

Warrington Inland Border Facility Reinstatement Plan

Town and Country Planning (Border Facilities and Infrastructure)
(EU Exit) (England) Special Development Order 2020

His Majesty's Revenue and Customs
Gleeds Building Surveying Ltd
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1

Introduction

1.0 Introduction

Gleeds Building Surveying Limited have been appointed by His Majesty's Revenue and Customs (HMRC) to produce a Reinstatement Plan for the Warrington Inland Border Facility (IBF). The Reinstatement Plan is a requirement of the Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Orders of 2019 and 2020 (SDO) and this must be approved by the Secretary of State for the Department for Levelling Up, Housing and Communities (formally the Ministry of Housing, Communities and Local Government (MHCLG)) prior to any reinstatement work on this site. The definition of 'reinstatement works' in the SDO means 'the cessation of the use, and removal of all buildings, for which planning permission is granted by article 3(1)(a) and (b) on a site and the restoration of the site to its condition before such development commenced, except as specified in a reinstatement plan approved by the Secretary of State'.

This report has been produced for the benefit of The Department for Levelling Up, Housing and Communities (DLUHC) to determine the state of the Warrington Inland Border Facility (IBF) following cessation of IBF operation, reinstatement, and handover.

Approval was granted via a Special Development order on 23 November 2020 by the then MHCLG and is known as Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) Special Development Order 2020 which includes the site known as Former 'Shearings' coach interchange site, land off Barleycastle Lane/Grappenhall Lane, Warrington, WA4 4SR. The approval provided consent for a temporary development comprising the change of use of the site from an existing coach interchange facility to provide HGV and staff car parking, refurbishment and extension of an existing workshop, refurbishment of the existing coach interchange building, installation of lighting columns and other minor alterations to suit site operations.

This report relates to the area occupied by HMRC and as shown on the red line plan Site Location Plan contained within Appendix A.

This Reinstatement Plan defines the planned reinstatement work at the Warrington IBF with commentary and drawings identifying where and what work will be reinstated to its former condition prior to the 2020 SDO and where HMRC intend to retain site features and the justification for doing so.

A general summary of those items to be removed are:

- Marshals Tent
- Concrete Barriers
- Raised Gate Booths/Site Operation Cabins
- Backup Generator

A general summary of those items to be reinstated are:

- Tree planting via an offsite contribution to Warrington Borough Council in lieu of removed trees and vegetation near the site entrance, the north-east corner of the site and along part of the western boundary of the site.

A general summary of those items to be retained are:

- Extension to Inspection Shed (former coach exchange workshop)
- Internal refurbishment works to former coach interchange building
- 71 Staff Car Parking Spaces
- Site Road and Access Widening
- 69 HGV Spaces
- Extended hardstanding areas
- Widened existing site access road including amendment to existing kerb line on the unadopted access road
- Penstock Valve and Equipment (Upgraded Drainage System)
- External Lighting (replacement and additional lighting columns) and CCTV System
- Installed ducting;
- 2.4m high Palisade Security Fencing
- Emergency Office Building/Security Cabin
- Cycle and Smoking Shelters
- Emergency Water Tanks

2

Description of Consented SDO Scheme and Proposed Reinstatement Work

2.0 Description of Consented SDO Scheme and Proposed Reinstatement Work

2.1 Introduction

The purpose of this section of the report is to provide a clear description of the site prior to occupation, the consented SDO Scheme, the proposed reinstatement work and the target condition of the site following the reinstatement.

2.2 Site Description/History Prior to Occupation

Prior to occupation, the site was known as the 'Shearing's' coach interchange and was originally constructed for use as a coach interchange which was made vacant by Shearing's Ltd in May 2020.

The site extends to approximately 2.6 hectares and is bounded by similar commercial logistic sites to the North and East, some small scale residential to the West and further commercial development to the South. The site is set within an established industrial area and is relatively well removed for areas of significant residential development with individual dwellings sparsely located in the immediate surroundings.

The site has a long planning history, dating back approximately 25 years to the mid 1980's of industrial and commercial uses including B1 (Light Industrial) (now E Use Class – Commercial, Business and Service Use), B2 (Industrial) and B8 (Storage and Distribution Uses). The coach interchange use was approved in early 1996 and operated at the site for a period of approximately 26 years before its cessation in 2022. The use of the site for commercial purposes, including relatively high volumes of large vehicles over a 24 hour period, seven days a week is therefore long established and is in keeping with the surrounding uses and those that would be expected at a site of this nature.

