apprenticeships and training programs, are integrated into the project.	An ESTP Framework has been prepared and has been shared with the three host authorities St Helens, Wigan, and Warrington, so as to ensure the local community may benefit from employment opportunities both during construction and operation of the Proposed Development. The ESTP Framework has been submitted for consultation. This PEIR chapter recommends that upskilling, reskilling and training opportunities should be offered through the operation phase of the Proposed Development to ensure local people benefit from employment opportunities. This will be supported by the ESTP.
Liverpool City Region Combined Authority (LCRCA)	We also acknowledge the broader economic impact that the SRFI could have on the Port of Liverpool, enhancing its global connectivity and supporting its continued growth. In this regard, we would encourage further engagement with the port and logistics operators to explore the full extent of the synergies that could be realised through the development of ILPN.	Work undertaken to date and presented in this PEIR chapter considers the potential impact on activities at the Port of Liverpool and the potential synergies between activities at the Port and the SRFI.

Consultee	Consultee comment	Response
Warrington Borough Council	There is no reference to Local Plan Policy DEV4 and in particular the requirement for major developments to maximise access to employment and training opportunities. This is expanded upon in the Planning Obligations SPD. Securing employment, skills and training for the residents of Warrington and understanding the socio-economic effects on the Borough will be critical to the Council as part of its consideration of the scheme. A local employment scheme is likely to be required through a S106 agreement.	This PEIR chapter assesses the availability of workers in the study area by occupation and skills profile compared to the requirements of the Proposed Development. The preparation of an ESTP will be secured by DCO requirement. See above response to LCRCA for further information regarding the preparation of the ESTP.

Consultee	Consultee comment	Response
Wigan Council	It is noted that reference has been made to both Places for Everyone and Wigan's Local Plan Core Strategy. However, the general approach outlined in the Topic Paper appears to be more of an overview of the impact of the Proposed Development on the general area and not a breakdown of the impact on the specific jurisdictions involved. Understanding the socio-economic impacts on Wigan Borough will be critical for our consideration of the scheme. Likewise, securing employment, skills and training for Wigan residents will be required and should be clearly outlined in relevant topic papers going forward. In addition to the above, from a WMBC perspective, I strongly recommend that you contact and work with the Council's Business Engagement Team in terms of identifying the need from, and possible objectives of, a development of this nature to ensure that meaningful socio-economic benefits can be delivered for our residents and businesses.	Given the scale of the Proposed Development, its potential for economic development and employment generation goes beyond the specific jurisdictions of Wigan, St Helens and Warrington. The Proposed Development's labour force catchment would extend across a large part of the North West region, around Liverpool City Region and Greater Manchester Combined Authority, and beyond in Warrington and Cheshire. The study area for the assessment of socio-economic impacts encompasses 23 LAs across the region. This study area has been determined based on ongoing discussions with the Applicant's transport consultants as part of the trip forecasting methodology. The Business Engagement Team have been consulted on, and provided feedback on, the ESTP. See above response to LCRCA regarding the preparation of the ESTP.

Table 6.2 Other consultation

Consultee	Consultee comment	Response
CPRE – Lancashire, Liverpool City Region, Greater Manchester	We feel the amount of commercial floorspace is well above what is necessary for the functioning of a SRFI at this location.	The NPSNN establishes a compelling national need for an expanded network of SRFIs which by definition requires land in excess of 60 hectares (ha). The majority of the DCO Site is allocated for an SRFI in the St Helens Local Plan and the draft Wigan Local Plan proposes to allocate the parts of the DCO Site in Wigan for an expansion of the St Helens' allocation. In addition the Applicant is undertaking a comprehensive assessment, of the sub-regional need for large scale logistic facilities. A copy of the SRFI Needs Assessment will be submitted as part of the DCO application but not as part of the public consultation.
CPRE – Lancashire, Liverpool City Region, Greater Manchester	While good quality jobs, training and career development would be welcome, there doesn't appear to be any reference to any research to support the claim of 'up to 6,000 jobs'. It is unclear what type of jobs they would be and whether these would be for the duration of construction or long term and whether they would represent additional jobs or whether they would involve some jobs moving from other locations. Access to jobs will be an issue as there is no obvious way for people to get there without a car and the level of traffic could cause congestion issues which might be so severe that there could be a negative economic impact.	The estimate of up to 6,000 jobs, represents permanent employment in the operational phase of the Proposed Development. The methodology behind this is included within this Socio-Economics PEIR chapter. As described in this PEIR Chapter, in line with Government guidance, the Applicant has accounted for displacement of existing jobs in the area and multiplier effects to provide the estimate of 6,675 net additional on and off-site jobs. Detailed labour and property market analysis has been undertaken as part of the PEIR to confirm assumptions on levels of displacement.

Consultee	Consultee comment	Response
Croft Parish Council, Culcheth & Glazebury Parish Council, and Winwick Parish Council	While it is claimed that the project will bring jobs to the area, the reality is that many of those may not be suitable for local residents. Many may require specialized skills that are not readily available within our community, meaning that workers may need to relocate or commute from other areas, thus not providing the intended benefits for local employment. Additionally, the jobs that are created may be low-paid, part-time, or temporary.	Within this PEIR chapter, the Applicant has assessed if there are skill gaps between the occupational roles generated by the Proposed Development and the labour force availability in the study area. See above response to LCRCA regarding the preparation of the ESTP, which will enable the up-skilling and retraining of the local workforce. The PEIR chapter, provides analysis on wider trends in the sector in terms of jobs, wages and skills levels. This highlights that the employment opportunities offered by the logistics sector are varied, covering a range of occupations rather than solely generating roles that are low paid, part time or temporary. For instance, the operation of modern logistics relies upon technology. This requires highly skilled operators and there is a sizeable proportion of management and office based employment opportunities as well as those involved in the physical handling of goods. The characterisations of jobs as being 'low paid part time or temporary' is not correct.
Lowton East Neighbourhood Development Forum (LENDF)	We don't believe the 6,000 jobs figure. We don't think you do either as you say 'up to' which means it's ANY number between 1 and 6000. While the site is being built there may be a large number of jobs but once complete, many warehouse jobs will be done by control systems. If there are this number of jobs then active travel issues are extremely important. What about the people who currently have jobs on the	See above response to 'CPRE – Lancashire, Liverpool City Region, Greater Manchester' with regards to on-site jobs and displacement effects.

Consultee	Consultee comment	Response
	Trafford site? It is likely they will just transfer location, creating yet more traffic.	
Lowton East Neighbourhood Development Forum (LENDF)	Be open and honest about job numbers and whether another SRFI will be closing in Trafford and relocating on this planned site. This means there won't be that much of a difference nationally with traffic as one SRFI is just replacing another! The real advantages are a new stadium for Manchester United and a bit more capacity on the Castlefield train corridor	See above response to 'CPRE – Lancashire, Liverpool City Region, Greater Manchester' with regards to on-site jobs and displacement effects.

METHODOLOGY AND DATA SOURCES

Study Area

6.61 This section sets out the study areas used to assess the likely land use and socio-economic effects.

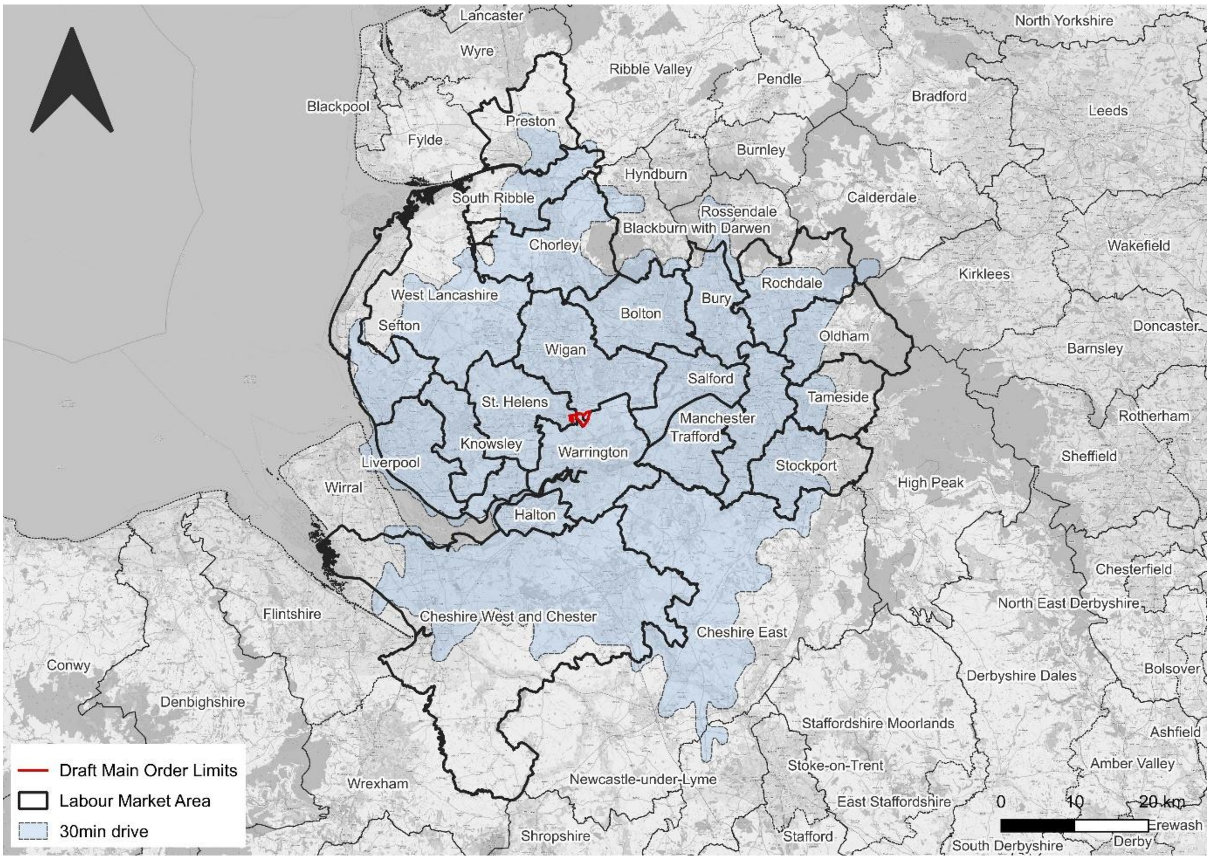
Employment Impacts

6.62 Engagement has taken place with the Applicant's transport advisors to develop a relevant labour market area for the purpose of assessing the impact of new employment creation.

6.63 In the first instance, a 30-minute drivetime catchment from the draft Main Order Limits was mapped. This catchment of 30 minutes was initially selected to align with the 'usual home to work travel time' in St. Helens and Wigan, based on 2019 ONS data from the Labour Force Survey. This catchment was agreed with the Transport Working Group (St. Helens, Wigan, Warrington, National Highways, and Transport for Greater Manchester (TfGM) alongside their appointed consultants - AECOM, WSP, Mott MacDonald, and Systra). This catchment formed the basis of the approach to employee trip forecasting and modelling. The purpose of this exercise is to demonstrate the likely location of future workers of the Proposed Development.

6.64 To align with data availability, local authorities with the majority of population falling within this catchment, are considered to form part of the labour market area to be used as the relevant study area for the assessment of operational employment effect. This presents the areas where the Proposed Development employees are likely to be coming from. The 30-minute catchment and operational employment labour market study area are presented in **Figure 6.1**.

Figure 6.1 Operational Employment Labour Market Study Area



Source: Savills and Stantec (2025), using ONS data.

6.65 The employment labour market study area comprises the following local authorities based on the approach described above:

- Blackburn with Darwin Borough Council
- Bolton Metropolitan Borough Council
- Bury Metropolitan Borough Council
- Cheshire West and Chester Borough Council
- Chorley Borough Council
- Halton Borough Council
- Knowsley Metropolitan Borough Council
- Liverpool City Council
- Manchester City Council
- Oldham Metropolitan Borough Council
- Preston City Council

- Rochdale Borough Council
- Salford City Council
- Sefton Metropolitan Borough Council
- South Ribble Borough Council
- St Helens Borough Council
- Stockport Metropolitan Borough Council
- Tameside Metropolitan Borough Council
- Trafford Metropolitan Borough Council
- Warrington Borough Council
- Wigan Metropolitan Borough Council

Gross Value Added During Construction and Operation

6.66 Gross value added (GVA) is the measure of the value of goods and services produced in an area, industry or sector of an economy. For the Proposed Development, GVA is reported at the same level as the labour market study area for operational employment as laid out in **Figure 6.1** above. Estimates of GVA impacts will be based on data from Oxford Economics at the local authority level.

Demand for Housing

6.67 The three host local authorities of St Helens Borough Council , Warrington Borough and Wigan Council are considered to be the most relevant Housing Market Area (HMA) for the Proposed Development.

Land-use and Accessibility

6.68 The land use aspect of this Chapter considers the effect of the Proposed Development on existing businesses, community assets and housing within a relevant study area. The study area for land-use and accessibility effects comprised the following components of the DCO Site, plus a 500m radius:

- The Western Rail Chord of the DCO Site;
- The Main Site.

6.69 The following components are not included within the boundary or considered to determine the 500m buffer.

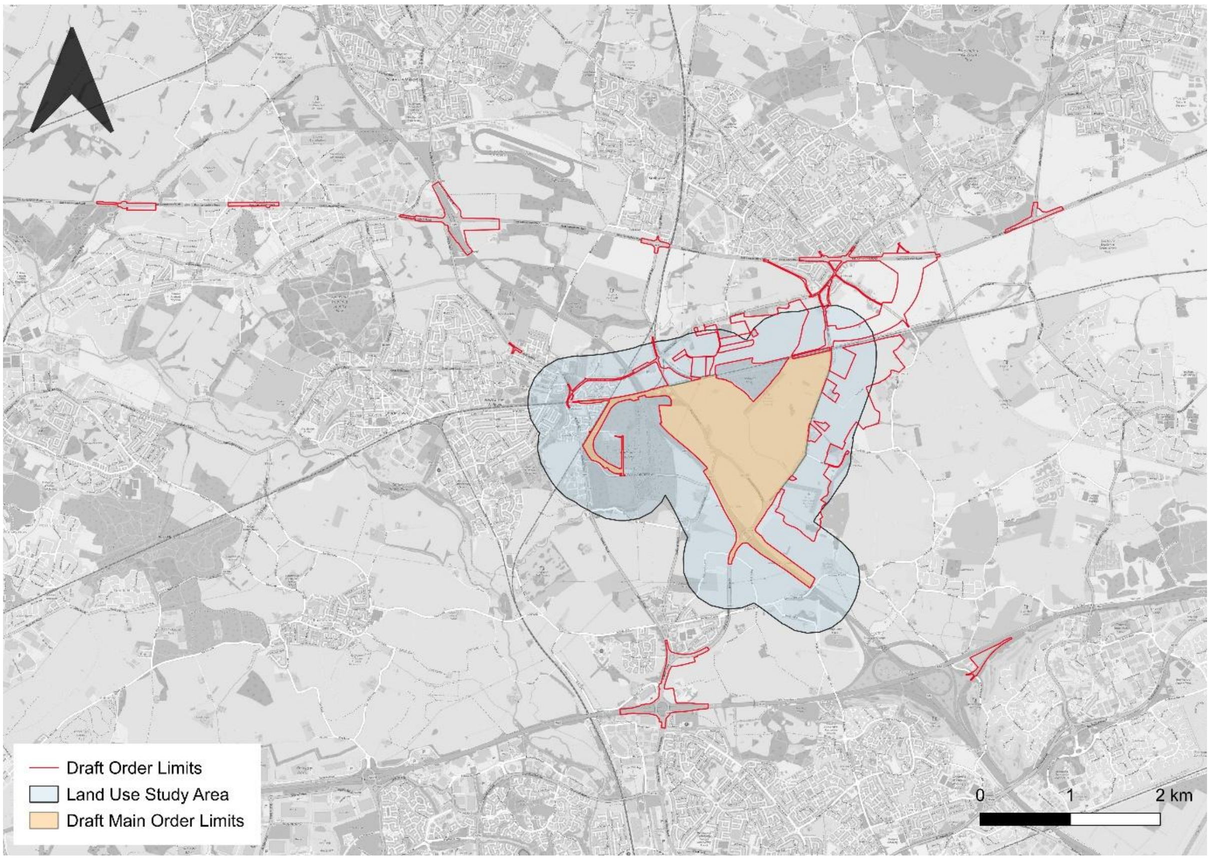
- The Northern Mitigation Area (mitigation for BNG, PRoW and landscaping);

- Soils reuse area.

6.70 These components are included for landscaping, ecology and soil mitigation purposes and will not be subject to any development. They are therefore unlikely to result in significant adverse effect to receptors impacted by land use and accessibility.

6.71 This study area is informed by the Design Manual for Roads and Bridges (DMRB), LA 112 Population and Human Health. **Figure 6.2** below shows this study area in relation to above components of the draft Main Order Limits.