The prior use of the site as a coach interchange was reliant upon the following planning permissions:

Planning Application Reference	Description of Development	Date Permission Granted
2005/06628	Proposed vehicle workshop and ancillary office building and additional car parking spaces	Approved 25/10/2005
A01/43939	Proposed change of use of vacant land to provide additional customer car parking	Approved 13/12/2001
95/33777	Proposed coach interchange and workshop with supporting car parking	Approved 31/01/1996
96/34734	Proposed coach re-fuelling and wash area	Approved 24/07/1996

Full planning permission was granted for the 'proposed coach interchange and workshop with supporting parking' in January 1996 under planning permission reference 95/33777. A subsequent coach re-fuelling and wash area was granted full planning permission in July 1996 under planning application reference 96/34734 with vacant land at the site being used for additional car parking from 2001 and the workshop and further parking occurring from 2005. The site previously comprised of hardstanding, with land encompassing approximately 35 coach parking bays, approximately 300 car parking spaces, inspection sheds, a washing facility and an accommodation building housing a café, passenger waiting area, toilets and offices. The site perimeter is bounded by hedgerow and fencing on all sides.

Full details of the planning permissions set out above are not available to view in full on the Council's Planning Portal. Enquiries have been made to WBC to seek to obtain copies of the applications, drawings and decision notices in full. WBC has however confirmed that this information is not available as many of the Council's historic planning records were previously destroyed including those for this site. We have however set at Appendix A historic aerial images which show the development of the site over time in line with the permissions. These are as follows:

- 2005 – The earliest (clear) historic image available shows the site operating as a Coach Interchange with the central building and attached workshop and associated car parking to the north, east, south and west. Notably, the top north-western corner of the site was used for car parking at that time.
- 2009 – By 2009, the car parking area in the north-western section of the site has been replaced by the approved new vehicle workshop and ancillary office building.

- 2020 – This image appears to have been taken during the Covid19 pandemic, with an essentially closed interchange with coaches parked at the site and no staff activity.
- 2021 – The IBF is in full operation at this stage, with the workshop extension clearly visible in the north-western corner of the site along with the vehicle swim lanes and some amendments to the car parking. Notably, the various zones of uses at the site, e.g. buildings, car parking areas etc remain similar to the layouts as shown in the 2005, 2009 and 2020 aerial images.

Despite the availability of full historic planning records for the site, the aerial images demonstrate that the site has been developed out in line with what was envisaged in the description of each of the historic planning permission for the site and it is clear that whilst the use of the site has changed over time from a coach interchange to the temporary IBF, the overall nature and appearance of the site remains largely unaltered.

WBC have confirmed that in their view, the former Coach Depot use at the site comprised a Sui Generis Use, that is to say, a use that does not fall into any of the Use Classes set out in the Town and Country Planning (Use Classes) Order 1987 (as amended). As such, a planning permission would be required for any new future use. However, WBC are clear that *‘the reinstatement proposals are very unlikely to conflict with the ability of this site coming forward for a similar use to that which the site was previously used for.’* (See Appendix C).

2.3 Description of IBF Scheme Approved Under the SDO

The SDO approval for the IBF as granted in November 2020 included for the following development:

- Temporary change of use of land from Coach Interchange to IBF;
- Modifications to existing parking layout including kerb lines;
- Laying out of up to 69 HGV parking spaces;
- Provision of 71 staff car parking spaces;
- Widening of the existing site entrance;
- Refurbishment and extension of existing workshop to use as an inspection shed;
- Refurbishment of existing coach building to use as welfare facilities;
- Installation of 6 no. 2.5m high site operation cabins;
- Installation of 22no. replacement lighting columns and 16 no. new lighting columns;
- Installation of 2.4m high security fencing along the western site boundary to tie into existing boundary fencing;
- Installation of CCTV cameras;
- Upgrade of existing drainage system;
- Installation of ducting;

- Removal of vegetation near the HGV entrance, the north-east corner of the Site and along the western boundary of the Site; and
- Temporary provisions including marshals tent, raised gate booth, concrete barriers and a back-up generator.

The IBF was subsequently developed in accordance with the following approved documents and drawings:

- SDO Article 4 Planning Report November 2022 (Mott McDonald);
- Drawing 418703-MMD-04-SH-DR-C-0001 – Scheme Red Line Boundary; and
- Drawing 418703-MMD-04-SH-DR-C-0102 – Indicative General Arrangement for Planning.