Figure 6.2 draft Main Order Limits and Study Area for land-use and accessibility impacts



Source: Savills (2025)

Social Infrastructure

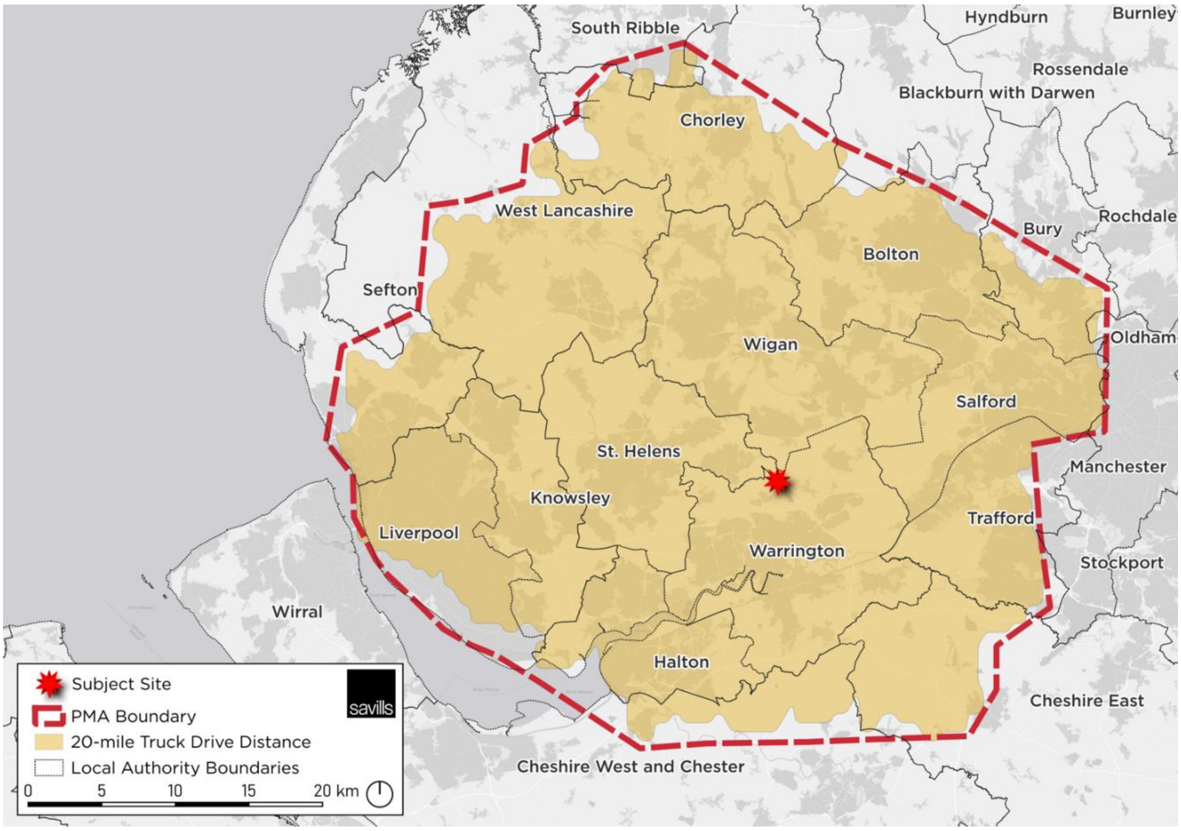
6.72 Demand for new workers to move to the labour market area to meet the labour need of the Proposed Development would result in further demand for housing, which would further put pressure on the demand for social infrastructure. In line with the assessment of demand for housing, the assessment of social infrastructure will be undertaken across an area encompassing St. Helens, Warrington and Wigan.

Industrial and Logistics Property Market Area

6.73 To assess the Proposed Development's impact on logistics businesses, a bespoke Property Market Area (PMA) which does not follow local authority boundaries is considered most appropriate. Based on discussions with rail freight operators, Savills Industrial agents, and the Applicant, it was agreed that an approximately 20-mile truck distance isochrone from the middle of the Main Site is a suitable catchment that captures the key competitor locations to the Proposed Development. This is considered a reasonable distance which most Industrial and Logistics (I&L) occupiers will travel from to use the rail freight interchange to either collect or drop off materials and goods as part of their supply chain.

6.74 In terms of local authorities, the PMA (Shown in **Figure 6.3** below) covers fully the local authorities of St Helens, Wigan, Warrington, Knowsley, Halton, and in great part – albeit not fully – the local authorities of Chorley, Bolton, Salford, and Trafford. The PMA also extends into areas of Sefton, West Lancashire, Cheshire East and Cheshire West and Chester. In terms of regions, the PMA is wholly contained within the North West region.

Figure 6.3 Industrial and Logistics Property Market Area



Source: Savills 2025

Data Sources

6.75 Information on the socio-economic characteristics of the area has been collated from a number of sources as follows.

6.76 Government and Institutional Sources:

- CoStar;
- HM Land Registry;
- Ministry for Housing, Communities and Local Government (MHCLG), Indices of Multiple

Deprivation (IMD) (2019);

- Ordnance Survey;
- Office for National Statistics (ONS), 2021 Census;
- Office for National Statistics (ONS), Annual Population Survey;
- Office for National Statistics (ONS), Nomis, Official Labour Market Statistics;
- Office for National Statistics (ONS), Business Register and Employment Survey (BRES);
- Office for National Statistics (ONS), Annual Survey of Hours and Earnings;
- Office for National Statistics (ONS), Regional gross value added (balanced) by industry: all ITL regions;
- Oxford Economics; and
- Valuation Office Agency (VOA).

6.77 Planning Policy and Evidence Base Documents:

- Greater Manchester Places for Everyone Joint Development Plan 2022-39 (Adopted March 2024);
- St Helens Employment Land Needs Study Addendum Report (2019);
- St Helens Inclusive Growth Strategy 2023-28;
- St Helens Borough Local Plan up to 2037;
- St Helens Strategic Housing Land Availability Assessment 2024 Update;
- Wigan Local Plan Core Strategy (March 2024);
- Wigan Borough Local Plan: Initial Draft for Consultation (2025);
- Wigan Strategic Housing Land Availability Assessment 2024 Update;
- Warrington Local Plan 2021/22-2038/39 (December 2023); and
- Warrington Strategic Housing Land Availability Assessment 2024.

Methodology

6.78 This section provides an explanation of methods used to undertake the assessment with reference to published standards, guidelines and best practice.

6.79 The assessment comprises the following components:

- review of existing planning policy and other relevant strategies focusing on socio-economic issues;
- assessment of baseline socio-economic conditions in the area;
- consideration of socio-economic impacts of the Proposed Development; and
- assessment of any potential impacts on the socio-economic characteristics of the area.

6.80 The assessment has been informed by a number of published research reports and guidance including:

- Housing and Communities Agency (HCA, former Homes England), Employment Densities Guide, 3rd Edition, 2015; and
- HCA, Additionality Guide, 4th Edition, 2014.

6.81 For the land-use and accessibility effects on local private property and housing, community land and assets, development land and businesses, and agricultural landholdings the following steps are taken:

- effect assessment – considering the magnitude of the potential effects on land uses on the land and their sensitivity to temporary loss of access to land within the study area;
- consideration of mitigation measures, residual effects and cumulative effects; and
- summary.

6.82 The significance of any effect is derived by combining the sensitivity of receptors with the magnitude of change arising from a project.

Design Manual for Roads and Bridges, LA 112 Population and Human Health, Revision 1

6.83 The DMRB, published by Highways England (now National Highways), sets out the requirements for assessing and reporting the environmental effects on population, including land use and accessibility from construction, operation and maintenance of highways projects.

6.84 Although the Proposed Development is not overall a highway project, in the absence of further detailed guidance on the assessment of effects on land use and accessibility, this document is considered appropriate for the purpose of the Socio-Economics PEIR Chapter.

6.85 Its scope covers population effects as follows:

- Land-use and accessibility including;
  - private property and housing;
  - community land and assets;

  - development land and businesses;
  - agricultural land holdings; and
  - walkers, cyclists and horse-rides (WCH).

6.86 The nature and scale of effects on land use and accessibility are categorised as beneficial, neutral, or adverse.

6.87 Paragraph 3.6 (p10) of the DMRB LA 112 Population and Human Health states that the recommended study area should be based on the construction footprint/project boundary plus a 500m area surrounding the project boundary. If the likely effects are identified without the 500m boundary, then the study area should be extended accordingly. This area is defined in **Figure 6.2**.

6.88 Where relevant within the 500m study area, the baseline includes data on:

- private property and housing:
  - the location and number of properties at risk of demolition, or from which land will be required/access affected the Proposed Development; and
  - the location of residential development land and the number of units that will be affected by the Proposed Development.
- community land and assets:
  - the location of community land (e.g. common land, village greens, open green space, allotments, sports pitches etc.) and amount of land which will be required/access affected by the Proposed Development;
  - the location of community assets (e.g. village halls, healthcare facilities, education facilities, religious facilities etc.) and number of assets from which land will be required/access affected by the Proposed Development;
  - the level of existing accessibility restrictions/severance to community land and assets within the study area; and
  - the frequency of use of community land and assets within the study area.
- development land and businesses:
  - the location and number of businesses (and associated jobs) at risk or from which land will be required/access affected by the Proposed Development;
  - the location of land allocated for development by local authorities and the number of future jobs that will be affected by the Proposed Development;
  - land not allocated by local authorities which is subject to planning application(s) supporting future jobs; and
  - the level of existing accessibility restrictions/severance to development land and businesses within the study area.

- agricultural land holdings:
  - the type, location and number of agricultural holdings at risk of demolition or from which land will be required/access affected by the Proposed Development;
  - the level of existing severance/accessibility restrictions to agricultural land holdings within the study area; and
  - the frequency of use of the agricultural holdings/assets within the study area.
- Walkers, Cyclists and Horse riders (WCH):
  - the type, location and extent of WCH provision (e.g. public rights of way (PRoW)) within the study area;
  - the frequency of use of the WCH provision within the study area.

Significance Criteria

6.89 The assessment of socio-economic effects follows the methodology and format of the assessment presented in Chapter 5: EIA Scope and General Methodology. Receptor sensitivity and impact magnitude in the context of socioeconomics issues are further defined in the following tables.

Receptor Sensitivity

6.90 To arrive at a judgement on the significance of the effect, the assessment considers the sensitivity of different receptors. The methodology for determining sensitivity can be seen in **Table 6.3** below. The assessment of the receptors' sensitivity level is based on the baseline research section below.

Table 6.3 Methodology for Determining Sensitivity

Sensitivity	Examples
Very High	Very strong evidence of direct and significant socio-economic challenges relating to receptor. Afforded a very high priority in local, regional or national economic and regeneration policy
High	Strong evidence of direct and significant socio-economic challenges relating to receptor. Afforded a high priority in local, regional or national economic and regeneration policy
Medium	Some evidence of socio-economic challenges linked to receptor, which may be indirect. Change relating to receptor has medium priority in local and regional economic and regeneration policy.

Sensitivity	Examples
Low (or lower)	Little evidence of socio-economic challenges relating to receptor. Receptor is accorded a low priority in local economic and regeneration policy.
Negligible	No sensitivity to change

6.91 The receptors for the 500m study area are based on the sensitivity criteria in the DMRB LA 112 Population and Health referred to above. The criteria are presented in **Table 6.4** below.

Table 6.4 Criteria for Receptor Sensitivity of Land Use and Accessibility

Receptor value (sensitivity)	Description
Very High	Private property and housing: 1) existing private property or land allocated for housing located in a local authority area where the number of households are expected to increase by >25% by 2041 (ONS data); and/or 2) existing housing and land allocated for housing (e.g. strategic housing sites) covering >5 Ha and / or >150 houses. Community land and assets where there is a combination of the following: 1) complete severance between communities and their land/assets, with little/no accessibility provision; 2) alternatives are only available outside the local planning authority area; 3) the level of use is very frequent (daily); and 4) the land and assets are used by the majority (>=50%) of the community. Development land and businesses: 1) existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment sites) covering >5ha.

Receptor value (sensitivity)	Description
	Agricultural land holdings: 1) areas of land in which the enterprise is wholly reliant on the spatial relationship of land to key agricultural infrastructure; and 2) access between land and key agricultural infrastructure is required on a frequent basis (daily). Walkers, Cyclists and Horse-Riders (WCH): 1) national trails and routes likely to be used for both commuting and recreation that record frequent (daily) use. Such routes connect communities with employment land uses and other services with a direct and convenient WCH route. Little / no potential for substitution; 2) routes regularly used by vulnerable travellers such as the elderly, school children and people with disabilities, who could be disproportionately affected by small changes in the baseline due to potentially different needs; and 3) rights of way for WCH crossing roads at grade with >16,000 vehicles per day.
High	Private property and housing: 1) private property or land allocated for housing located in a local planning authority area where the number of households are expected to increase by 16-25% by 2041 (ONS data); and/or 2) existing housing and land allocated for housing (e.g. strategic housing sites) covering >1-5 Ha and / or >30-150 houses. Community land and assets where there is a combination of the following: 1) there is substantial severance between community and assets, with limited accessibility provision; 2) alternative facilities are only available in the wider local planning authority area;

Receptor value (sensitivity)	Description
	3) the level of use is frequent (weekly); and 4) the land and assets are used by the majority (>=50%) of the community. Development land and businesses: 1) existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment sites) covering >1 – 5 Ha. Agricultural land holdings: 1) areas of land in which the enterprise is dependent on the spatial relationship of land to key agricultural infrastructure; and 2) access between land and key agricultural infrastructure is required on a frequent basis (weekly). WCH: 1) regional trails and routes (e.g. promoted circular walks) likely to be used for recreation and to a lesser extent commuting, that record frequent (daily) use. Limited potential for substitution; and/or 2) rights of way for WCH crossing roads at grade with >8,000 - 16,000 vehicles per day.
Medium	Private property and housing: 1) houses or land allocated for housing located in a local authority area where the number of households are expected to increase by >6-15% by 2041 (ONS data); and/or 2) existing housing and land allocated for housing (e.g. strategic housing sites) covering <1 Ha and / or <30 houses. Community land and assets where there is a combination of the following: 1) there is severance between communities and their land/assets but with existing accessibility provision;

Receptor value (sensitivity)	Description
	2) limited alternative facilities are available at a local level within adjacent communities; 3) the level of use is reasonably frequent (monthly); and 4) the land and assets are used by the majority (>=50%) of the community. Development land and businesses: 1) existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment sites) covering <1ha. Agricultural land holdings: 1) areas of land in which the enterprises are partially dependent on the spatial relationship of land to key agricultural infrastructure; and 2) access between land and key agricultural infrastructure is required on a reasonably frequent basis (monthly). WCH: 1) PRoW and other routes close to communities which are used for recreational purposes (e.g. dog walking), but for which alternative routes can be taken. These routes are likely to link to a wider network of routes to provide options for longer, recreational journeys, and /or 2) rights of way for WCH crossing roads at grade with >4,000-8,000 vehicles per day.
Low	Private property and housing: 1) proposed development on unallocated sites providing housing with planning permission/in the planning process. Community land and assets where there is a combination of the following: 1) limited existing severance between community and assets, with existing full Disability Discrimination Act (DDA) DDA

Receptor value (sensitivity)	Description
	1995 [Ref 2.N] compliant accessibility provision; 2) alternative facilities are available at a local level within the wider community; 3) the level of use is infrequent (monthly or less frequent); and 4) the land and assets are used by the minority (>=50%) of the community. Development land and businesses: 1) proposed development on unallocated sites providing employment with planning permission/in the planning process. Agricultural land holdings: 1) areas of land which the enterprise is not dependent on the spatial relationship of land to key agricultural infrastructure; and 2) access between land and key agricultural infrastructure is required on an infrequent basis (monthly or less frequent). WCH: 1) routes which have fallen into disuse through past severance or which are scarcely used because they do not currently offer a meaningful route for either utility or recreational purposes; and/or 2) rights of way for WCH crossing roads at grade with <4,000 vehicles per day.
Negligible	Private property and housing: N/A. Community land and assets where there is a combination of the following: 1) no or limited severance or accessibility issues; 2) alternative facilities are available within the same community;

Receptor value (sensitivity)	Description
	3) the level of use is very infrequent (a few occasions yearly); and 4) the land and assets are used by the minority (>=50%) of the community. Development land and businesses: N/A. Agricultural land holdings: 1) areas of land which are infrequently used on a non-commercial basis. WCH: N/A.

Impact Magnitude

6.92 The magnitude of an impact is described using the terminology set out in **Table 6.5**:

Table 6.5 Methodology of Assessing Magnitude

Magnitude		Examples
Major	Adverse	A permanent or long-term adverse impact on the integrity and value of an environmental attribute or receptor.
	Beneficial	Large scale or major improvement of resource quality; extensive restoration or enhancement; major improvement of attribute quality.
Moderate	Adverse	An adverse impact on the integrity and/or value of an environmental attribute or receptor, but recovery is possible in the medium term and no permanent impacts are predicted.
	Beneficial	Benefit to, or addition or, key characteristics, features or elements improvement of attribute quality.
Minor	Adverse	An adverse impact on the value of an environmental attribute or receptor, but recovery is expected in the short-term and there would be no impact on its integrity.

Magnitude		Examples
	Beneficial	Minor benefit to, or addition of key characteristics, features or elements; some beneficial impact on attribute or a reduction in the risk of a negative impact occurring.
Negligible	Adverse	Very minor loss.
	Beneficial	Very minor benefit.
No change		No change would be perceptible either positive or negative

6.93 Quantitative assessment will be used where possible and significance criteria will be produced to ensure that there is a consistent identification of effects applied during the assessment. Due to the complexity of socio-economic issues and the numerous interactions that can occur, it is not possible to predict the precise nature or scale of each impact. Qualitative assessment will therefore also be used where necessary.

Effect Significance

6.94 The level of significance of an effect will be determined through professional judgement of factors such as the scale or sensitivity of the receptor group and the magnitude of the impact (the amount of change). The level of significance is also determined with reference to planning policy, best practice guidance and relevant contextual factors. The significance of an effect is determined using the matrix in **Table 6.6** below in line with the approach laid out in Chapter 5: EIA Scope and General Methodology). The matrix looks at the interaction between receptor sensitivity and impact magnitude.

6.95 Effects that are moderate or greater in significance are considered to be significant in EIA terms for socio-economics.

Table 6.6 Methodology for Determining Significance

		Magnitude of impact				
		No change	Negligible	Minor	Moderate	Major
Receptor sensitivity	Very high	Neutral	Slight	Moderate	Large	Very large
	High	Neutral	Slight	Moderate	Large	Large
	Medium	Neutral	Slight	Slight	Moderate	Large
	Low	Neutral	Slight	Slight	Slight	Moderate
	Negligible	Neutral	Neutral	Neutral	Neutral	Neutral

6.96 The temporal scope for the assessment includes the construction phase and covers temporary and permanent effects of the Proposed Development once operational. It includes:

- Short term – temporary effects related to a specific construction event of no more than a year's duration – such as the construction of an individual building or a specific element of infrastructure such as a section of road.
- Medium term – temporary effects of longer duration, such as those arising over an extended period of construction ranging from one year to the full construction period, envisaged to be ten years.
- Long term – permanent effects arising from the operation of the Proposed Development or from the permanent presence or removal of physical features.

Cumulative Assessment

6.97 The EIA for the ILPN SRFI assesses the cumulative effects (inter-project effects) of the Proposed Development and other development projects at both the construction and operational phases.

6.98 Each aspect of the EIA defines an appropriate zone of influence (ZOI). The ZOI for socio-economic effects, in line with best practice and experience, is 30 km from the draft Main Order Limits. This is anticipated to represent an appropriate area to capture labour market effects.

6.99 To enable a reasonable and proportionate assessment, the following criteria have been used to identify schemes which could result in potential cumulative effects with the Proposed Development in accordance with Tier 1, 2 and 3 in the PINS cumulative guidance:

Tier 1

- projects under construction;
- permitted application(s), but not yet implemented;
- submitted application(s), not yet determined;
- submitted appeal(s), not yet determined;

Tier 2

- projects on the Planning Inspectorate's programme of projects

Tier 3

- projects on the Planning Inspectorate's Programme of Projects where a scoping report has not been submitted;
- development allocations identified in the relevant Development Plan (and emerging Development Plans – with appropriate weight); and
- development allocations identified in other plans and programmes (as appropriate) which set the framework for future development consents/approvals, where such development is reasonably likely to come forward.

BASELINE CONDITIONS

Labour Market Indicators

6.100 The size of the labour market sets the context for assessing the potential effects of the new jobs that would be created at the Proposed Development.

6.101 **Table 6.7** shows that there are 3,312,800 people in the labour market area aged between 16-64, of which 75.8% are economically active. This is lower than the English average of 78.9%. The employment rate in the study area is 72.3%, which is lower than the English average of 75.7%. The unemployment rate in the study area sits slightly above the English average of 3.1% at 3.3%. This includes those residents who are not claiming unemployment benefits but are still seeking work. This results in approximately 109,200 unemployed people in the study area.

6.102 Approximately 7.9% of UK workers in employment are underemployed[19], which the ONS defines as employed people who are available to start working longer hours within two weeks, and actual weekly hours worked were 40 or less for people aged under 18 or 48 hours or less for people aged 18 and over.

Table 6.7 Labour market within Study Area and England

Area	All Persons (16-64)	Economically Active (% of 16-64 population)	Employment Rate (% of 16-64 population)	Unemployment Rate (% is a proportion of economically active aged 16-64)
Study Area	3,312,800	75.8%	72.3%	3.3%
England	35,274,700	78.9%	75.7%	3.1%

Source: APS 2024.

6.103 It is also relevant to consider the level of youth unemployment to evaluate the impact the Proposed Development would have. The ONS defines youths as those between the ages of between 16 and 24 years old. This is illustrated in **Table 6.8.**

Table 6.8 Youth Unemployment within Study Area and England

Area	Unemployment Persons: 16 - 24	Unemployment Rate: 16 - 24
Study Area	23,700	4.2%
England	427,000	7.4%

Source: APS 2024.

6.104 The unemployment rate for 16-24 year olds in the study area is 4.2%, compared to 7.4% at the national level . It is noted however, that higher than average levels of unemployment are found among young adults aged 20-24 at 13.9% in the study area, compared to 9.5%[20] for England as a whole.

6.105 The analysis of ONS data on Standard Occupation Classification (SOC) provide insights into the skills level of an area. **Table 6.9** shows that 'professional occupations' (SOC 2) are the

[19] ONS: Underemployment and overemployment (2025) - https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/datasets/underemploymentandoveremploymentemp16

[20] St Helens Inclusive Growth Strategy, 2023.

largest occupation profile in the study area (26.8%) in line with England (27.3%). For both geographies, associate professional and technical occupations (SOC 3) are the second most common occupation, followed by managers, directors and senior officials (SOC 1).

6.106 Highly skilled occupations (SOC 1, 2, and 3) make up 51.8% of all occupations in the study area. Medium-skilled occupations (SOC 4, 5, and 6) constitute 26.2%, while lower-skilled occupations (SOC 7, 8, and 9) represent 22.0%. In comparison, highly skilled occupations make up 54.2% of all occupations in England, medium-skilled occupations constitute 26.0%, while lower-skilled occupations represent 19.8%.

Table 6.9 Standard Occupation Classification by Area

Standard Occupational Classification (SOC)	Study Area	England
1: Managers and Senior Officials	9.9%	11.5%
2: Professional Occupations	26.8%	27.3%
3: Associate Professional and Technical Occupations	15.1%	15.4%
4: Administrative and Secretarial Occupations	9.9%	9.2%
5: Skilled Trades Occupations	7.4%	8.5%
6: Personal Service Occupations	9.0%	8.3%
7: Sales and Customer Service Occupations	6.5%	5.8%
8: Process, Plant and Machines Operatives	5.8%	5.4%
9: Elementary Occupations	9.6%	8.7%

Source: APS 2024.

6.107 **Table 6.10** shows that the qualifications level of people aged 16-64 in the study area is lower than in England. 43.1% of people aged 16-64 in the study area have achieved a qualification level of RQF 4 and above compared to 47.1% in England. A higher proportion of people aged 16-64 in the study area have no qualifications (8.5%) compared to England (6.4%). This suggests that residents of the study area are less qualified compared to national averages.

Table 6.10 Qualifications

Qualifications of Working Age Population (16-64)	Study Area	England
% with RQF4+	43.1%	47.1%
% with RQF3	20.0%	20.5%
% with RQF2	21.2%	19.1%
% with RQF1	2.5%	2.6%
% with No Qualifications	8.5%	6.4%

Source: APS 2024.

6.108 Overall, this indicates that residents of the study area are slightly less skilled and qualified compared to England as a whole.

Employment by Sector

6.109 The ONS categorises economic activities and jobs within 18 industrial sector groups, known as the Standard Industrial Classification (SIC). As shown in **Table 6.11**, the study area has a slightly higher proportion of workers in the 'construction' sector compared to the national average. However, there is a slightly lower proportion of workers in the 'transportation and storage' sector in the study area compared to England.

6.110 As can be seen, 4.8% of residents (129,000) working in the study area are employed in the construction sector

6.111 In contrast the number of residents employed in the 'construction' sector is 149,100, or 6.1% of all residents in the study area[21]. This shows that the study

[21] Annual Population Survey 2024. Table 13a: Employment by Industry.

area is a net exporter of construction workers. Residents that are currently working outside of the study area would be incentivised to shift from their current role to building the Proposed Development.

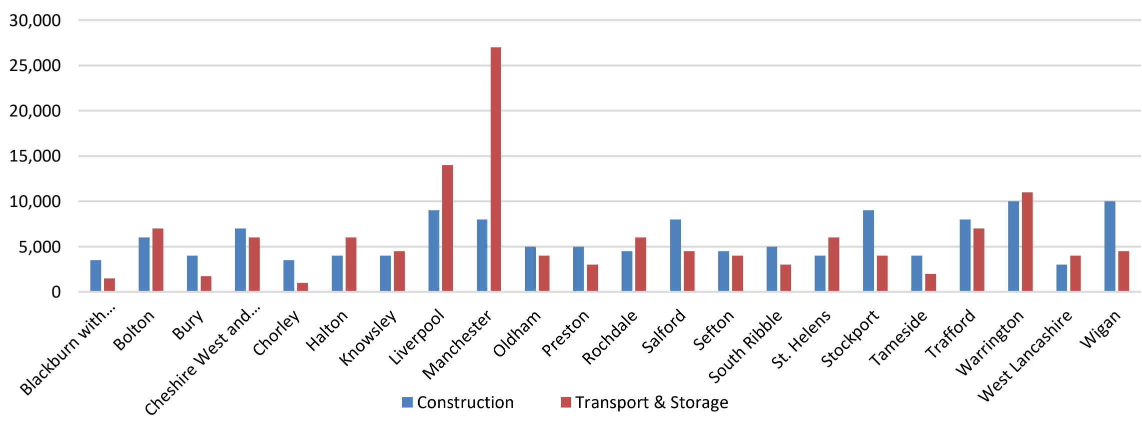
Table 6.11 Employment by Sector

Sector	Study Area (Workers)	Study Area (%)	England (%)
Construction	129,000	4.8%	4.7%
Transportation and Storage	132,000	5.0%	5.1%

Source: BRES 2023

6.112 **Figure 6.4** presents the level of employment in the construction and transport and storage sectors across the local authorities in the study area. Construction is spread out relatively evenly across the local authorities in the study area. It is noted that Wigan and Warrington have the highest employment in the construction sector. Transport and storage differs significantly across local authorities. By a significant degree the local authority with the highest employment in transport and storage is Manchester, followed by Liverpool. This reflects their role as transport hubs.

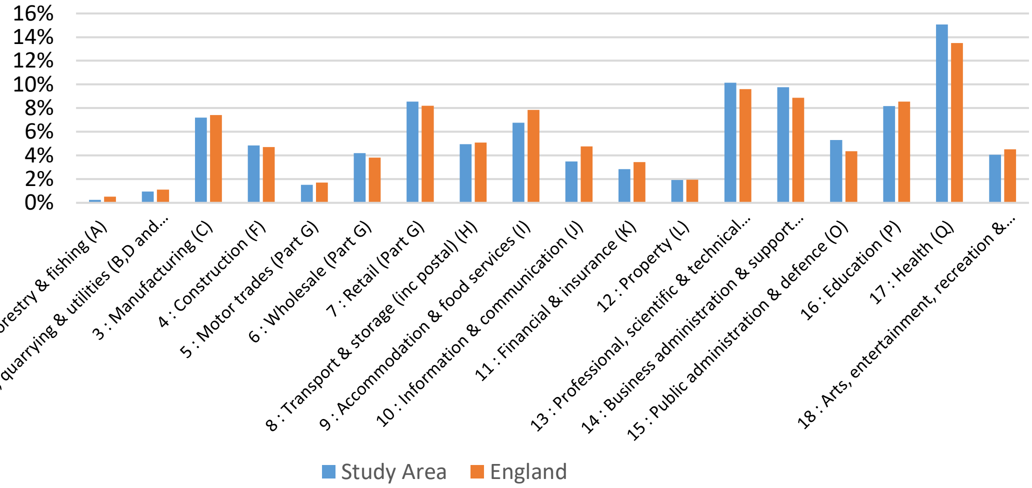
Figure 6.4 Employment in Construction and Transport and Storage across the Study Area



Source: BRES 2023

6.113 **Figure 6.5** charts the share of residents in the study area and England working in each industry. In the study area the largest share of residents work in 'Human Health' (15.1%), followed by 'Professional, scientific and technical activities' (10.1%) and 'Administrative and support service activities' (9.8%). This distribution is in line with the largest sectors by employment in England.

Figure 6.5 Employment by Sector for Residents of the Operational Employment Study Area and England, 2023 (%)



Source: BRES, 2023

Gross Value Added

6.114 Gross value added (GVA) is the measure of the value of goods and services produced in an area, industry or sector of an economy.

6.115 **Table 6.12** compares average GVA per job per sector in construction and transport and storage sectors with the average across all sectors in the study area and England.

6.116 As can be seen, the average GVA per job in the study area is well below the national average across all three categories.

Table 6.12 Average GVA per Job (2023)

Sector	Study Area	England
Construction	£60,500	£102,650
Transport and Storage	£33,400	£52,460
Average (All Sectors)	£39,420	£76,860

Source: ONS (2025)

Logistics Sector

Supply and Demand Dynamics

6.117 The baseline analysis focuses on units of 9,300 Sqm (100,000 Sqft)[22] and above as units of this size are considered to be large and will be the focus of the Proposed Development.

6.118 **Table 6.13** below presents CoStar data to provide summary of the key market indicators for the host authorities of St Helens, Wigan and Warrington, and the PMA (shown in **Figure 6.3**) more widely.

6.119 The three host local authorities support similar sized inventories in units above 9,300 sqm. St Helens supports the largest, with a total large unit inventory of 1.3 million Sqm. This is followed by Wigan (1.2 million Sqm) and Warrington (1 million Sqm). Together these three local authorities equate to approximately 35% of the PMA's inventory in large units (9.7 million Sqm).

6.120 The current availability rates across St Helens (5.3%), Wigan (3.2%), Warrington (0.7%) and the wider PMA (5.2%) are all lower than the level at which a market is considered to be broadly in balance between supply and demand. This is defined as the 8% equilibrium rate and is discussed in further detail below. All three host authorities and the PMA are below this level and therefore are considered to be supply constrained.

6.121 Rental growth has been strong in St Helens, Wigan, Warrington, and the PMA between 2012 and 2024, growing by over 90% across all four geographies. These growth rates are far higher than the rate of inflation over the same time period (37%), indicating that there is strong demand competing for limited available stock.

6.122 Each of these indicators are discussed in more detail in the following sub-sections.

Table 6.13 Summary of Market Demand and Supply Indicators – Units over 9,300 Sqm

Local Authority	Inventory (2025 Year-to-Date) (YTD) (Sqm)	Availability Rate (2025 YDTD) (%)	Rental Growth (2012-24)
St Helens	1,262,493	5.3%	101%
Wigan	1,158,542	3.2%	95%
Warrington	1,031,081	0.7%	103%
PMA	9,736,595	5.2%	100%

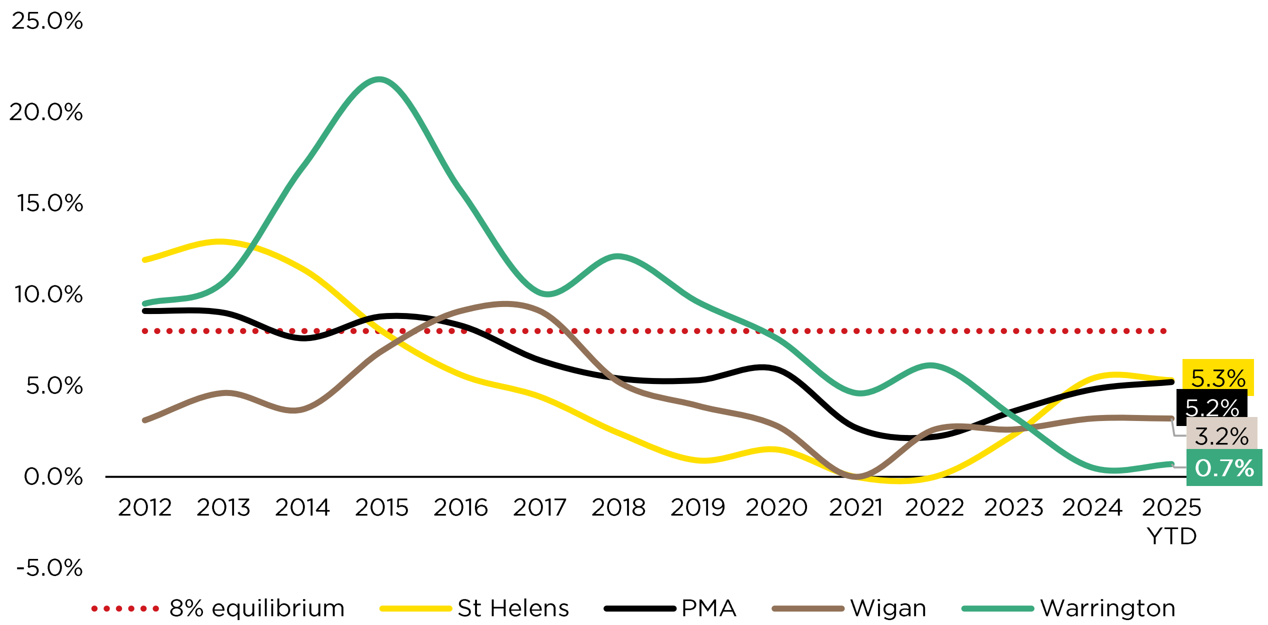
Source: Savills, CoStar 2025

6.123 The large unit market within the PMA is supply constrained. As shown in **Figure 6.6**,

[22] The baseline considers all I&L units above 9,300 Sqm, meaning both industrial (B1c and B2) and logistics uses (B8).

availability in St Helens, Warrington, Wigan and the PMA has been below the 8% equilibrium for every year since 2018, and currently stands at 5.3%, 3.2% and 5.2% respectively (2025 YTD). Availability in St Helens and Wigan in this period has often reached very low levels. For example there was no availability of large units in St Helens across 2021-2022, and none in Wigan in 2021. While availability for large units has risen from these lows, it remains below the equilibrium level[23] across these local authorities.

Figure 6.6 I&L Availability Rate (2012-25 YTD) Units over 9,300 Sqm



Source: Savills, CoStar 2025

6.124 Net absorption is a leading measure of demand based on lease deals. It compares occupied space (move-ins) versus vacated space (move-outs). On the other hand, net deliveries is a measure of supply and registers the change in inventory (floorspace) related primarily to new developments.

6.125 Across the period 2012-2024, average levels of net absorption (demand) have exceeded average levels of net deliveries (supply) for large units by 10% in St Helens, 18% in Wigan, 23% in Warrington and 17% in the PMA.

6.126 The historic demand/supply balance across each geography points to highly supply constrained market dynamics where by demand has exceeded supply for over a decade. This explains the low availability across these geographies.

6.127 Another key market indicator for understanding the relationship between supply and demand is rental growth. When demand outstrips supply, rental growth is typically higher as occupiers compete for limited available stock, this in turn drives up rents. Conversely, when there is sufficient supply to accommodate demand, rental growth is lower, typically

[23] Recognised as the availability rate which demonstrates a more market in equilibrium in the GLA's Land for Industry and Transport Supplementary Planning Guidance (SPG) (2012); London Plan (2021); and the British Property Federation's ('BPF') 'Levelling Up – The Logic of Logistics' Report

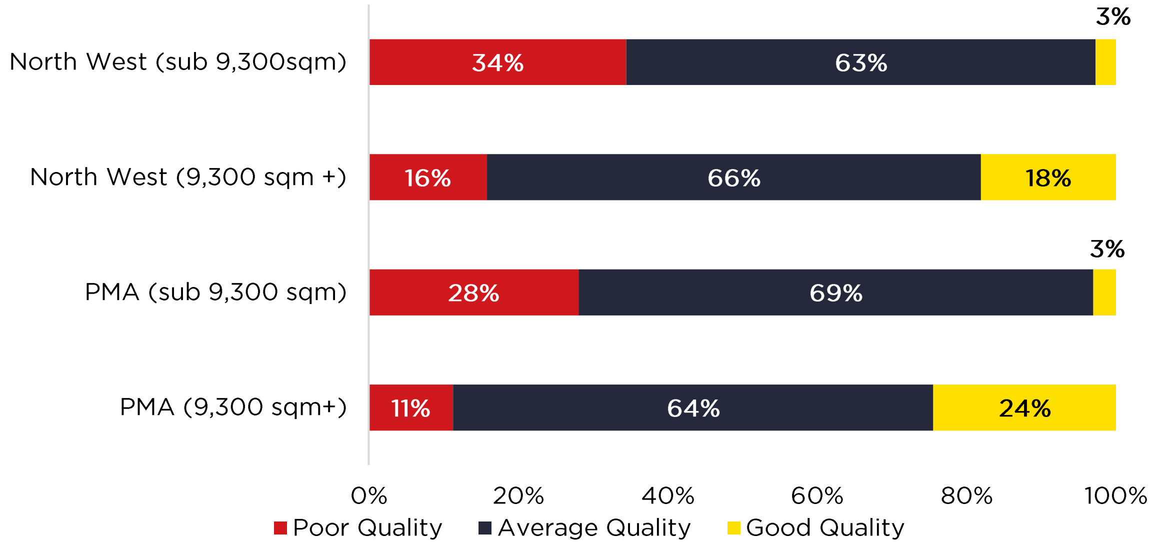
tracking inflation more closely.