The boundaries of the site (as approved by the SDO) are shown in red on the Site Location Plan attached at Appendix A. The extent of the current built development (IBF) is shown on a 2022 aerial photograph attached as Appendix A.

A copy of the Article 4 report and the drawings which were approved as part of the SDO are attached as Appendix A.

2.4 Description of Reinstatement Work

Due to the nature of the site as a former and current logistics site, coupled with the limited amount of temporary accommodation and structures on site, it is proposed that limited reinstatement work will be undertaken. The following reinstatement works are limited to elements of a temporary nature only.

2.4.1 Temporary Accommodation

The temporary accommodation installed to enable the site to operate is all to be removed and surfaces disturbed as a result of installation will be made good. These units are listed below:

Item	Reason for removal
Marshals Tent	Temporary accommodation building
Raised Gate Booths	Installed for IBF site operation, no longer required
Concrete Barriers	Installed for IBF site operation, no longer required
Backup generator	Installed for IBF site operation, no longer required

2.4.2 Services

There are no reinstatement proposals for any adaptations to the existing services. Any adaptations scheduled to remain are detailed further in Section 3.0

2.4.3 Civil Engineering Works

There are no reinstatement proposals for any adaptations to the existing site infrastructure. Any adaptations scheduled to remain are detailed further in Section 3.0

2.5 Condition of Site at Conclusion of Reinstatement Work

The intended condition of the site following the reinstatement work will generally be in accordance with the current site layout as an Inland Border Facility with all temporary structures removed as detailed in Section 2.3.

A summary of the development to be retained as approved under the SDO are as follows:

Development	Description	Comment
Temporary Staff, Welfare & HGV Inspection Building envelope	1 x inspection shed which has been extended	Proposed to retain extension for future benefit of the site
Temporary Staff, Welfare & HGV Inspection Building envelope	1 x former coach interchange building used for welfare and border processing	Proposed to retain internal refurbishment of building for future benefit of the site
Staff parking and associated highway infrastructure envelope	71 staff car parking spaces	Proposed to retain staff car parking in its current arrangement
Access	Access widened onto private unadopted access road (site access)	Proposed to retain for potential future HGV movements to/from the site
Access	Private road access widening	Proposed to retain for potential future HGV movements to/from the site
HGV Parking and ancillary highway infrastructure envelope	69 HGV spaces within the site and additional spaces within swim lanes	Proposed to retain HGV parking in its current arrangement
Surface Water Drainage	Penstock valve and equipment	Proposed retain penstock valve for future benefit of the site
Removal of trees and vegetation	Removal of trees and vegetation near the site entrance	Proposed to provide offsite contribution in lieu of reinstatement
Lighting columns	New lighting system	Proposed to retain new lighting system for future benefit of site
Security	2.4m high palisade security fencing	Proposed to retain for future benefit of the site
Security	CCTV System	Proposed to retain for future benefit of the site

The proposed retained site layout is shown on Drawing NTBS3728/WAR/02 attached at Appendix A.

3

Development to be Retained

3.0 Development to be Retained

3.1 Introduction

The purpose of this section of the report is to explain and justify which elements of the development are to be retained. This section of the report covers items that were approved under article 4(1) of the SDO.

Drawing NTBS3728/WAR/03 shows the proposed layout of the development to be retained and is attached as Appendix A.

3.2 Features to be Retained

3.2.1 Inspection Shed Extension

As a coach interchange facility, the site featured an existing inspection shed for servicing and maintaining the fleet of coaches. As part of the SDO, the inspection shed was extended to accommodate longer HGV vehicles, upgrading of the existing ventilation systems, and the provision of internal ancillary spaces such as offices and inspection facilities. As part of reinstatement it is proposed to retain the adaptations made to the inspection shed in order to provide future benefit of the site. Given the extension to the inspection shed is less than two years old, it would be deemed unsustainable to reinstate this feature and the ongoing impact of Material Assets and Waste associated with the site. The upgraded ventilation system also provides improved Air Quality to the area as well as reduced noise intrusion to nearby residential settings. Details of the Inspection Shed prior to the IBF and post IBF (detailing the extension) are shown on Drawings NTBS3728/WAR/04 and NTBS3728/WAR/05 (prior) and Drawings NTBS3728/WAR/06 and NTBS3728/WAR/07 within Appendix A.