6.128 The lack of available floorspace overall in the PMA and the three host local authorities has contributed to rapid rental growth. Rents in St Helens grew by 101% between 2012 and 2024, 95% in Wigan, 103% in Warrington and 100% in the wider PMA. This means rental growth rates across the four geographies is well over double the rate of inflation (37%) over the same period.

6.129 **Figure 6.7** compares the quality of I&L stock by CoStar rating within the PMA for units both above 9,300 Sqm and below 9,300 sqm. For context, the breakdown of stock by quality and size for the North West region is also presented.

6.130 The chart illustrates that across the PMA, the proportion of good quality stock in large units (24%), is significantly higher than it is for small and mid-box units (3%). Concurrently there is a much greater proportion of poor quality stock in small and mid-box units below 9,300 Sqm (28%) compared to in the large unit market segment (11%). This dynamic is mirrored in the North West region.

Figure 6.7 Quality of I&L Stock within the PMA and North West



Source: Savills 2025 CoStar 2025

Economic Performance of Logistics Sector

6.131 The consultation on Invest 2035: the UK's Modern Industrial Strategy[24], states that the sector is central to the growth mission of the government. The consultation highlights the continued skew of economic performance towards London and the South East. For the eight largest cities outside London, the combined gap between actual and potential productivity is £47 billion annually, this has a major impact on output.

[24] Department for Business and Trade, Invest 2035 the UK's Modern Industrial Strategy. Available at: https://www.gov.uk/government/consultations/invest-2035-the-uks-modern-industrial-strategy/invest-2035-the-uks-modern-industrial-strategy Accessed at 11/06/2025

6.132 As discussed in Savills' publication for the British Property Federation 'Levelling-up – The Logic of Logistics'[25] , the I&L sector can play a pivotal role in addressing this mismatch between current and potential economic performance given its outsized performance when compared with the wider economy. In GVA terms, the South accounts for 63% of England's total GVA, while the North accounts for only 37%. However, over the last five years I&L demand (net absorption) in the North has accounted for 70% of the country's total demand.

6.133 Looking at a more granular level, markets in the North West region have significant suppressed I&L demand. These markets have experienced leasing demand beyond supply of available land and floorspace. Suppressed demand uplift is 35% in Manchester, 30% in Blackburn, 6% in Warrington and 7% in Liverpool. These represent how much additional demand as a minimum should be planned for. The potential level of investment means the I&L sector's proportion of national GVA could increase significantly higher than the 7% it currently contributes. Thanks to the I&L sectors' higher productivity and wide-range of well paid jobs and training opportunities offered, its growth can help to bridge the gap between the North and South.

Occupations in the Logistics Sector

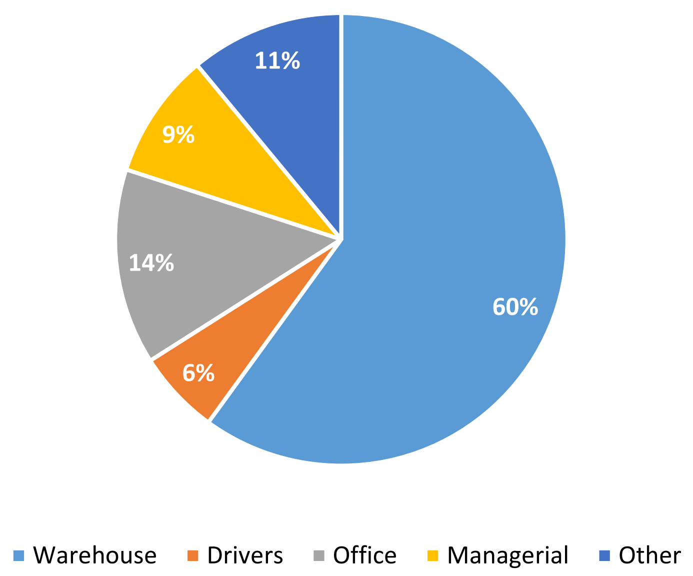
6.134 Logistics uses have shown strong performance for a number of years, but the Covid-19 pandemic exacerbated existing trends, such as online retailing. This has furthered demand for logistics floorspace while adversely impacting other commercial sectors such as retail and offices.

6.135 New technologies have affected the sector significantly, changing the way tasks are performed and how businesses operate. Technology is replacing the most routine jobs through automation and self-driving vehicles, whilst accelerating the shift towards a higher-skilled labour force in the sector, creating new roles and inducing an occupational shift.

6.136 As can be seen in **Figure 6.8**, whilst the largest proportion of logistics roles are still in warehouse related jobs, office and managerial jobs now account for 23% of the sector's employment.

[25] Savills & British Property Federation 'Levelling-up – The Logic of Logistics'. Available at: file:///C:/Users/jonathan.adcock/Downloads/levelling-up-the-logic-of-logistics-bpf-report.pdf Accessed 10/06/2025

Figure 6.8 Share of Logistics Jobs (2023)



Source: Prologis (2023).[26].

6.137 The wide-range of occupations offered is particularly true for the study area. **Table 6.14** below shows the difference in occupational distribution in transport and storage between the North-West region and England & Wales.

6.138 While in the North West, there is a marginally higher proportion of routine occupations at one end of the spectrum, at the national level there is a higher share of Managers, Directors and Senior Officials. These roles are typically associated with higher-skilled engineering and technological professions in response to increased automation and robotics in the sector and more advanced supply chain processes. These office-based roles are increasingly co-locating alongside production and logistics uses as it is convenient for these people to be closer to the operations they control and analyse.

6.139 Between 2015 and 2023, the logistics component of the I&L sector has seen job growth of 22% compared to only 9% across the wider economy. A survey commissioned by YouGOV and undertaken by Frontier-Economics found that 20% of people currently in logistics were previously unemployed, and that one in four within this group was long-term unemployed[27].

6.140 The I&L sector also generates significant construction and apprenticeship roles which will increase further as it expands into the future. Frontier Economics estimate that if supply-constraints are addressed in the future, the sector could deliver over half a million

[26] Prologis (2023). Driving Employment Growth Within the UK's Logistics Sector. Available at: https://www.prologis.co.uk/sites/uk/files/documents/2023/05/Prologis%20Labour%20Report%202023.pdf Accessed 19/06/2025

[27] Frontier Economics (2022), *The Impact of Logistics Sites in the UK. Available at: https://www.frontier-economics.com/uk/en/news-and-insights/news/news-article-i9313-the-impact-of-the-logistics-industry-in-the-uk/ Accessed 13/06/2025*

apprenticeships over the next 10 years[28].

Table 6.14 Occupational Distribution in Transport and Storage

Standard Occupational Classification (SOC)	North West	England & Wales
Managers, Directors and Senior Officials	8.8%	9.6%
Professional Occupations	3.7%	4.4%
Associate Prof & Tech Occupations	5.3%	5.9%
Administrative and Secretarial Occupations	7.6%	7.8%
Skilled Trades Occupations	3.9%	3.9%
Caring, Leisure and Other Service Occupations	3.8%	4.1%
Sales and Customer Service Occupations	3.3%	3.2%
Process, Plant and Machine Operatives	42.4%	40.3%
Elementary occupations	21.2%	21.0%

Source: ONS Census 2021.

Logistics Wages

6.141 Wage statistics provide context for the potential economic benefits of the new jobs that will be created, and therefore an increase in the study area.

6.142 Wages vary between location and type of work undertaken. The data provided in this section covers the median gross annual pay of full-time residents. The assessment looks at the wages of the three local authorities within which the DCO Site sits, the study area and the English average.

6.143 **Table 6.15** below outlines the figures for the median gross annual pay based on residents and workplace.

6.144 Residents' pay in the three host authorities is in line with the study area but lower than

[28] Ibid

that of the England average. All spatial scales have seen increases in their wages since 2014. The study area's resident-based median gross annual pay (full time) is £35,442 which saw an average annual increase of 3.56% in wage levels between 2014 and 2024. This is higher than the three local authorities and national averages, with the former seeing an annual increase of 3.41% and the latter an annual increase of 3.21%.

6.145 Workers' wages in the host local authorities are lower than that of the study area, which is in turn lower than the national average. All spatial scales have seen increases in their wages since 2014. The study area's workplace-based median gross annual pay (full time) is £34,70, which saw an annual increase of 3.62% in wage levels between 2014 and 2021. This is higher than the three local authorities and national averages, with the former seeing an annual increase of 3.54% and the latter an annual increase of 3.22%.

Table 6.15 Median Gross Annual Pay 2024

Area	Resident-based median gross annual pay (full time)	Workplace-based median gross annual pay (full time)
St Helens, Warrington and Wigan	£35,434	£33,922
Study Area	£35,442	£34,780
England	£37,617	£37,630

Source: Annual Survey of Hours and Earnings (2024)

Land Use and Accessibility

Land Use of the Draft Main Order Limits

6.146 The draft Main Order Limits is split broadly in two sections. The majority of the land contained within the Main Site is bound to the north by the Chat Moss Line (Liverpool-Manchester railway line), to the west by the M6 motorway and to the southeast by Winwick Lane (A579). The Main Site south of the Chat Moss Line is approximately 198 hectares in size.

6.147 The Western Rail Chord of the DCO Site is approximately 12 hectares in size and is bordered to the west by the West Coast Mainline railway, to the north by the Chat Moss Line and to the east by land associated with the former Parkside Colliery.

6.148 The Main Site currently supports activity by the Warrington Model Flying Club, the Kenyon Hall Farm Airstrip, Procon 24/7 Ltd and Golden Orb Solutions. These businesses or community assets are anticipated to have ceased operation by the time the Proposed Development comes forward. Within the wider region, there are a range of other facilities, including fifteen airfields and model flying clubs which advertise capacity for new members.

6.149 A survey of PRoW usage was conducted, summarised in Appendix 10.6. This noted that no PRoW route demonstrates very high usage across the week, with most routes demonstrating consistent usage. Some PRoW routes demonstrated low or no use.

Land Use of the Surrounding Study Area

6.150 This section of the baseline considers the Land Uses in the immediate surrounding area of the draft Main Order Limits. The study area for this is a 500m buffer extending outwards from the boundaries of the draft Main Order Limits that excludes land for highways mitigation.

6.151 From desk research, it is estimated that there are approximately 1,067 residential properties in the surrounding study area, mainly clustered in Newton-le-Willows, and along Newton Road and the A49 to the east and south of the settlement respectively. Portions of a St Helens Housing allocation and an area of Safeguarded Housing Land are located within the study area. Both are located to the southwest of the draft Main Order Limits in St Helens.

6.152 The primary area of community land that falls within the study area is Highfield Moss, which is a small nature reserve in Wigan classified as a Site of Special Scientific Interest (SSSI). Highfield Moss is covered in detail by Chapter 11: Ecology and Biodiversity.

6.153 Regarding community facilities and assets, the study area is sparse. Using a broad definition for community facilities, there are three to the west of the Draft Main Order Limits in Newton-le-Willows. St Peter’s Church and the nearby St Peter’s Primary School are close to the station. Willowbank Primary School lies on the closer side of the West Coast Mainline. There are no village halls or healthcare facilities within the study area.

6.154 The analysis of Valuation Office Agency data identifies 79 business premises in the surrounding study area. This includes the Kenyon Hall Farm Airstrip, which lies within the east part of the draft Main Order Limits and Kenyon Hall Farm shop, which lies adjacent to the boundary to the east. It also includes Newbank Garden Centre to the north.

Housing

6.155 The HMA considered for the baseline consists of the three host local authorities the DCO Site is located within, St Helens, Wigan and Warrington. Since the three host local authorities do not fall together under a regional authority or other joint housing or employment designation, each local authority will be considered separately and then in combination.

6.156 It should be noted that the Standard Method used to calculate housing need has changed since the adopted policy documents referred to were adopted. Projections of housing need were based on:

- the last 10 years’ migration trends;

- market signals and affordable housing needs; and
- adjustments to support economic growth projections.

6.157 The new Standard Method uses the following method:

- proportion of existing housing stock; and
- uplift in accordance with affordability ratios.

6.158 It should be noted therefore that under these changes to the Standard Method, housing targets are significantly increased for all three local authorities. These are summarised by annual housing targets in **Table 6.16**. However, since these targets will not come into effect until new local plans are in place, they are not included in the assessment.

Table 6.16 Comparison of Adopted Plan and revised Standard Method Housing Targets

Annual Housing Target	St Helens	Wigan	Warrington
Adopted Local Plan	486	972	816
Standard Method (December 2024)	718	1,418	1,064
Uplift	48%	46%	30%

Source: Lichfields (2024).

St Helens

6.159 St Helens' Local Plan (2022) sets a housing target for the local authority of at least 10,206 homes within the plan period from 2016 to 2037, which represents an average annual rate of 486 homes. St Helens is currently on track to meet these housing targets according to the 2023 Housing Delivery Test (HDT). The local authority has comfortably passed the 2023 Test as housing delivery in the past three years has averaged 30% over the total number of homes required.

6.160 Looking forward, St Helens Strategic Housing Land Availability Assessment (SHLAA) Update (2024) identifies a housing land supply of 6.38 years over the next five years.

Wigan

6.161 Wigan's development plan comprises the Core Strategy (2024) and the Places for Everyone Joint Development Plan (JDP) (2024). Housing and economic policies have been shifted from the original Core Strategy (2013) to the JDP. Wigan is also progressing a new Local Plan in conformity with the JDP. Regulation 18 consultation took place from April to June

2025.

6.162 Policy JD-H1 of the JDP sets an overall housing target for the local authority of at least 16,527 homes within the plan period from 2022 to 2039. The JDP anticipates a phased plan for all constituent local authorities. For Wigan however the quantum of delivery is planned to remain relatively consistent throughout all four phases, at an average annual rate of 972 dwellings.

6.163 The emerging plan notes that the JDP was prepared during a period of uncertainty due to the Covid-19 pandemic. As such, housing delivery was revised downwards during the immediate phases of the plan period. However, despite the pandemic, housing delivery has been strong in the borough over the last three years, with 2,554 completions, representing 18% of the total housing target to 2039. The 2023 Housing Delivery Test confirms that Wigan is currently on track to meet their housing target. The local authority has comfortably passed the 2023 Test as housing delivery in the past three years has averaged 80% over the total number of homes required.

6.164 Looking forward the emerging plan identifies a total housing land supply sufficient for 18,686 homes over the plan period, which is 2,159 more homes than required to meet the target. Wigan's SHLAA Update (2024) identifies a housing land supply of 5.41 years over the next five years.

Warrington

6.165 Warrington's Local Plan (2023) sets a housing target for the local authority of at least 14,688 homes within the plan period from 2021 to 2039, which represents an average annual rate of 816 homes. Warrington is currently on track to meet these housing targets according to the 2023 Housing Delivery Test. The local authority has comfortably passed the 2023 Test as housing delivery in the past three years has averaged 45% over the total number of homes required.

6.166 Looking forward Warrington's SHLAA (2024) identifies a housing land supply of 5.05 years over the next five years. This is marginal compared to the minimum requirement for five years of land supply. However, the report notes that the land supply position is expected to improve, increasing to 6.74 years over the next five years.

Accounting for Employment Growth

6.167 Two strategic sites for employment use are allocated in the St Helens Local Plan.

6.168 Parkside East forms part of the draft Main Order Limits. St Helens' Employment Needs Study Addendum Report 2019 assesses the employment capacity for the allocation to be 2,737 jobs.

6.169 Parkside West comprises the land surrounding the Western Rail Chord around the former Parkside Colliery. The St Helens Inclusive Growth Strategy states that the regeneration would see the 350-acre site transformed into an employment park of regional and national significance with exceptional connectivity to the M6 via the new Parkside Link Road and to both freight and passenger rail infrastructure.

6.170 The Parkside West allocation is currently being developed by the Parkside Regeneration LLP, a joint venture between St Helens and the developer Langtree. Phase 1, which has received full consent, includes circa 93,000 sqm of logistic employment floorspace, supported by landscaping and open space creation, providing an estimated 1,330 jobs. There are further phases of development planned with outline consent that will deliver a further circa 150,000 sqm of employment space focusing on the advanced manufacturing sector.

6.171 The two strategic site allocations represent a significant need for housing in the HMA that needs to be accounted for in the baseline. The Standard Method used to assess housing need across the local authorities does not take account of increased pressures on housing that are likely to occur from employment growth arising from allocated employment sites. This is recognised by St Helens Local Plan (2022).

6.172 In response, St Helens has informed its local plan housing target through the updated 2016 Mid-Mersey Strategic Housing Market Assessment (SHMA), which covers the administrative area of St Helens only. This used data linked with the development of the employment site allocations including Parkside East and Parkside West. It did so by assessing a range of demographic and economic led scenarios, considering the expected rate of jobs growth, the numbers of supporting jobs generated, employment rates and commuting patterns. The objectively assessed need (OAN) that underpins St Helens' housing target therefore accounts for its major employment allocations within the HMA.

6.173 Wigan has no employment allocations under Policy JP-J2 of the Joint Development Plan.

Summary

6.174 The housing need, housing land supply and delivery performance of the local authorities in the HMA are summarised in **Table 6.17**. All five year land supply positions are identified through each local authority's respective SHLAA, published in 2024.

6.175 In combination the HMA has a 5-year housing land supply requirement for 11,370 dwellings, compared to a 5-year housing land supply of 12,480 dwellings, or a 1,110 uplift in dwellings. Assuming this housing requirement and housing land supply remain constant over 13 years, to align with the Proposed Development completion date of 2038, this suggests a surplus of 2,890 units would be delivered, not accounting for past and potential over-delivery.

Table 6.17 5 Year Housing Requirement and Supply in the Housing Market Area

Local	Total	5 year	5 year land	5 year land	HDT 2023

Authority	Requirement	requirement	supply (units)	supply (years)	Result
St Helens	10,206	2,430	3,100	6.38	130%
Wigan	16,527	4,860	5,258	5.41	180%
Warrington	14,688	4,080	4,120	5.05	145%
Total HMA	**41,421**	**11,370**	**12,480**		

Source: Savills 2025, Councils of St Helens, Wigan and Warrington.

Deprivation

6.176 The Ministry of Housing, Communities and Local Government (MHCLG) publish the English Indices of Deprivation to measure relative deprivation in communities across the country. The last indices were released in 2019, and provide a measure for every local authority and Lower Super Output Area (LSOA) in England. Local authorities and LSOAs are ranked accordingly to how deprived they are relative to each other.

6.177 These indices of multiple deprivation (IMD) consider a range of indicators, and a household is considered deprived if they meet one or more of the following conditions:

- employment – any member of a household, not a full-time student, is either unemployed or long-term sick;
- education – no person in the household has at least level 2 education, and no person aged 16-18 is a full time student;
- health and disability – any person in the household has general health 'bad or very bad' or has a long term health problem; and
- housing – household's accommodation is either overcrowded, with an occupancy rating -1 or less, or is in shared dwellings, or has no central heating.

6.178 Deprivation rankings are primarily determined at the LSOA level. Each LSOA is given a deprivation 'score', which are then ranked, from most to least deprived, where a rank of '1' denotes the most deprived LSOA. The DCO Site straddles three LSOA's, St Helens 015A, St Helens 015D, Warrington 001B and Wigan 39E.

6.179 As can be seen in **Table 6.18** below these LSOA's are ranked in the 7th and 8th deciles, (where the 1st decile is the most deprived 10% of LSOA's) which indicates that the LSOAs are less deprived than average and experience low levels of deprivation, compared to St

Helens and Wigan as a whole.

Table 6.18 Host LSOA IMD Rankings

LSOA	Deprivation Ranking (1-32,844)	Decile Ranking
St Helens 015A	20,664	7th decile
St Helens 015D	26,367	8th decile
Wigan 39E	26,171	8th decile
Warrington 001B	23,250	7th decile

Source: Index of Multiple Deprivation 2019

6.180 MHCLG also provides deprivation ranks at the local authority level, using aggregates of each LA's LSOA. Given the aggregated nature of those ranks at the LA level, multiple measures of deprivation rank are available. **Table 6.19** below presents ranking on key deprivation sub-domain. This is based on the rank of the average deprivation score of each LA's LSOAs. St Helens, Wigan and Warrington are ranked 26th, 75th and 148th respectively out of 317 local authority districts, with 1 being the most deprived, which suggests very high levels of deprivation within St Helens and Wigan.

6.181 The deprivation rankings of St Helens, Wigan and Warrington under the income, employment and 'education, skills and training' deprivation subdomains follow a similar pattern as for overall deprivation. The three LAs are relatively less deprived with regards to barriers to housing and services.

Table 6.19 Local Authority Deprivation Rank for IMD and Sub-domains (1-317)

LA	St Helens	Wigan	Warrington
Indices of Multiple Deprivation Ranking	26	75	148
Income Ranking	34	77	154
Employment Ranking	9	50	124

LA	St Helens	Wigan	Warrington
Education, Skills and Training Ranking	72	86	167
Barries to Housing and Services Ranking	301	300	247

Source: Index of Multiple Deprivation 2019, Table uses the 'Rank of average score' classification

Future Baseline

6.182 The ONS's 2022 Population Projections estimate that by 2038, circa 3,634,000 residents will be of working age (16-64 years old) in the study area. Compared to the current labour force of 3,300,000, this represents a 9% increase in the working age population. It is estimated that in the HMA, by 2038 circa 483,000 residents will be of working age, rising by 4.4% from 463,000 in 2025.

6.183 According to Oxford Economics forecasts, as shown in **Table 6.20**, the local area, the study area and England all have strong employment growth forecast in the construction and transport and storage sectors to 2038. Employment growth is weaker in the local area than the study area and England. Employment growth in the in the study area is broadly in line with the national level for both sectors.

6.184 Employment growth is stronger in the construction sector, with a forecast employment growth of 14.4% in the local area and 16.4% in the wider study area. For the transport and storage sector, employment growth of 11.3% is forecast in the local area with 13.6 % expected in the study area.

6.185 The Proposed Development offers the opportunity to bring employment opportunities to the local area in line with the wider study area.

Table 6.20 Forecast employment Change by Sector (2025-2038)

Sector		St Helens, Wigan and Warrington	Study Area	England
Construction	Number	+2,980	+18,950	+223,740
	Proportion	14.4%	16.4%	16.7%
Transportation and	Number	+2,710	+20,780	+193,500

Sector		St Helens, Wigan and Warrington	Study Area	England
Storage	Proportion	11.3%	13.6%	13.3%

Source: Oxford Economics 2025

6.186 **Table 6.21** contains the forecast change in GVA per job in the construction, transport and storage sectors in the local area, the study area and England between 2025 and 2038, according to Oxford Economics. Construction GVA per job is expected to increase by £11,450, or 11.3% in the study area which is above the local and national level.

6.187 At the local level, in the transport and storage sector, GVA growth of 11.8% to £48,280 is expected between 2025 and 2038, while the study area is expected to see a rise of 11.3% to £52,280. Both geographies are expected to see slower GVA growth than the national average, where a growth of 11.8% to £58,520 is expected.

Table 6.21 Forecast Change in Average GVA per Job (2025-2038)

Sector		St Helens, Wigan and Warrington	Study Area	England
Construction	Number	+£13,640	+£13,633	+£12,525
	Proportion	13.0%	13.5%	13.0%
Transportation and Storage	Number	+£6,227	+£6,664	+£7,759
	Proportion	14.4%	14.2%	14.5%

Source: Oxford Economics 2025

Summary of Baseline Environment

6.188 The study area has a lower share of high skilled residents compared to the national average, and unemployment is slightly higher (as a proportion of economically active residents aged 16-64), though this differs by age group with unemployment among young adults lower than the national level. Overall, in the study area labour market indicators show that the Proposed Development would be a beneficial employment opportunity for residents.

6.189 Across the study area, there is a strong existing pool of workers who are employed in the construction, transport and storage sectors, which indicates that, once operational, the Proposed Development will benefit from a skilled labour pool over the long term. This is particularly true since the study area is a net exporter of construction workers when comparing workers and residents employed in the construction and transport and storage sectors. Two of the three host local authorities Wigan and Warrington have the highest employment in the Construction Sector across the study area and would be able to better retain construction phase benefits.

6.190 A high proportion of the large unit I&L inventory is concentrated in the three host local authorities. Availability has been low while rental growth has been high, indicating strong demand and limited supply. There is an opportunity to strengthen an existing economic driver in the host local authorities while relieving a market imbalance in the local area.

6.191 More broadly, the I&L sector is increasingly seen as central to growth in the UK. The sector is facing major changes, but maintains strong performance, demonstrating robust adaptation to trends such as online retailing and automation. The sector has seen a diversification of occupational roles and skill levels. In the study area in particular there is a higher share of Professional and Associate Professional and Technical roles in the sector. Occupations have seen a shifting emphasis on higher-wage employment opportunities and high-value manufacturing. At a national level, the I&L sector has experienced significantly higher job growth over the past decade compared to the wider economy. The logistics sector is able to play a pivotal role in addressing the gap between current and potential economic performance in the study area.

6.192 There are opportunities for re-skilling and training of workers in related industrial sectors and of economically inactive residents wanting a job. This is particularly relevant given that wages for the logistics sector are also lower in the three host local authorities than the study area, which is in turn lower than the national average. With strong employment growth in line with the national level for the construction and transport and storage sectors forecast across the study area to 2038, it is vital that projects such as the Proposed Development take place to contribute to this growth by creating new jobs.

6.193 The draft Main Order Limits is predominantly in agricultural use with the non-agricultural land either being scrubland and ancillary areas that are part of the Parkside West regeneration area, or roadside areas within the Draft Main Order Limits. A series of community assets and businesses are located within the Draft Main Order Limits, such as Warrington Model Flying Club, the Kenyon Hall Farm Airstrip, Procon 24/7 Ltd, and Golden Orb Solutions. There are a number of residential properties within 500m of the Draft Main Order Limits which are concentrated on the outskirts of Newton-le-Willows. Most of Highfield Moss Site of Special Scientific Interest (SSSI) is also an area of common land adjacent to the north. Community facilities and commercial premises within 500m are also limited.

6.194 The three host local authorities that comprise the HMA all have strong housing delivery records and a sufficient supply of land to meet future housing requirements. The impact on housing from employment growth in the HMA has been addressed through the increased allocation for housing land and mixed use developments that integrate employment and residential uses. The LSOAs around the DCO Site are less deprived than average, when compared with the HMA and the national average. Overall, there is limited pressure for housing in the HMA.

Sensitivity of Socio-economic Receptors

6.195 In light of the current and future baseline conditions outlined above, **Table 6.22** below summarises the receptor sensitivity and relevant justification.

Table 6.22 Sensitivity of Socio-economic receptors

Receptor	Sensitivity Level	Justification
Construction employment	Medium	Construction jobs in the study area accounted for 4.8% (129,000) of total employment which is line with the nation 4.7%. The construction sector is projected to experience a high rate of growth in jobs.
Demand for Housing	Low	All three host local authorities have exceeded their housing delivery targets. The three host local authorities are relatively less deprived than the rest of England with regards to Barriers to Housing and Services.
Demand for Local Social Infrastructure	Low	The three host local authorities are relatively less deprived than the rest of England with regards to Barriers to Housing and Services
Operational Employment	Medium	Transport and Storage jobs in the study area account for 5.0% (132,000) of total employment in the study area. The construction sector is projected to experience a high rate of growth in jobs.
Skilling and Training the Local Labour Force	Medium	The percentage of people (age 16-64) with no qualifications in the study area (8.5%) is higher than England (6.4%).

Receptor	Sensitivity Level	Justification
Economic Output and Local Authority Revenue	High	The GVA per job in the Construction sector in the study area is £60,500, which is well below the national average of £102,600. The GVA per job in the Transport and Storage sector in the study area is £33,400, which is well below the national average of £52,500
Businesses in the Logistics Sector	High	The large unit market within the Industrial and Logistics PMA has been consistently supply constrained since 2016, with the majority of large units within the PMA considered to be of only average or poor quality
Land Use: Private Property and Housing	Very high	Within the study area of the Proposed Development and a further 500m, there are approximately 1,067 residential properties.
Land Use: Community Land and Assets	Medium	The community assets in the study area that would be affected include Highfield Moss, St Peter's Church, St Peter's Primary School, and Willowbank Primary School. Access would however still be provided.
Land Use: Development Land and Businesses	Very High	The Site currently supports very low employment activity. The portion of the Site located in St Helens is allocated in adopted policy with the The portion of the Site located in Wigan is a proposed draft allocation in emerging policy.
Land Use: Agricultural Land Holdings	High	88% of the Site is agricultural land, of which the majority (98%) is under the ownership of four landowners. These

Receptor	Sensitivity Level	Justification
		agricultural land holdings will be brought forward under the control of the Applicant and will not subsequently be used for agriculture.
Land Use: Walkers, Cyclists and Horse-riders	Medium	There are a small number of footpaths within the Main Site and a strong network around the Main Site. There is a particularly well connected set of footpaths to the north of the Main Site, between Highfield Moss and Newton Road. No PRoW route demonstrates very high usage across the week, with most routes demonstrating consistent usage. Most routes demonstrated consistent usage. Some PRoW routes demonstrated low or no use.

EMBEDDED MITIGATION MEASURES

6.196 Chapter 7 (Transport and Traffic), Chapter 8 (Air Quality) and Chapter 10 (Landscape and Visual Effects) have identified a range of inherent mitigation measures which can contribute to reducing negative impacts of traffic congestion, dust, pollution and visual effects associated with building work which may contribute to mitigating potential disruption to receptors such as houses, community assets, businesses, employment uses and users of PRoWs located in proximity to the DCO Site, specifically those receptors positioned along routes subject to additional construction traffic flow.

6.197 No further embedded mitigation measures are expected in the context of socio-economic effects.

POTENTIAL EFFECTS PRIOR TO ADDITIONAL MITIGATION

Potential Effects during Construction

6.198 This section identifies the likely effects arising from the construction phase of the Proposed Development which will commence in 2028 with final completion expected in 2038. This section considers the following impacts:

- impact of construction employment, including on-site and off-site employment;

- impact of economic output;
- impact of disruptions caused to local businesses, employment and amenity uses;
- impact of on-site construction employment on demand for housing; and
- impact of on-site construction employment on social infrastructure.

Construction Employment

6.199 The construction of the Proposed Development would support construction firms operating in the region and provide jobs in the construction industry. The Proposed Development will lead to the creation of new direct jobs on-site and indirect jobs – through supply chain benefits and new expenditure introduced to the local economy.

On-site Construction Employment

6.200 To estimate the number of jobs required for the construction of the Proposed Development, the average output per construction worker for the North West over a period of three years (2022-2024)[29] is used in combination with the estimated construction cost of £645m[30].

6.201 **Table 6.23** sets out the steps involved in estimating the construction employment. The construction phase is expected to support 415 Full-Time Equivalent (FTE) on-site jobs per annum on average during the construction period of 10 years from 2028 to 2038[31].

Table 6.23 Construction Jobs Generated

[29] Business Population Estimates for the UK and Regions (2022-24) Department for Business, Energy, and Industrial Strategy
[30] Advised by Avison Young and Bentley Project Management
[31] Ibid

	Steps Involved	Value
A	Estimated Construction Cost (£)	£645m
B	Average Turnover per Construction Employee in the North West (2022-24)	£155,000
C	Estimate of the Number of Worker Years Required to Construct the Proposed Development (A/B)	4,150
D	Duration of Construction Phase (Years)	10 years
E	Average On-Site Construction Jobs Per Annum (C/D)	415

Source: Savills 2025, Tritax 2025. Figures may not sum due to rounding

6.202 The indicative construction programme assumes the Proposed Development would have an 10 year build period. Given that construction is made up of many discrete elements of work undertaken by specialists, additional construction workers may be employed on site for shorter periods at any given point. Due to the nature of the construction industry and the different stages involved with the construction of the Proposed Development, not all trades would be required on-site permanently and some would be on-site for less time than others.

6.203 Given the short-term nature of some construction activities, the expected peak on-site construction employment is also estimated. Annual costs are estimated by comparing the construction costs and the phasing of the Proposed Development.

6.204 Annual job generation is presented in **Table 6.24** below. This indicates that on-site construction employment is expected to peak in 2028, with 960 FTE on-site jobs.

Table 6.24 Estimated Annual Construction Employment

Year	Construction Cost	Construction Job per Annum
2028	£148.6m	960
2029	£89.4m	575
2030	£105.5m	680

Year	Construction Cost	Construction Job per Annum
2031	£68.0m	440
2032	£21.3m	140
2033	£22.4m	145
2034	£51.2m	330
2035	£0	0
2036	£37.3m	240
2037	£22.9m	150
2038	£78.0m	505

Source: Savills 2025, Tritax 2025. Figures may not sum due to rounding

6.205 The construction process would include the range of occupational levels including unskilled or labouring jobs to more senior positions, as well as across a range of professional disciplines. The construction of the Proposed Development could facilitate the growth of the local construction industry, thus enabling firms to expand and potentially take on additional employees.

6.206 Occupation and skill demand in the construction sector revolves around specialist skills, i.e. electricians, plumbers, bricklayers, carpenters, and plant operation trades. These skills tend to be contract labour offered by construction/building firms locally. In addition, low skilled manual labour would be expected to be in demand. In this case, employment tends to be contracted via Job Centres and Employment Agencies on a needs basis.

Additional Construction Employment

6.207 As per the HCA Additionality Guide (2014), when assessing the economic impacts of a Proposed Development, there are further steps involved in estimating the 'additionality' to capture indirect impacts.

6.208 The first is leakage, which refers to the proportion of output that benefits those outside of the intervention's target area or group. The result suggests that there will be a very low level of leakage in construction due to the sizeable extent of the study area , as such leakage in construction is considered to be zero in this assessment.

6.209 The second step is estimating displacement. Displacement is where the proposed activity could displace another activity in the target area, thereby reducing its additionality. As there is a significant labour market (129,000 residents of the study area employed in the construction sector) to accommodate an extra 415 on-site positions per year of construction, adverse effects on alternative projects (displacement) are likely to be low. As such, in line with guidance from the HCA (2014) Additionality Guide's ready reckoners, a 25% displacement rate is utilised, to account for low displacement effects

Indirect and Induced Construction Employment

6.210 Business in the local and regional economy would benefit from the trade linkages that would be established to construct the development, meaning that further indirect jobs would be supported locally in suppliers of construction materials and equipment. Local businesses would generally also benefit to some extent from temporary increases in expenditure as a result of the direct and indirect employment effects of the construction phase, for example, as construction workers spend their wages in local shops, and other Food & Beverage or leisure facilities (induced effects).

6.211 The development would set off a chain reaction of increases in expenditure, such as through the sale of building materials, design services, legal services and insurance. This in turn can result in jobs close to the Proposed Development, generating an increase in demand for goods and services, and generating growth in the local economy. The above forms the multiplier effects.

6.212 At a national level, multiplier employment effects of construction employment are estimated to be *2.21 of the on-site employment effects (UK input-output analytic tables FTE Type I Multipliers, 2022). In line with guidance from the 2014 HCA Additionality Guide, the national multiplier rate is discounted by 18% to capture effects at the regional level, resulting in a regional multiplier rate of 2.00[32].

6.213 Accounting for the positive multiplier effects and discounting for potential displacement effects results in an additional 610 jobs created off-site per annum on average over the 10 year construction period for residents of the study area. **Table 6.25** sets out the steps involved in estimating the additionality of the construction employment associated with the Proposed Development.