3.2.2 Former Coach Interchange Building

An existing accommodation building was situated on site when HMRC took occupation of the former Shearings coach interchange. This was previously utilised as a café, passenger waiting area and ancillary toilet and office facilities. As part of the SDO, the building was refurbished internally to provide modern suitable office and welfare space as part of the IBF operation. As part of reinstatement it is proposed to leave the building in its current state of refurbishment for the future benefit and use of the site. Given this refurbishment is less than two years old, it would be deemed unsustainable to reinstate this building back to its original internal layout, including the ongoing impact of Material Assets and Waste associated with the site.

3.2.3 Staff Car Parking

The existing Shearings site contained a number of existing car parking spaces for both staff and coach passengers (approximately 300 spaces). These were located along the northern, north-eastern, southern and western boundaries of the site. It also provided 35 coach bays.

To suit the logistics of the IBF operation for HGV movements around site, the car parking area was amended and is now currently located on the eastern boundary alongside the swim lanes, as well as to the south of the site and in total provides 71 car parking spaces. The car parking to the south of the site has not changed from the original coach interchange use. Where car parking has been removed from the coach interchange use, it has been replaced by either lorry parking or hard standing infrastructure (e.g. roadways) and car parking could therefore easily be re-introduced by re-marking the ground and a re-adjustment of the site layout. Crucially, the appearance of the surface of the site generally remains the same, it has just been used/allocated to different types and sizes of vehicles.

It is proposed to leave the existing car parking arrangement as it is currently in order to reduce the effects of the existing Geology and Soils on the site by undertaking excavation work to reinstate the site back to its original car parking layout, as well as the ongoing impact on the Material Assets and Waste from the site.

3.2.4 Private Access Road Widening

To facilitate HGV movements onto the site via the private access road from Grappenhall Lane, the radius of the existing kerbs were widened to provide a sufficient turning circle for larger vehicles. To provide ongoing benefit of the site, it is proposed to retain this access widening. Retaining the road widening will also limit the impact on the Geology and Soils of the site by limiting excavation works, as well as reducing the amount of Material Assets and Waste being taken from the facility.

3.2.5 HGV Parking

The existing Shearing site contained a number of existing coach parking spaces. These were primarily located to the front and rear of the existing accommodation building situated centrally within the site. In order to increase capacity to meet the needs of the IBF, the car parking spaces along the Western Boundary were extended and converted into HGV spaces. As part of reinstatement it is proposed to retain the HGV spaces as existing for the ongoing benefit of the site, as well as reduce the effects of the existing Geology and Soils on the site by undertaking excavation work to reinstate the site back to its original HGV/coach parking layout, as well as the ongoing impact on the Material Assets and Waste from the site.

3.2.6 Penstock Valve

As a condition of the original SDO, a penstock valve was fitted to the existing surface water drainage system where it exits the site along the Southern boundary. To provide ongoing pollution control of the site when the site ceases to exist as an IBF, it is proposed to retain the penstock valve in its existing location. The retention of this feature will provide ongoing benefit to the local Road Drainage and Water Environment.

3.2.7 Off-site Tree Contribution

As part of the construction of the IBF at Warrington, an area of vegetation along the western boundary of the site was removed to allow the extension of an existing area of hard standing to provide HGV parking.

As it is proposed to retain this hardstanding, mitigation of the loss of that planting will be in the form of off-site tree planting rather than replacement planting on-site. HMRC has agreed a financial contribution of £35,000 to Warrington Borough Council for the delivery of this. The provision of off-site planting also has the added benefit of bringing direct benefits to local residents by providing more accessible planting within the local community.

The agreed off-site financial contribution is designed to mitigate the loss of approximately 113 trees that were removed to allow construction of the IBF at Warrington. These ranged from whips to young-mature trees with 8 trees being category B trees and the remainder being of lower quality.

HMRC has been working closely with Warrington Borough Council (WBC) to confirm the proposed number of trees. It is proposed that up to 120 trees (whips) are to be planted using the agreed financial contribution from HMRC (including maintenance). These will be delivered by WBC with the final site(s) for planting to be identified and planted within the next 2 years. NB. The final number may be lower where planting involves a smaller number of larger mature trees depending on final sites.