Table 6.25 Additionality of Construction Employment

[32] This is calculated as follows (2.21-1)*((1-0.18)+1)

	Steps Involved	Average On-Site Jobs Per Annum	Peak On-site Jobs (2028)
A	Construction Workers on-site (gross, direct, per annum)	415	960
B	Leakage (0%)	0	0
C	On-site jobs (direct) (A+B)	415	960
D	Displacement (25%) (C*25%)	-105	-240
E	Multiplier (2.0 for construction) ((C+D)* (2.0-1)	300	700
F	Off-site employment induced by construction employment (net, indirect) (D+E)	195	460
G	Net additional employment from the construction of the DCO Scheme (C+F)	610	1,420

Source: Savills 2025, Tritax 2025. Figures may not sum due to rounding

6.214 **Table 6.25** shows that the construction phase of the Proposed Development will generate a total of approximately 415 FTE on-site construction jobs per annum, with a peak of 960 FTE on-site jobs in 2028. Once leakage (0%), displacement (25%) and multiplier effects (2.00) have been considered, this would equate to an average of 610 net additional construction jobs per annum for 10 years, or a peak of 1,420 FTE jobs in 2028. Over the duration of the construction period, this would amount to circa 6,100 on and off-site jobs.

6.215 The average number of on-site jobs per annum (415) represents less than 1% of the residents employed in the construction sector in the study area (129,000 residents). The total on- and off-site jobs generated over the construction period (6,100) represent around 32% of the projected increase in construction jobs in the study area between 2025 and 2038 (circa 18,950 new jobs). The construction of the Proposed Development is likely to contribute to this projected growth, while also providing new employment opportunities to residents currently employed in the sector. As such, the construction phase is estimated to have a beneficial impact of moderate magnitude on the medium sensitivity construction employment in the study area, resulting in a moderate beneficial effect over the short and medium term, which is significant in EIA terms.

6.216 The existing construction labour force in the study area is deemed sufficient to meet the workforce need of the construction of the Proposed Development. Although some construction workers would be expected to commute from outside of the study area on a daily basis to and from the Proposed Development, it is not expected that the construction of the Proposed Development would require temporary relocation and housing of the workforce from outside of the study area.

Economic Output During Construction

6.217 GVA is an indicator of wealth creation, which will be used to estimate the Proposed Development's potential contribution to the nation's economy. Given the likely scale of the construction of the Proposed Development, it has the potential to generate significant economic output for the economy.

6.218 Based on the above estimation of 310 on-site construction jobs per annum (net of displacement) generated by the construction of the Proposed Development and an average GVA of £73,700 per construction worker, it is estimated that an additional £23.0 m per annum will be generated through construction GVA over the 10 year construction phase of the Proposed Development, or £230.0 m in total over the period. This significant sum is likely to benefit residents of the study area, as well as those further afield. £23.0 m constitutes circa 8.5% of forecast average increase in construction sector GVA per annum in the study area during the construction phase (£270m), this would have a major beneficial impact on the high sensitivity regional and national economic activity, resulting in a large beneficial effect over the short and medium term which is significant in EIA terms.

Disruption Caused to Local Businesses, Employment and Amenity Uses During Construction

6.219 The construction of the Proposed Development will result in the loss of agricultural activities taking place at the draft Main Order Limits, though the landowners will gain financially from the sale of the land. The construction of the Proposed Development will also result in the loss of the businesses Procon 24/7 Ltd and Golden Orb Solutions in the draft Main Order Limits.

6.220 It is recognised that the Proposed Development will result in the loss of the Kenyon Hall Farm Airstrip which houses the Warrington Model Flying Club. As such, the flying clubs within a 30km catchment of the draft Main Order Limits have been assessed to determine local capacity. Details of these clubs are included in **Appendix 6.1**.

6.221 It is anticipated that land use and accessibility will be impacted during the construction phase, with the interference of public rights of ways on-site. **Appendix 10.6** notes that although a small number of footpaths within the Main Site that will be stopped up or diverted, they are not well used. The document notes that further analysis will be undertaken prior to the Application to provide further details on potential impacts during construction. **Appendix 10.6** identifies opportunities to improve the overall PRoW network across the DCO Site, which are further discussed below in the assessment of operational effects.

6.222 Additionally, construction traffic may cause temporary disruption to businesses and employment uses located in proximity to the DCO Site, specifically those businesses positioned along routes with additional traffic flow. Continued access to those businesses will be maintained throughout the construction phase. However, local businesses may benefit from additional spending generated by the construction workers employed at the Proposed Development.

6.223 Temporary disruption caused by air pollution, noise or vibration, to private properties, local businesses and employment uses during the construction phase will be managed through the mitigations outlined in Chapter 7 (Transport and Traffic), Chapter 8 (Air Quality) and Chapter 10 (Landscape and Visual Effects). As such, negligible impact on those receptors during construction is anticipated.

6.224 Further analysis will be undertaken prior to the submission of the Application to integrate the insights and conclusions presented by the Transport, Noise, Air Quality and Human Health Chapters of the Environmental Statement. This will refer to specific analysis of impacts and potential embedded and additional mitigation measures specific to those technical chapters that are relevant to the assessment of disruptions on land use and accessibility during construction.

6.225 At this stage, based on the available information, the assessment of effect is as follows:

- Private property and housing: a negligible adverse impact on this very high sensitivity receptor, resulting in a temporary adverse effect of slight significance.
- Community land and assets: a minor adverse impact on these medium sensitivity community land and assets, resulting in a temporary adverse effect of slight significance.
- Development land and businesses: a negligible adverse impact on these very high sensitivity businesses, resulting in a temporary adverse effect of slight significance
- Agricultural land holdings: a major adverse impact on these high sensitivity agricultural land holdings, resulting in a permanent adverse effect of large significance.
- Walkers, cyclists and horse-riders: further analysis is required, however adverse impacts would be temporary and reversed during operation.

Demand for Housing during Construction

6.226 As stated in the baseline assessment, according to the APS in 2023 there were 129,000 residents in the study area employed in construction, and approximately 149,100 construction employees that work in the study area. The comparison of the number of residents working in the construction sector and the number of jobs in the same sector for the construction study area shows a net export of jobs and net import of labour. However, given the relatively low number of net additional construction jobs created, or 480 per annum, the additional labour force requirements of the construction of the Proposed Development will likely be met by the local workforce. Consequently, there will be no change on the low sensitivity receptors in need of housing in the construction phase, resulting in a neutral effect.

Demand for Local Social Infrastructure during Construction

6.227 In light of the analysis above, it is determined that the local construction labour force in the study area is likely sufficient to meet the needs of the Proposed Development. The construction phase will therefore not require the temporary or permanent in-migration and relocation of construction workers.

6.228 There would be no change on the low sensitivity receptors using social infrastructure, resulting in a neutral effect.

Potential Effects during Operation

6.229 This section identifies the likely effects arising from the operation phase of the Proposed Development once it is complete and fully operational from September 2038 onwards. This section considers the following impacts:

- impact of operational employment, including on-site and off-site employment;
- impact on skills and training of the local labour force;
- impact on land uses and accessibility;
- impact of on-site operational employment on demand for housing;
- impact of on-site operational employment on social infrastructure
- impact of economic output;
- impact on local logistics businesses; and
- impact on land use and accessibility.

Impact of Operational Employment

6.230 This section identifies the likely employment effects arising from the operational phase of the Proposed Development. New employment opportunities are expected to result from the 590,000 Sqm Gross Internal Area (GIA) of employment floorspace to be delivered:

On-site employment

6.231 Based on the HCA Employment Density Guide (2015), employment density of logistics and warehousing space (use class B8) can range from 95 Sqm (GEA) per Full-Time Equivalent (FTE) worker for national distribution centres (NDCs), 77 Sqm (GEA) per FTE worker for regional distribution centres (RDCs) and 70 Sqm (GEA) per FTE worker for local and last-mile distribution centres[33]. Although the nature of employment activities in warehouses is likely to have evolved since 2015, the 2015 HCA guide remains the widely accepted benchmark of employment density.

6.232 Given the nature and size of the Proposed Development's units, it is likely that a mix of NDCs and RDCs may occupy the Proposed Development. However, given uncertainties

[33] HCA Employment Density Guide, 2015

surrounding end users, an employment density of 95 Sqm (GEA) per FTE workers will be considered here as a worst case scenario. This employment density is applied to the 590,000 Sqm of B8 floorspace to estimate the number of on-site FTE workers.

6.233 The assessment also accounts for average vacancy rates in line with relevant property market data (for instance, there is a 5% average vacancy rate for B8 space in the North West region). This is to account for the fact that there may be some job vacancies in the premises at any given time.

6.234 Though there are existing businesses and community assets (Procon 24/7 Ltd and Golden Orb Solutions and Warrington Model Flying Club) on-site, the existing on-site employment is likely to be negligible in comparison to the on-site employment generated by the Proposed Development, as such no reference case has been used when assessing the economic impacts of the Proposed Development. It is however noted that the Proposed Development will potentially result in the permanent loss of employment and economic value from the agricultural activities located within the draft Main Order Limits.

6.235 Combining the above assumptions on floorspace provision, employment density and average vacancy rate would result in circa 5,900 on-site FTE workers. As demonstrated in **Table 6.26** below, and to account for the location of some RDCs, for the purpose of this assessment it is estimated that the Proposed Development would create up to 6,000 new FTE on-site jobs.

Table 6.26 On-site Operational Employment

	Steps Involved	On-site Operational Jobs
A	Employment Floorspace	590,000 Sqm GIA
B	Average Density per Worker	95 Sqm GEA
C	Vacancy	5%
D	On-site operational employment (A*B)*(1-C)	Up to 6,000

Source: Savills 2025, Tritax 2025. Figures may not sum due to rounding

Additional Employment

6.236 The assessment of operational employment accounts for additionality, considering leakage, displacement and multiplier effects.

6.237 Firstly, the concept of 'leakage' is not considered relevant here as the Proposed Development is of national significance.

6.238 Secondly, to account for displacement effects, it is assumed that a proportion of the occupiers at the Proposed Development will be relocated from existing, functionally sub-optimal distribution premises in the study area.

6.239 To estimate the displacement rate, research has been undertaken into the quantum and age of existing stock in the PMA. Obsolete stock is considered to be a reasonable indicator for understanding the level of displacement the Proposed Development may cause. The age of obsolete stock has been assessed as either 30 or 40 years since construction or since the property was last refurbished. This approach to estimating displacement is based on the assumptions that employees working in older and poorer quality facilities may be particularly attracted to working in better conditions (modern high quality facilities), such as the new premises located at the Proposed Development, and may be particularly attracted to working for larger national and international companies that typically cover a wide range of well paid jobs that enable career progression.

6.240 To understand which displacement rate could be considered appropriate, a review of the share of obsolete stock relative to the overall PMA was undertaken. This indicated that between 22% (40 year obsolescence) and 37% (30 year obsolescence) of stock would become obsolete by the time the Proposed Development becomes fully operational in 2038. This accounts for future growth of inventory (based on net additional deliveries per annum), and existing stock that would be refurbished each year. Taking the average of these figures suggests that a displacement of 30% would be appropriate for this analysis.

6.241 While displacement is discounted from the additionality of employment effects, its impact in this instance is positive – it is helping the PMA maintain its competitive advantage in the logistics sector by allocating activities where they are more optimally located. The relocation of logistics companies to the Proposed Development Scheme will help ensure the long-term sustainability of those businesses and the jobs they support. Accounting for a 30% displacement rate, this would benefit 1,800 workers who would relocate in high quality and modern facilities.

6.242 Thirdly, at a national level, multiplier employment effects of employment in the 'Transport and Storage' sector are estimated to be *2.91 of the on-site employment effects for the warehousing and support services for transportation sector (UK input-output analytic tables, 2022). In line with guidance from the 2014 HCA Additionality Guide, the national multiplier rate is discounted by 44% to capture effects at the study area level, resulting in a multiplier rate of *1.59. This may represent supply linkages and multiplier effects related to wider activities within the Freeport, including with the Port of Liverpool.

6.243 As shown in **Table 6.27**, based on an estimated 6,000 FTE on-site jobs, the resulting on and off-site employment generated by the Proposed Development in its operational phase would amount to 6,675 jobs.

Table 6.27 On and off-site Jobs Generated by the Proposed Development

	Steps Involved	On-site Operational Jobs
A	Gross on-site operational Jobs	6,000
B	Leakage (0%)	0
C	On-site jobs (direct) (A+B)	6,000
D	Displacement (30%) (C*0.3)	-1,800
E	Net on-site (C+D)	4,200
F	Off-site jobs induced by operational employment (Multiplier (1.59 for transport and storage) (E*(1.59-1)))	2,475
G	Net additional employment (on and off-site from the operation of the Proposed Development(E+F)	6,675

Source: Savills 2025, Tritax 2025. Figures may not sum due to rounding

6.244 6,675 on and off-site jobs represents a significant level of employment for one scheme and is consistent with it being considered nationally significant. To put this in to context, this level of employment represents circa 2.2% of the projected total job growth (all sectors) in the study area between 2025 and 2038 (306,000). Focusing on the Transport and Storage sector specifically, the Proposed Development represents around 32.1% of the projected job growth in this sector alone in the study area between 2025 and 2038 (20,800), based on Oxford Economics forecasts.

6.245 This demonstrates the Proposed Development's potential to substantially contribute to the growth of the Transport and Storage sector, not to mention the wider jobs market, by creating long-term employment opportunities for residents of the study area, which is outlined as a priority in Policy SP2 of the LRCA Towards a Spatial Development Strategy 2040 document.

6.246 The operational phase is therefore estimated to have a beneficial impact of major magnitude on the medium sensitivity I&L workers in the study area, resulting in a beneficial effect of large significance over the long term, which is significant EIA terms.

Skills and Training Levels of the Local Labour Force

6.247 The Proposed Development, will generate high quality employment opportunities across a range of occupations as well as training and upskilling opportunities. These training opportunities will support unemployed and economically inactive local residents, helping them return into work and reduce local skills gaps, whilst also ensuring learning and skills development continue throughout employees careers, which is recognised as vital to retaining employees in the workforce.

6.248 To assess the impact of the Proposed Development on the skilling and training of the local labour force, the first step is to estimate the future job seekers in the study area in 2038.

6.249 As laid out in the baseline, the projected number of working age adults is projected to increase to 3,634,000 by 2038. This estimate is used to calculate the future number of unemployed people, in addition to the assumed unemployment rate. The UK economy is currently experiencing a level of unprecedented and historically low unemployment rate. Using a rate of 3.3% as stated in **Table 6.7** is not deemed appropriate. The 10-year average unemployment rate of 4.2% in the study area (based on ONS data accessed through Oxford Economics) is used instead to assume unemployment rate in 2038 in the study area. A similar approach is undertaken to calculate the 2038 economic activity rate (76%). This results in a projected number of circa 110,000 unemployed people in the study area in 2038.

6.250 The forecast skills profile of future job seekers in 2038 is compared to the skills profile of I&L activities, taken from ONS data in **Table 6.24**. The skills profile of the wider I&L sector has been considered rather than just logistics specifically because logistics and industrial occupations have similar skills profiles. The following steps are taken:

a. use of data on proportion of JSA Claimant by SOC;

b. estimation of labour availability by allocating the estimated 110,000 unemployed residents in the study area in 2038 to each SOC based on the JSA proportion

c. estimation of labour need by allocating the jobs created by the Proposed Development, net of displacement, to each SOC based on the proportional ONS data (from **Table 6.14**) (4,200 jobs); and

d. comparison of labour availability and need to identify shortfalls and gaps in skill levels

6.251 These steps are laid out numerically in **Table 6.28**. to provides an estimation of the number of future job seekers in each occupation. This is a high level projection, as it assumes that the occupational breakdown of jobs seekers remain the same, and that the share of JSA[34] claimants' occupation is the same as the share of unemployed people's occupations. This also assumes that all JSA claimants would be willing and able to work within I&L activities, which is unlikely to be the case.

6.252 This high level analysis of skills availability within the labour force indicates that available labour pool would largely have the adequate skillset to meet the needs of the Proposed Development. There would however be a shortfall of Process, Plant and Machine

[34] It is noted that not all unemployed individuals receive JSA and therefore data may be incomplete.

Operatives (SOC 8), Professional Occupations (SOC 2) and Skilled Trades (SOC 5).

6.253 As not all unemployed people are registered for JSA, this must be treated as a worst case scenario, as JSA data may not fully reflect actual labour force availability by occupation. Under this worst-case scenario this would result in a shortage of 1,742 workers.

6.254 An alternative best-case scenario would be derived using ONS Census data on unemployment by former occupation. This would instead suggest that there is sufficient labour with the right skill and occupation levels to meet the needs of the Proposed Development.

6.255 However, for the purpose of the PEIR the worst-case scenario is considered. Under this worst-case scenario the Proposed Development will result opportunities for training and up-skilling of the local workforce. Residents seeking an 'Associate, Professional and Technical' occupation (SOC 3) may benefit from gaining access to a 'Professional' occupation (SOC 2). Residents seeking a 'Caring, Leisure and Other Service Activities' (SOC 6) may benefit from gaining access to a 'Skilled Trade Occupations Role' (SOC 5). Residents seeking an 'Elementary' occupation (SOC 9) may benefit from gaining access to a new occupation as 'Process, Plant and Machine Operatives' (SOC 8).

6.256 To bridge the skills gap, up-skilling and training requirements of the Proposed Development will benefit up to 1,742 workers. This is the cumulative total of the shortfall of labour, for occupation categories where the needs of the Proposed Development are higher than forecast unemployed people. 1,742 workers represents 1.6% of the unemployed workforce and circa 42% of the future workforce at the Proposed Development. Actual up-skilling and training opportunities will be subject to further mitigations measures and enhancement actions under the form of an ESTP to be implemented by the Applicant. It is however unlikely that up-skilling will be possible for all 1,742 workers across the three occupations facing labour shortage.

6.257 Overall, this analysis suggests that the Proposed Development would not likely face a skills shortage in the study area across most occupation categories. It will also enable the up-skilling and training of some unemployed residents to meet its skills needs in the Process, Plant and Machine Operatives (SOC 8), Professional Occupations (SOC 2) and Skilled Trades (SOC 5) occupations. This would have a negligible beneficial impact on the medium sensitivity local labour force, which would result in a permanent slight beneficial effect, which is not significant in EIA terms.