WBC may also work with a range of local stakeholders to identify suitable sites for tree planting locally and within the borough. This includes local parish councillors, borough and parish councillors and any local residents groups. As a range of planting has already been delivered within Appleton Thorn village via the earlier financial contributions offered by HMRC under the Article 4 approval, it is anticipated that this planting may be outside of the village due to the availability of planting sites.

The proposed off-site planting will replace the number of trees that were removed on site and be of a high quality long term as they will be subject to active maintenance.

The proposed native species of trees to be planted will be dependent on the final choice of site/s identified. However, it could include native woodland species and/or a native fruit tree species as set out below either as a single species or as a mix:

Woodland trees to include: *Acer campestre*, *Sorbus aucuparia*, *Sorbus aria*, *Betula pendula*, *Castanea sativa*, *Malus sylvestris*, *Corylus avellana*, *Alnus glutinosa*, *Prunus avium*, *Carpinus betulus*, *Quercus robur*, *Tilia Cordata*, *Crataegus monogyna*, *Ilex aquifolium*

Fruit trees to include: *Malus domestica* including the following varieties, 'James Grieve', 'Laxton's Superb', 'Bramley's Seedling', 'Discovery' *Pyrus Communis* 'Conference'

HMRC will continue to work closely with WBC and monitor this to ensure timely delivery of these trees.

The agreement from WBC Council for the replacement planting is attached as Appendix C.

3.2.8 Lighting Columns

Existing lighting columns with sodium light fittings were removed and replaced with newer columns with LED fittings to suit the revised external layout of the site. As it is proposed to retain the existing car parking and HGV parking in its current format, it is therefore also proposed to retain the lighting system installed for the ongoing benefit of the site. The replacement lighting columns also provide improved biodiversity to the site as a result of deflectors fitted to certain lighting columns due to the presence of bats on and around the site. In addition, the newer type energy efficient LED light fittings provide a reduced impact in terms of Climate change.

During its use as a coach interchange, there were 22 lighting columns within the site with heights of 8m, 10m and 12m. These were replaced for the IBF and an additional 16 installed, all of which are to be retained. Although there are now 16 additional lighting columns, the design of the columns is far superior to those that they replaced. As set out above, the modern replacement lighting reduces glare, is more energy efficient and are more appropriate for local wildlife. There have been no complaints from local residents in respect of the replacement and additional lights and they are, despite being greater in number under the IBF and re-instatement plan, much less visually intrusive than the scheme that they replaced.

3.2.9 Security Fencing

In order to provide adequate security to the IBF facility, existing weldmesh fencing was replaced with 2.4m high palisade fencing to the majority of the perimeter of the site. Additional palisade fencing was also installed to segregate the swim lanes from the staff car parking area. In order to provide ongoing security of the site, it is proposed to retain the palisade security fencing as part of reinstatement.

3.2.10 Security CCTV System

In order to provide adequate security to the IBF facility, a new CCTV system was installed to provide 24/7 coverage of the site during its operation. The system was inclusive of CCTV columns with mounted cameras, and an internal CCTV recording system situated within the former coach interchange building. In order to provide ongoing security of the site, it is proposed to retain the CCTV system (removing recording equipment only for security purposes) as part of reinstatement.

3.2.11 Other

Other items not expressly stated within the table of development for Warrington but are proposed to be retained as part of reinstatement. These are the emergency water tanks, and the emergency assembly point cabin.

In relation to the emergency water tanks, there are 2 x 25,000 litre tanks which will provide water to the fire authority on site in the event of an emergency incident on site. This is in lieu of locating the nearest fire hydrant to the site once a fire engine's on board water stores have been depleted. Given the use of the site will revert back to a coach interchange upon expiry of the SDO with regular HGV traffic anticipated on the site, it is proposed to retain the tanks and parking zone as part of reinstatement.

With regards to the emergency assembly point cabin, this is a single storey cabin no greater than 2.5m in height which is located adjacent to the emergency water tanks. This cabin is used in the event of an incident on site and contains items such as radios, lights, megaphone etc. It is proposed to retain this cabin on site for the benefit of future occupants with regards to dealing with incidents on site.

3.3 Planning Authority Engagement

HMRC have carried out an engagement exercise with Warrington Borough Council acting in capacity as the local planning authority for the site. A copy of the response can be found within Appendix C of this report.