Table 6.28 Future Job Seekers by Occupation Compared with Estimated On-site Jobs

Generated by the Proposed Development

Standard Occupation Category	Proportion of JSA Claimants	Labour Availability: Number of Claimants	Labour Need: New jobs at the Scheme based on Census SOC split	Difference between Labour Availability and Need
1. Managers, directors and senior officials	4.2%	4,640	371	4,268
2. Professional Occupations	0.0%	0	155	-155
3. Associate, Professional and Technical Occupations	0.3%	360	223	133
4. Administrative and Secretarial Occupations	0.7%	710	318	396
5. Skilled Trade Occupations	0.0%	0	165	-165
6. Caring, Leisure and Other Service Activities	0.3%	360	159	198
7. Sales and Customer Service Occupations	12.4%	13,560	140	13,421
8. Process, Plant and Machine	0.3%	360	1,779	-1,422

Standard Occupation Category	Proportion of JSA Claimants	Labour Availability: Number of Claimants	Labour Need: New jobs at the Scheme based on Census SOC split	Difference between Labour Availability and Need
Operatives				
9. Elementary Occupations	81.8%	89,575	890	88,686
Total	100%	109,560	4,200	105,360
Total Shortfall				-1,742

Source: JSA Claimant Count (2024), ONS (2021) Savills (2025)

Demand for Housing in Operational Phase

6.258 As shown in **Table 6.28**, comparing the future unemployed people by occupation with the estimated on-site jobs (net of displacement) suggests that the future pool of unemployed people may be insufficient to fill all the jobs created by the Proposed Development. Under this worst-case scenario the future available labour pool is estimated to have a shortage of Professional, Associate Professional and Technical, Skilled Trades, and Process and Machine Operatives occupations. In the absence of up-skilling and retraining programme it is anticipated that 1,742 workers may be required to move from outside the study area to fill these jobs. Some may commute from outside the study area on a daily basis, while others would move permanently, which would increase the demand for housing.

6.259 As outlined in **Table 6.17** in the HMA, it is anticipated that there will be a surplus of 1,110 dwellings delivered over 5 years within the HMA Local Authorities. The 5 year housing surplus is extrapolated over 13 years to align with the Proposed Development completion data of 2038, suggesting a surplus of 2,890 units. As introduced in the baseline, it must be noted that this surplus of dwellings to be delivered over 5 years already considers the housing need generated by the land allocation of Parkside West and Parkside East for employment.

6.260 Accounting for an average household size of 2.16 in 2038 in the study area[35], and a share of working age population[36] of 62%, the 2,890 units would provide housing for circa 3,840 working age people. This is summarised in in **Table 6.29**.

[35] ONS 2018-based Household Projections, Table 406, and 2018-based Population Projections

[36] ONS 2018-based Population Projections

Table 6.29 Population Capacity from Surplus Housing in the Housing Market Area by 2038

		Housing and Population Capacity
A	5 year period	1,110
B	13 year period (A*2.6)	2,890
C	Households in HMA in 2038	344,000
D	Population in HMA in 2038	742,000
E	Average Household Size in 2038 (D/C)	2.16
F	Total Population in Surplus Housing (B*E)	6,240
G	Working Age Adults (16-64 year olds) in HMA in 2038	484,000
H	Share of Working Age Population in 2038 (G/D)	61.5%
I	Total Working Age Population in Surplus Housing (F*H)	3,840

Source: Councils of St Helens, Wigan and Warrington, ONS 2018-based Household Projection (2020); ONS 2018-based Population Projections (2020)

6.261 This analysis suggests that there is likely to be sufficient surplus capacity in the HMA (2,890 units for 3,840 working age people) to provide the additional housing required by the potential employees moving from outside of the study area to staff the Proposed Development (1,742). However, this analysis does not account for additional housing need arising from other demand drivers.

6.262 Nevertheless, it is also worth noting that the HMA covers a smaller geographical scope than the labour market study area. Future housing provision elsewhere in the labour market area may therefore also alleviate the shortfall in the HMA to address the need from employees of the Proposed Development. This is also a worst-case scenario, considering limitations in the occupation profile identified by the JSA data and accounting for no upskilling of the available workforce to address skills shortage.

6.263 It is important to note here that the HMA local authorities' housing numbers have increased significantly under the new standard methods as detailed in **Table 6.16**. Effectively, this means far more housing will likely come forward in the HMA compared to current levels, which will also help meet the labour needs of the Proposed Development. Therefore, the analysis in **Table 6.29** which identifies enough housing to meet labour requirements is still a worst-case scenario.

6.264 The impact of the operational employment of the Proposed Development is anticipated to be minor adverse on the low sensitivity demand for housing, resulting in slight adverse effect in the medium to long term, which is not significant in EIA terms.

Demand for Local Social Infrastructure during Operation

6.265 The above assessments of operational employment creation, labour and skills availability, and housing need for households relocating into the study area have demonstrated that in a worst-case scenario there would be a need for a minimum of 1,742 new residents to move into the area to work at ILPN SRFI.

6.266 Based on an average household size of 2.16 residents per households the maximum increase in population would be 3,762 (assuming that one person per household would work at ILPN SRFI). According to ONS population forecasts, it is estimated that by 2038 15% of the population would be children (aged 0-15 years old). Applying this proportion to the maximum population increase induced by the development suggests that 573 children would relocate into the HMA as a result of an increase in demand for labour (or 0.47% of the existing children population).

6.267 Based on ONS Population Forecasts, by 2038 it is estimated that 785,000 people will be living in Wigan, St. Helens or Warrington. This includes 121,071 children aged 0-15 years old. 3,762 new residents generated by the Proposed Development represent 0.48% of the projected future population in the HMA.

6.268 It is therefore considered that the increase in population would not likely have a noticeable impact on social infrastructure in the area. The magnitude of impact is considered to be adverse negligible. Compared to the low sensitivity of the receptor, this results in permanent adverse effect of slight significance in the medium to long term, which is not significant in EIA terms.

Economic Output Generated through Permanent Operations

6.269 Based on the above estimation of 4,200 net on-site operational jobs (on-site jobs net of displacement) generated by the operation of the Proposed Development and an average GVA of £54,700 per worker in the 'Transport and Storage' sector, it is estimated that an additional £229.6m[37] per annum in GVA will be generated once the Proposed Development

[37] ONS Productivity per Worker in the Transport and Storage Sector (Sector H)

is operational[38]. This demonstrates that the Proposed Development presents an opportunity to drive growth and support job creation, which is recognised as a priority in the LCRCA Spatial Development Strategy to 2040.

6.270 This is likely to be a conservative estimate, as a proportion of the off-site multiplier effects would also impact the study area, though those are not considered in the estimates above. The Proposed Development would therefore have a larger contribution than estimated above, as it would help support regional and national economic growth, in line with the goals and ambitions identified in the NPSNN. By providing much needed floorspace for businesses in the I&L sector, the Proposed Development may also support the growth and development of businesses in other sectors that will interact with future occupiers of the Proposed Development. The creation of new jobs in modern premises alongside training opportunities to improve the skills of the local labour force, may also contribute to increasing wages in the I&L sector. This would further generate spending and economic activity, while also contributing to reducing geographical inequalities.

6.271 The Proposed Development would also generate public sector revenues, through new business rates which can be re-invested in the community and local services. The scale of this potential revenue is estimated as a gross estimate (i.e., not discounting for potential displacement effects elsewhere). The estimated revenues could be significantly higher in real terms given anticipated growth in the economy over time.

6.272 Given that part of the Proposed Development sits within freeport designation (the portion of the site located within St Helens), the businesses locating there will not be liable to paying business rates, though the host authorities will continue to receive the income via the Government. This will foster the Proposed Development's attractiveness to businesses while still ensuring the growth of local authorities' revenues.

6.273 The estimate of business rates is based on current rates and values of comparable premises in the study area, estimated to be a rateable value of £50 per sqm for warehouse space. The Proposed Development is expected to generate business rates of around £16.8 million. Based on the parameter plans, circa 25% of the Zones proposed are located within Wigan, with 75% located in St Helens. On this basis, assuming constant ratable values across the Proposed Development, business rates revenues are split as follows:

- Circa £12.8m of business rates to be paid by the Central Government to St Helens, as part of the Freeport Tax Site.
- Circa £4m of business rates to be generated by the floorspace located within Wigan, of which £1.97m would be retained by WMBC, based on a 49% retention rate.[39]

6.274 Given that part of the Proposed Development sits within freeport designation, this could result in additional benefits to businesses located on site such as imports entering with simplified customs documentation and without paying tariffs.

[38] Average output per transport and storage worker in the North West multiplied by number of operational jobs
[39] MHCLG (2024) Business Rates levy and safety net calculator 2024 to 2025. Available from: https://www.gov.uk/government/publications/business-rates-levy-and-safety-net-calculator-2024-to-2025

6.275 The freeport status is part of a wider UK Government initiative aiming to promote regeneration of the Freeport areas, and specifically to increase local employment, investment, trade and innovation.

6.276 A portion of Business Rates Income is also expected to be allocated to and retained by the freeport to be reinvested locally to improve skills and training.

6.277 The estimated £230.0m per annum which will be generated through on-site employment once the Proposed Development is operational represents 1.5% of the forecast GVA generated by the logistics industry across the study area in 2038 (£15.2 billion), the Proposed Development's first year of full operation. However this also represents circa 100% of the average annual increase in GVA in that sector between 2025 and 2038 (£230m), demonstrating the Proposed Development's potential to substantially contribute to the growth of the sector in the study area once it becomes fully operational.

6.278 In combination with the estimated £16.8m which will be generated per annum in business rates, considered alongside the benefits resulting from the Site's Freeport, this suggests that the operational phase will have a major beneficial impact on the high sensitivity economic output and local authority revenue during operation resulting in a beneficial effect of large significance over the medium and long term, which is significant in EIA terms.

Local Logistics Businesses

6.279 There is an estimated demand for approximately 1,600 ha to 1,842 ha of I&L land overall within the PMA. Savills consider this a conservative estimate as using a warehousing replacement demand methodology demonstrates a demand for between 1,800 and 2,400 ha of I&L land.

6.280 In contrast, 1,400 ha of I&L supply within the PMA is identified. This consequently results in a shortfall of 200 ha to 442 ha of overall I&L land within the PMA.

6.281 Demand for between approximately 1.3 million sqm and 1.5 million sqm of rail-served logistics floorspace within the PMA is also identified.

6.282 On the supply side, approximately 495,000 sqm of rail-served logistics floorspace in the PMA, relating to one scheme (Port Salford and the Port Salford extension). This suggests a shortfall of approximately 834,640 to 1,035,677 sqm of rail-served logistics space across the PMA.

6.283 This analysis provides clear quantitative evidence of the significant need for additional rail-served logistics floorspace within the PMA - need that the Proposed Development would directly help to address. Indeed, even with the combined delivery of Port Salford and the Proposed Development, a shortfall in rail-served capacity would persist. This underscores the importance of both schemes being brought forward to meet the growing demand for rail-served logistics floorspace in the PMA.

6.284 Further details on the need case for the Proposed Development will be outlined in the forthcoming SRFI Needs Assessment, which will be submitted as part of the DCO application but not for the public consultation. Based on this present analysis, it is estimated that the operational impact of the Proposed Development on local logistics businesses will be major beneficial on the high sensitivity local logistics businesses resulting in a beneficial effect of major significance over the medium and long term, which is significant in EIA terms.

Land Use and Accessibility Impacts

Private Property and Housing

6.285 At this stage it is not possible to fully determine the operational impacts of the proposed development on private property and housing. Further analysis will be undertaken prior to submission of the DCO application, drawing from the Transport, Noise, Air Quality and Health Chapters of the Environmental Statement. It is however expected that appropriate embedded and additional mitigation measures will be put in place, including off-site highway works, to minimise and negate any adverse impact on this receptor of very high sensitivity.

6.286 Subject to further analysis, an impact of negligible magnitude resulting in a permanent neutral effect is expected.

Community Land and Assets

6.287 The Main Site currently supports activity by the Warrington Model Flying Club and Kenyon Hall Farm Airstrip. These community assets are anticipated to have ceased operation by the time the Proposed Development comes forward. Within the wider region, there are a range of other facilities which could provide comparable service and community uses, in particular 15 airfields and model flying clubs which advertise capacity for new members have been identified within a 30km radius of the draft Main Order Limits.

6.288 Access to other community land and assets in the impact area is not considered to be negatively impacted during the operation phase of the Proposed Development.

6.289 Appendix 10.6 has concluded that the required closures of PRoWs within the main site would be mitigated by suitable replacements and would not be detrimental to amenity. Additional enhancements to PRoWs have been proposed which will create permanent improvements to connectivity around the periphery of the Main Site. The Proposed Development will also contribute to improving local access to community assets, through the provision of the Northern Mitigation Area which will incorporate land for community uses.

6.290 In light of the adverse and beneficial impacts identified above, once operational in balance the Proposed Development is estimated to have a minor adverse impact on the medium sensitivity receptor, resulting in a permanent adverse effect of slight significance in the long term, which is not significant in EIA terms.

Development Land and Businesses

6.291 The development land is either allocated or a draft allocation. This is likely to have major beneficial impact on land uses by maximising the efficient use of land in line with planning policy.

6.292 Businesses located on-site (Procon 24/7 Ltd and Golden Orb Solutions) would cease operation permanently. As these are small employment sites and businesses, the impact magnitude of the Proposed Development on the affected businesses would be negligible adverse.

6.293 The businesses in the surrounding area will be affected in a similar way to the local private property and housing. Appropriate mitigation measures would be implemented to mitigate or negate any adverse impact.

6.294 The sensitivity of development land and businesses in the study area is very high. Overall the magnitude of impact is considered to be minor beneficial, resulting in a permanent beneficial effect of moderate significance over the long term, which is significant in EIA terms.

Agricultural land holdings

6.295 Farming operations and agricultural businesses within the Main Site will be acquired and permanently cease operation. Therefore the impact magnitude of the Proposed Development on the agricultural land holdings is expected to be major adverse. The sensitivity of the agricultural land holdings is high, resulting in a large adverse effect over the long term, which is significant. However the landowners would gain financially from the sale of the land which could be reinvested in replacement holdings if available.

Walkers, cyclists and horse-riders

6.296 Appendix 10.6 highlights that alternative PRoW routes have been designed into the Proposed Development to replace lost routes. Additionally, a comprehensive set of enhancements is proposed, including:

- a new pedestrian/cycle bridge over the Liverpool-Manchester railway line, north-west of the Main Site, to replace two lost level crossings, offering a safer and more secure crossing for footpath users;
- improved pedestrian and cycle links at two existing road bridges over the Liverpool-Manchester railway line, by Parkside Road at the north-western extent of the Main Site and by Winwick Lane at the north-eastern extent of the Main Site;
- new PRoW links introduced, creating a new east-west link that will connect to Winwick Lane, which will provide alternative paths for users affected by the closure of the easternmost level crossing over the Liverpool-Manchester railway line;
- the creation of new accessible and well-connected green corridors within the main site, offering scenic and accessible routes that tie into the broader network;
- the enhancements will improve local connectivity between the DCO Site and nearby settlements including Winwick, Croft, Lowton, Golborne and Newton-le-Willows, benefiting both commuters and leisure users; and

- upgrades to infrastructure, such as stiles replacement or upgrades and improvements to PRoW surfaces, will provide safer and more inclusive access for all users.

6.297 The above measures are anticipated to have a beneficial impact on the medium sensitivity receptors, resulting in permanent beneficial effects. Further information on journey length impact is required to determine the specific magnitude and significance levels.

PROPOSED ADDITIONAL MITIGATION MEASURES

6.298 This section provides a description of any additional enhancement and mitigation measures proposed to minimise the potential adverse effects identified by the assessment as set out previously. The mitigation measures will reduce the severity of impacts and their significance. As stated above, only effects that are moderate or major are considered to be significant in EIA terms.

6.299 Significant adverse land use and socio-economic effects are anticipated for the existing agricultural land holdings. These will be mitigated by the financial gain of the owners from the sale of the land which could be reinvested in replacement land holdings if available.

6.300 The preparation and implementation of a ESTP during the construction and operational phases represents an additional mitigation measure and enhancement action. This will aim to maximise benefits for local residents and workers, including for those suffering from deprivation the most. This is likely to provide opportunities for up-skilling or re-skilling of the workforce, and to facilitate the return to work from currently unemployed or economically inactive residents. It is anticipated that specific commitments with regards to skills and employment will be confirmed at a later date.

6.301 Improving the skills of local residents through the ESTP may further reduce the need for workers to relocate from outside the labour market area, which would contribute to further reducing the impact of new employment on demand for housing and for social infrastructure.

6.302 Additional mitigation measures are likely to be set out within the Transport, Air quality, Noise and Vibration and Human Health Chapters of the PEIR and Environmental Statement. Proposed additional mitigation measures will be further reviewed prior to the submission of the application.

RESIDUAL ENVIRONMENTAL EFFECTS

6.303 The residual effects, with the exception of agricultural land holdings, remain the same as described in the Potential Socio-Economic Effects section (paragraphs 6.214, 6.217, 6.224, 6.225 and 6.227 for construction phase effects and paragraphs 6.245, 6.256, 6.263, 6.267, 6.277, 6.283, 6.285, 6.289, 6.293, and 6.296 for operation phase effects) as no significant adverse effects were identified and there is no need for mitigation in addition to the ones proposed from other PEIR technical chapters.

6.304 Therefore the impact magnitude of the Proposed Development on the agricultural land holdings after mitigation would be negligible, resulting in a neutral effect over the long term.

6.305 The proposed ESTP would contribute to improving employment, skills and training opportunities for the local labour force. The resulting effect is assumed to become a permanent moderate beneficial effect, which is significant in EIA terms.

CUMULATIVE AND IN-COMBINATION EFFECTS

6.306 The cumulative schemes to be considered as part of the Socio-economic PEIR are included in Appendix 20.1.

6.307 The approach to discounting cumulative schemes has taken into consideration the location of the scheme (i.e. within our outside of the HMA), the nature of the scheme relative to the Proposed Development (i.e. whether or not it is a scheme delivering I&L floorspace or housing), and the scale of the scheme (i.e. whether the quantum of floorspace or housing delivered would be likely to result in significant effects).

6.308 The long list of 240 planning application have been refined, with 29 schemes to be fully reviewed at the Socio-economic Chapter stage.

6.309 The long list of 95 land allocations have been refined, with 31 allocations to be fully reviewed at the Socio-economic Chapter stage. It must be noted that there may be some overlap between the shortlisted planning applications and land allocations, which will be reviewed at Stage 3 and 4.