3.4 Landowner/Local Resident Engagement

HMRC own the majority of the site. The access road which provides the main point of access to the site (on the northern boundary) and the wider industrial estate however lies within a third party ownership and within the red line SDO approval boundary. HMRC contacted the land owner via email on 17th November 2022 setting out HMRC's intention to re-instatement the site now that the IBF use has ceased and advising which elements of the scheme are proposed to be retained. The e-mail sought comments from the landowner in this respect. At the time of writing, no response has been received from the land owner. A copy of the correspondence with the land owner is attached as Appendix C.

The nearest residential property to the site is Beehive Farm, this property is located approximately 100m to the south of the site. This is considered to be the only property likely to be impacted by the proposed re-instatement as there are no other intervening land uses between the property and the site. The property owner was contacted by HMRC on 6 December 2022 and advised of the proposed re-instatement plans. The property owner confirmed that they had no objections to the proposal on 7th December 2022. A copy of the correspondence is attached as Appendix C.

4

Planning and Environmental Considerations: Previous
Use v Re-Instatement Plan

4.0 Planning and Environmental Considerations: Previous Use v Re-Instatement Plan

4.1 Proposed Changes

As set out in Section 2 and 3 of this report, some of the development elements from the SDO for the IBF will be retained under the proposed Re-Instatement Plan. In most instances, this is because it would not be cost effective, environmentally sustainable or sensible to remove them and fully re-instate the site back to its formerly consented coach interchange status. The retained elements of the IBF which did not form part of the coach interchange can be summarised as follows:

- Inspection shed extension;
- Re-located car parking;
- HGV parking areas;
- Private access road widening;
- Internal refurbishment of main interchange building;
- Drainage upgrades;
- Replacement site lighting;
- Additional site boundary/security fencing;
- CCTV system;
- Emergency water tanks;
- Emergency assembly point cabin; and
- Cycle and smoking shelters.

4.2 Principle of Use

The site has been in use for commercial and industrial purposes over at least the last 35 years. The infrastructure present on the site for the coach interchange, the IBF and the proposed subsequent re-instatement plan is therefore reflective of the site and its surroundings and comparable in terms of its scale, nature, appearance and likely impacts. Subsequent users of the site are likely to require similar infrastructure to that which has been present for the previous interchange and IBF uses and which will be left in situ under the proposed re-instatement plan.

The site is not allocated for any specific use within the Adopted Warrington Local Plan Core Strategy 2027 (CS) or the emerging Draft Warrington Local Plan 2021 (LP) which is now pre-submission consultation stage. The site is however identified as falling within the following:

- Existing Employment Area (CS Policy PV1);
- Green Belt (CS Policy C5);
- Defined Employment Area (emerging LP Policy DEV4);
- Suburban Area (emerging LP Policy DC1) and
- Adjacent to the Warrington Garden Suburb Designation (emerging LP Policy MD2).

The Warrington Garden Suburb comprises a large area of Green Belt land which is to be released to create new sustainable urban extension, ensuring that a significant proportion of the housing and employment needs of the Borough are to be met. This includes approximately 7,400 new homes and approximately 116ha of employment land. The site is surrounded by the proposed Garden Suburb allocation which will include for a major new employment area as an extension to the Barleycastle and Appleton Thorn Industrial Estates.

It is clear that the existing industrial estate in which the site sits will continue to thrive and grow and that new industrial and commercial development will be directed to the site and its immediate surroundings to ensure the continued economic growth of Warrington Borough. The site will therefore be protected for such uses in the future meaning that the infrastructure retained under the Re-instatement plan will continue to be required, sought after and appropriate in this location.

It should be noted that any future use of the site would need to be assessed by Warrington Borough Council (WBC) to determine whether it falls with the legally consented use of the site and as such whether it requires planning permission in its own right. Any future development on the site (construction of buildings, engineering works etc) would be subject to a full assessment of its own planning and environmental implications by WBC. The Re-instatement Plan merely leaves in place modern infrastructure, appropriate to the site and its surroundings and its long standing designation and use as an employment site for industrial and commercial uses.

4.2 Site Improvements

A number of improvements were made to the site when the IBF was developed which will be retained under the re-instatement plan and which represent modern, beneficial upgrades to the site which will be important for the continued use of the site by future occupiers. These include:

4.2.1 Access and Parking

The main site access on the northern site boundary was improved with the development of the IBF. This has always been the main route into the site for coaches and then HGV's. This was upgraded as part of the proposals for the IBF bringing it up to standard for modern HGV's and other vehicles which will visit the site in the future for subsequent industrial and commercial uses. It is considered that this represents a significant improvement

to the site in terms of access and highway safety and therefore there exists full justification to retain these improvements rather than returning the site to the pre-IBF status quo set by the coach interchange. It should be noted that the coach interchange had been in operation for over 25 years and therefore the access utilised by the coach interchange was unlikely to have met modern standards that would be expected from a development today. The IBF have therefore provided an opportunity to upgrade this access for long term future industrial use.