6.310 None of the three NSIPs identified have been shortlisted to progress to stage 3 and 4.

IMPLICATIONS OF CLIMATE CHANGE

6.311 Several environmental factors are likely to vary in the future due to climate change. These include warmer air temperature with warming being greater in the summer, significant increase in winter precipitation, decrease of summer rainfall and sea level rise.

6.312 When considering climate change effects, it is necessary to firstly consider the vulnerability of specific receptors to climate change. High vulnerability receptors are those where the receptor is directly dependent on the existing or prevailing climate. Moderate vulnerability receptors are those where the receptors are dependent on some climatic factors, but able to tolerate a range of conditions. A receptor that is of low vulnerability is one where climate has little influence on the receptor.

6.313 In the context of socio-economics effects of an employment-led scheme, it is considered that climate factors have little influence on receptors. It is assumed that the development will be designed to take account of the forecast effects of climate change and will include measures such as shade and cooling for employees.

6.314 As such, under a future climate, the effects of the Proposed Development on the identified receptors are anticipated to remain as presented for the Proposed Development under the current climate conditions.

SUMMARY AND CONCLUSIONS

6.315 The study area has a lower share of high skilled residents compared to the national average. Unemployment is slightly higher in the study area than in the country (as a proportion of economically active residents aged 16-64), though this differs by age group with unemployment among young adults lower than the national level. Overall, in the study area labour market indicators show that the Proposed Development would generate beneficial employment opportunities for residents.

6.316 Across the study area, there is a strong existing pool of workers who are employed in the construction, transport and storage sectors, which indicates that the Proposed Development will benefit from a skilled labour pool to enable its construction and operation. This is particularly true since the study area is a net exporter of construction workers. Two of the three host local authorities, Wigan and Warrington, have the highest employment in the construction sector across the study area and may be able to better retain construction phase benefits.

6.317 A high proportion of the large unit I&L inventory is concentrated in the three host local authorities. Availability has been low while rental growth has been high, indicating strong demand and limited supply. There is an opportunity to strengthen the logistics sector, an existing economic driver, in the host local authorities while relieving a market imbalance in the Property Market Area.

6.318 More broadly, the I&L sector is increasingly seen as central to growth in the UK. The sector is facing major changes, but maintains strong performance, demonstrating robust adaptation to trends such as online retailing and automation. The sector has seen a diversification of occupational roles and skill levels. In the study area in particular there is a higher share of Professional and Associate Professional and Technical roles in the sector. Occupations have seen a shifting emphasis on higher-wage employment opportunities. At a national level, the I&L sector has experienced significantly higher job growth over the past decade compared to the wider economy. The logistics sector is able to play a pivotal role in addressing the gap between current and potential economic performance in the study area.

6.319 There are opportunities for re-skilling and training of workers in related industrial sectors and of economically inactive residents wanting a job. This is particularly relevant given that wages for the logistics sector are also lower in the three host local authorities than the study area, which is in turn lower than the national average. With strong employment growth in line with the national level for the construction and transport and storage sectors forecast across the study area to 2038, it is vital that projects such as the Proposed Development take place to contribute to this growth by creating new jobs.

6.320 The Main Site is predominantly in agricultural use with the non-agricultural land either being scrubland and ancillary areas that are part of the Parkside West regeneration area, or roadside areas within the draft Main Order Limits. There are a number of residential properties within 500m of the Main Site which are concentrated on the outskirts of Newton-le-Willows. Most of Highfield Moss Site of Special Scientific Interest (SSSI) is also an area of common land adjacent to the north. Community facilities and commercial premises are limited.

6.321 The three host local authorities that comprise the HMA all have strong housing delivery records and a sufficient supply of land to meet future requirements. The impact on housing from employment growth in the HMA has been addressed through the increased allocation for housing land and mixed use developments that integrate employment and residential uses. The LSOAs around the DCO Site are less deprived than average, when compared with the HMA and the national average. Overall, there is limited pressure for housing in the HMA.

6.322 The construction of the Proposed Development is anticipated to support 415 on-site jobs per annum during the construction period of 10 years. Once leakage, displacement and multiplier effects are considered, it is anticipated that there will be a net addition of 610 jobs per annum. This is expected to have a beneficial impact of moderate magnitude on construction employment in the study area, resulting in a moderate beneficial effect over the short and medium term, which is significant in EIA terms.

6.323 Based on the estimated 310 on-site construction jobs per annum (net of displacement) generated by the construction of the Proposed Development and an average GVA of £73,700 per construction worker, it is estimated that an additional £23.0 m per annum will be generated through construction GVA over the 10 year construction phase of the Proposed Development, or £230.0 m in total over the period. This would have a major beneficial impact on regional and national economic activity, resulting in a large beneficial effect over the short and medium term which is significant in EIA terms.

6.324 The comparison of the number of residents working in the construction sector and the number of jobs in the same sector for the construction study area shows a net export of jobs. However, given the low number of net additional jobs relative to the total construction workforce, the labour need of the construction phase will likely be met by the local workforce. Consequently, there will be no change on the low sensitivity receptors in need of housing in the construction phase, resulting in a neutral effect. The construction phase will therefore not require the temporary or permanent in-migration and relocation of construction workers, which would not increase demand for housing. There would also be no change on the low sensitivity receptors using social infrastructure, resulting in a neutral effect.

6.325 6,675 on and off-site jobs are expected to be generated by the 590,000 Sqm Gross Internal Area of employment floorspace to be delivered. The operational phase is therefore estimated to have a beneficial impact of major magnitude on I&L workers in the study area, resulting in a beneficial effect of large significance over the long term which is significant in EIA terms.

6.326 Analysis of skills availability within the labour force suggests that the Proposed

Development would not likely face a skills shortage in the study area across most occupation categories and enable the up-skilling and training of some unemployed residents to meet its skills needs in other categories. This would have a negligible beneficial impact on the local labour force. This would result in a permanent slight beneficial effect which is not significant in EIA terms.

6.327 There is likely to be sufficient surplus capacity in the HMA to provide the additional housing required by any potential employees moving from outside of the study area to staff the Proposed Development. The impact of the operational employment of the Proposed Development is anticipated to be minor adverse on demand for housing, resulting in slight adverse effect in the medium to long term, which is not significant in EIA terms.

6.328 It is expected that the increase in population would not likely have a noticeable impact on social infrastructure in the area. The magnitude of impact is considered to be adverse negligible. Compared to the low sensitivity of the receptor, this results in permanent adverse effect of slight significance in the medium to long term which is not significant in EIA terms.

6.329 Based on the above estimation of 4,200 net on-site operational jobs (on-site jobs net of displacement) generated by the operation of the Proposed Development and an average GVA of £54,700 per worker in the 'Transport and Storage' sector, it is estimated that an additional £229.6m per annum in GVA will be generated once the Proposed Development is operational.

6.330 The Proposed Development would also generate public sector revenues, through new business rates which can be re-invested in the community and local services. The scale of this potential revenue is estimated as a gross estimate (i.e., not discounting for potential displacement effects elsewhere). The estimated revenues could be significantly higher in real terms given anticipated growth in the economy over time.

6.331 Given that part of the Proposed Development sits within freeport designation, the businesses locating there will not be liable to paying business rates, though St Helens will continue to receive the income via the Government. This will foster the Proposed Development's attractiveness to businesses while still ensuring the growth of local authorities' revenues. It is therefore expected that the operational phase will have a major beneficial impact on economic output and local authority revenue during operation resulting in a beneficial effect of large significance over the medium and long term, which is significant in EIA terms.

6.332 An identified shortfall of between 200 ha and 442 ha of overall I&L land within the PMA has been identified. A need has also been identified for between approximately 1.3 million sqm and 1.5 million sqm of rail-served logistics floorspace within the PMA, with an estimated shortfall of approximately 834,640 to 1,035,677 sqm.

6.333 It is estimated that the operational impact of the Proposed Development on local logistics businesses will be major beneficial on the high sensitivity local logistics businesses resulting in a beneficial effect of major significance over the medium and long term which is significant in EIA terms.

6.334 At this stage it is not possible to fully determine the operational impacts of the proposed development on private property and housing. Further analysis will be undertaken prior to DCO application, drawing from the Transport, Noise, Air Quality and Health Chapters of the Environmental Statement. It is however expected that appropriate embedded and additional mitigation measures will be put in place, including off-site highway works, to minimise and negate any adverse impact on this receptor of very high sensitivity. Subject to further analysis, an impact of negligible magnitude, resulting in a permanent neutral effect is expected.

6.335 The Main Site currently supports activity by the Warrington Model Flying Club and the Kenyon Hall Farm Airstrip. These community assets are anticipated to have ceased operation by the time the Proposed Development comes forward. Access to other community land and assets in the impact area is not considered to be negatively impacted during the operation phase of the Proposed Development. Proposed improvements to PRoW through and in proximity to the Main Site may contribute to improving access, such as to High Moss and to the Northern Mitigation Area. The latter will incorporate land for community use alongside the existing PRoW. Once operational the Proposed Development is estimated to have a minor adverse impact on the medium sensitivity receptor, resulting in a permanent adverse effect of slight significance in the long term, which is not significant in EIA terms.

6.336 The Main site is either allocated or a draft allocation. This is likely to have major beneficial impact on land uses by maximising the efficient use of land in line with planning policy. Businesses located on-site (Procon 24/7 Ltd and Golden Orb Solutions) would cease operation permanently. As these are small employment sites and businesses, the impact magnitude of the Proposed Development on the affected businesses would be negligible adverse.

6.337 The businesses in the surrounding area will be affected in a similar way to the local private property and housing. Appropriate mitigation measures would be implemented to mitigate or negate any adverse impact. The sensitivity of development land and businesses in the study area is very high. Overall the magnitude of impact is considered to be minor beneficial, resulting in a permanent beneficial effect of moderate significance over the long term, which is significant in EIA terms.

6.338 Farming operations and agricultural businesses within the Main Site will be acquired and permanently cease operation. Therefore the impact magnitude of the Proposed Development on agricultural land holdings is expected to be major adverse. The sensitivity of the agricultural land holdings is high, resulting in a large adverse effect over the long term, which is significant. However the landowners would gain financially from the sale of the land which could be reinvested in replacement holdings if available.

6.339 Alternative PRoW routes have been designed into the Proposed Development to replace lost routes. Additionally, a comprehensive set of enhancements are proposed. The above measures are anticipated to have a beneficial impact on the medium sensitivity receptors, resulting in permanent beneficial effects. Further information on journey length impact is required to determine the specific magnitude and significance levels.

6.340 Additional enhancement and mitigation measures proposed to minimise the potential adverse effects identified by the assessment are set out in the 'Proposed Additional Mitigation Measures' section. The mitigation measures will reduce the severity of impacts and their significance. As stated above, only effects that are moderate or major are considered to be significant in EIA terms.

6.341 The preparation and implementation of a ESTP during the construction and operational phases represents an additional mitigation measure or enhancement action. This will aim to maximise benefits for local residents and workers, including for those suffering from deprivation the most. This is likely to provide opportunities for up-skilling or re-skilling of the workforce, and to facilitate the return to work from currently unemployed or economically inactive residents. It is anticipated that specific commitments with regards to skills and employment will be confirmed at a later date.

6.342 Improving the skills of local residents through the ESTP may further reduce the need for workers to relocate from outside the labour market area, which would contribute to further reducing the impact of new employment on demand for housing and for social infrastructure.

6.343 Additional mitigation measures are likely to be set out within the Transport, Air Quality, Noise and Vibration and Human Health Chapters of the PEIR and Environmental Statement. Proposed additional mitigation measures will be further reviewed prior to the Application.

Table 6.30 Summary of effects

Receptor	Receptor sensitivity	Magnitude of effect	Description of potential impact	Proposed mitigation	Residual effect	Significant / not significant
Construction Phase						
Construction Employment	Medium	Moderate Beneficial	The construction of the Proposed Development is likely to contribute to the growth of the construction sector, while also providing new employment opportunities to residents currently employed in the sector.	None	Moderate Beneficial	Significant
Economic Output During Construction	High	Major Beneficial	The analysis indicates that on-site construction employment will generate an estimated additional £23.0m per annum over the 10 year construction phase of the Proposed Development, or £230.0m in total over the period. This constitutes circa 8.5% of forecast average increase in construction sector GVA per annum in the study area during the construction phase (£270m).	None	Large Beneficial	Significant
Demand for Housing in	Low	No Change	The net additional increase in construction employment is relatively	None	Neutral	Not significant

Receptor	Receptor sensitivity	Magnitude of effect	Description of potential impact	Proposed mitigation	Residual effect	Significant / not significant
the Construction Phase			low compared to the total construction workforce. Consequently, there will be no change on the demand for housing in the construction phase.			
Demand for Local Social Infrastructure during Construction	Low	No Change	There would be no change on the low sensitivity receptors using social infrastructure, resulting in a neutral effect.	None	Neutral	Not Significant
Operational Phase						
Operational Employment	Medium	Major Beneficial	6,675 on and off-site jobs represents a significant level of employment for one scheme and is consistent with it being considered nationally significant. To put this in to context, this level of employment represents circa 2.2% of the projected total job growth (all sectors) in the study area between 2025 and 2038 (306,000). Focusing on the Transport and Storage sector specifically, the Proposed Development represents around 23.8% of the projected job growth in this sector alone in the		Large Beneficial	Significant

Receptor	Receptor sensitivity	Magnitude of effect	Description of potential impact	Proposed mitigation	Residual effect	Significant / not significant
			study area between 2025 and 2038 (20,800). The operational phase is therefore estimated to have a beneficial impact of major magnitude.			
Skilling and Training of the Local Labour Force	Medium	Negligible Beneficial	Analysis of skills availability within the labour force indicates that available labour pool would largely have the adequate skillset to meet the needs of the Proposed Development. There would however be a shortfall of Process, Plant and Machine Operatives (SOC 8), Professional Occupations (SOC 2) and Skilled Trades (SOC 5). To bridge the skills gap, up-skilling and training requirements of the Proposed Development will benefit local workers. This would have a negligible beneficial impact.	The preparation and implementation of a ESTP during the construction and operational phases is a recommend mitigation measure.	Slight Beneficial	Not significant
Demand for Housing in	Low	Moderate	The analysis suggests that there is likely to be sufficient surplus capacity	None	Slight	Not significant

Receptor	Receptor sensitivity	Magnitude of effect	Description of potential impact	Proposed mitigation	Residual effect	Significant / not significant
the Operational Phase		Adverse	in the HMA (2,220 units for 2,950 working age people) to provide the additional housing required by the potential employees moving from outside of the study area to staff the Proposed Development (1,563). The impact of the operational employment of the Proposed Development is anticipated to be minor adverse.		Adverse	
Demand for Local Social Infrastructure in the Operational Phase	Low	Negligible Adverse	It is considered that any increase in population as a result of in-migration induced by the Proposed Development would not likely have a noticeable impact on social infrastructure in the area given the low increase in population. The magnitude of impact is considered to be adverse negligible.	None	Slight Adverse	Not significant
Economic Output and Local Authority Revenue During	High	Major Beneficial	The estimated £229.6m per annum which will be generated through on-site employment once the Proposed Development is operational represents 1.5% of the forecast GVA generated by the logistics industry	None	Large Beneficial	Significant

Receptor	Receptor sensitivity	Magnitude of effect	Description of potential impact	Proposed mitigation	Residual effect	Significant / not significant
Operation			across the study area in 2038 (£15.3 billion), the Proposed Development's first year of full operation. However this also represents circa 100% of the average annual increase in GVA in that sector between 2025 and 2038 (£230m), demonstrating the Proposed Development's potential to substantially contribute to the growth of the sector in the study area once it becomes fully operational. In combination with the estimated £16.8m which will be generated per annum in business rates, considered alongside the benefits resulting from the Site's Freeport, this suggests that the operational phase will have a major beneficial impact.			
Businesses in the Logistics Sector	High	Major Beneficial	The provision of logistics floorspace will address a significant shortfall, which will benefit businesses operating in the Property Market Area. It is estimated that the operational impact of the Proposed Development	None	Major Beneficial	Significant

Receptor	Receptor sensitivity	Magnitude of effect	Description of potential impact	Proposed mitigation	Residual effect	Significant / not significant
			on local logistics businesses will be major beneficial.			
Land Use: Private Property and Housing	Very High	Negligible	Subject to further analysis, an impact of negligible magnitude the resulting in a permanent neutral effect is expected.	Subject to further review of technical documents	Neutral	Not Significant
Land Use: Community Land and Assets	Medium	Minor Adverse	The Main Site currently supports activity by the Warrington Model Flying Club and the Kenyon Hall Farm Airstrip. These community assets are anticipated to have ceased operation by the time the Proposed Development comes forward. Access to other community land and assets in the impact area is not considered to be negatively impacted during the operation phase of the Proposed Development. Once operational the Proposed Development is estimated to have a minor adverse impact.	Subject to further review of technical documents	Slight Adverse	Not significant

Receptor	Receptor sensitivity	Magnitude of effect	Description of potential impact	Proposed mitigation	Residual effect	Significant / not significant
Land Use: Development Land and Businesses	Very High	Minor Beneficial	The development land is either allocated or a draft allocation. This is likely to have major beneficial impact on land uses by maximising the efficient use of land in line with planning policy. Businesses located on-site would cease operation permanently. As these are small employment sites and businesses, the impact magnitude of the Proposed Development on the affected businesses would be negligible adverse. The businesses in the surrounding area will be affected in a similar way to the local private property and housing. Appropriate mitigation measures would be implemented to mitigate or negate any adverse impact. Overall the magnitude of impact is considered to be minor beneficial.	Subject to further review of technical documents	Moderate Beneficial	Not significant
Land Use: Agricultural	High	Major	Farming operations and agricultural businesses within the Main Site will	The landowners	Negligible	Not significant

Receptor	Receptor sensitivity	Magnitude of effect	Description of potential impact	Proposed mitigation	Residual effect	Significant / not significant
Land Holdings		Adverse	be acquired and permanently cease operation. Therefore the impact magnitude of the Proposed Development on the agricultural land holdings is expected to be major adverse.	would gain financially from the sale of the land which could be reinvested in replacement holdings if available.		
Land Use: Walkers, Cyclists and Horse-riders	Medium	Yet to be determined	Alternative PRoW routes have been designed into the Proposed Development to replace lost routes. Additionally, a comprehensive set of enhancement is proposed. These measures are anticipated to have a beneficial impact.	Not Applicable	Yet to be determine d	Yet to be determined