Secure cycle parking was installed in the northern part of the site, close to the main site access to provide staff working at the IBF with the opportunity to cycle to and from work and reduce vehicle movements and the reliance on the private car in line with sustainability objectives. This represents a significant improvement at the site and would be a requirement for any future user of the site. It is therefore considered to be a positive addition to the site which should be retained to assist in maintaining the sustainability of the site. The provision is low key and is located appropriately and in a location which would not have any adverse impacts on the operation or appearance of the site and the surrounding area.

4.2.2 Main Building Refurbishment

The main building located centrally within the site provided passenger facilities, including toilets, café and waiting areas along with driver welfare facilities and administration services such as offices etc when the site was in operation as a coach interchange. This building has remained the same in terms of its scale, mass and external appearance but was refurbished internally under the IBF use to provide office and welfare accommodation. This represented a significant improvement to provision at the site and refurbishment works are less than two years old. It is therefore considered appropriate and cost effective to retain the internal refurbishment works for the benefit of future occupiers. This ensures that this existing building provides modern accommodation without having any greater impacts on the character and appearance of the site and surrounding area than when in use as part of the coach interchange. It will however make the site much more attractive to future prospective occupiers.

4.2.3 Drainage

A Pensock Valve was installed to the existing surface water drainage system at the site at the point at which it exits the site on the southern boundary. This was installed in order to ensure the local road drainage and wider water environment was protected from pollution during the IBF use. This is not a visible or obtrusive installation and does not have any adverse impacts on the visual appearance of the site and surrounding area. It does however represent a significant improvement to the surface water drainage system at the site and will continue to protect the local environment in the years to come as the site is used for further commercial and industrial uses. It would therefore not be prudent to remove this feature given the benefits it provides.

4.2.4 Security Fencing/Cabin and CCTV

Under the coach interchange use, the site was fenced for the vast majority of its perimeter by 2m high weldmesh boundary fencing which had been in place for some time. There were some gaps in the boundary fencing at the

northern site boundary. Under the IBF scheme, the boundary fencing was replaced with 2.4m high palisade fencing to provide a complete, uniform and improved boundary fence to the whole site. This not only increased the level of security at the site but also significantly improved the visual appearance. Additional palisade fencing was also installed to segregate the swim lanes from the staff car parking area. It is considered that this replacement fencing represents a physical and visual improvement at the site and provides long term security at the site. Modern palisade boundary fencing is typical for industrial and commercial sites such as this. In addition a security cabin was installed within the site at the site access and CCTV cameras installed throughout the site. These are all modern requirements and add value to the site without compromising its character and appearance or that of the surrounding area. Therefore, it is not considered to be physically or commercially practical to return the site to its pre IBF security position.

4.2.5 Emergency Water Tanks/Assembly Point Cabin

The emergency water tanks and assembly point cabin were installed to serve the IBF. However, the represent significant safety improvements at the site which would likely be required by any modern day industrial or commercial site user. The removal of these features is therefore be considered unnecessary given their important value from a health and safety perspective. These features are located in the northern section of the site, close to the site entrance, easily accessible by the fire brigade and in a location which ensures that their visual impact on the character and appearance of the locality is negligible.

4.3 Scale and Massing

The existing inspection shed which formed part of the coach interchange use was retained and extended as part of the IBF scheme and is to be retained in its extended form under the re-instatement plan. The extension increased the size of the existing shed by approximately 50% extending the building on its southern side. The inspection shed is located in the northern section of the site, away from the nearest residential properties. When considered in the context of the site as a whole, the extension to the inspection shed is modest. The site is located within an existing industrial estate where large sheds are typical and dominate the locality. When compared to such buildings on the adjacent sites to the north and east and the central interchange building in the centre of the site, the extended building is relatively small and subservient.

It is therefore not considered that this small extension has only a negligible impact on the character and appearance of the locality and is not readily visible from outside of the site confines. When taken in the context of the adjacent development and wider context of the local area, the inspection shed extension is not considered to give rise to any adverse visual impacts. The retention of this extension would not therefore significantly alter the function or appearance of the site when compared to the former coach interchange use.

The nature of the previous site use as a coach interchange means that the majority of the site has always been utilised for coach and car parking. In the IBF scheme, this remained the case but with HGV's replacing coaches. The overall hard surfaced parking areas and internal roadways at the site have therefore always overwhelming formed the main site composition. The re-instatement plan will retain this composition but provide significantly

improved internal circulation for future commercial/industrial uses if required without altering the overriding character of the site.

4.4 Lighting

The lighting system for the coach interchange was removed from site and all columns and lanterns replaced in their entirety for the IBF use. The coach interchange lighting system was dated and did not provide the most efficient, effective and unobtrusive solution possible. The replacement lighting comprises an LED light system with maximum column heights of 12m. The intensity of the light can be reduced in areas where it is not needed and all lighting columns are fitted with diffusers and hoods to minimise light spill and glare by ensuring the downwards direction of light.

As the site was lit throughout night during the coach interchange use, lighting has always been an accepted feature of the site. Now that the IBF use has ceased, lighting will not be required throughout the night across the whole site and can be controlled and limited to essential areas for safety and security purposes only. The significant improvements to the lighting scheme at the site have greatly improved the impacts of the lighting on the wider area and therefore it is considered that the re-instatement plan will provide a better environment from a lighting environment than the previous coach exchange did.

4.5 Cultural Heritage

The nearest historical assets to the site are Beehive Farmhouse (Grade II listed) located immediately to the south of the site, Booths Farm and Booth's Farm Farmhouse (both Grade II listed) and located approximately 140m and 180m to the south east of the site respectively, and Yew Tree Farmhouse (Grade II listed), located approximately 320m south west of the site.

The former use of the site as a coach interchange, the most recent use of the site as an IBF and the proposed re-instatement of the site which will see the retention of the existing and extended buildings and hard surfaced parking areas are all very similar in use and character. When the SDO was granted, it was concluded that the use of the site for an IBF would not have any adverse impacts and the character and setting of these nearby heritage assets or to be likely to result in any harm to their significance. The coach interchange had also previously operated for a significant period of time at the site without having any adverse impacts on these heritage assets or harming their significance. The re-instatement plan effectively provides a hybrid between the development on site and activity associated with the coach interchange and the IBF. It is therefore considered that these heritage assets will remain unaffected by the use of the site in the manner proposed under the re-instatement plan.

4.6 Noise and Air Quality

The proposals set out under the proposed re-instatement plan would have no greater impact on noise and air quality than the previous uses of the site as a coach interchange and IBF. The retained elements of the IBF will not include any noise or emissions generating features and therefore there will be no change to the noise environment or increase in emissions to air. In its proposed state, until a new site use is implemented, the noise and emission levels generated from the site under the plans set out in the proposed Re-instatement Plan will be reduced when compared to both the IBF and coach interchange uses.

4.7 Landscape and Trees

An area of tree planting was removed to facilitate the IBF. This included an area of circa 113 trees on the western site boundary, now laid to HGV parking. This can be seen on the 2017 and 2022 aerial photographs included at Appendix A. The trees ranged from whips to mature trees. The removal of the trees saw a reduction in the width of the tree belt along the western boundary from approximately 10.5m to approximately 6m. It should be noted that although the tree boundary was reduced, it was not diminished and therefore continues to provide a mature screen boundary on the western site boundary, screening the site from views outside of the site to the west.

It has been agreed with Warrington Borough Council (WBC) that these trees should be replaced in an alternative location rather than on the site given that the landscape planting on the western site boundary is still substantial. This would ensure that the replacement tree planting agreed (circa 120 trees) can be planted in a location which would provide for greater community benefit. The cost of these trees and their planting would be met by HMRC. Therefore, whilst there has been some loss of boundary tree planting in the proposed re-instatement plan when compared to the former coach interchange use, this has not adversely impacted the ability to screen the site from Barleycastle Lane and a significant amount of tree planting will still be present on site. As such, it is considered that the lost trees will be sufficiently offset and that the character and appearance of the landscape will not be unduly impacted.

4.8 Amenity

The nearest residential property, Beehive Farmhouse, is located to the south/south-east of the site. Views of the site from Beehive Farmhouse are somewhat restricted by existing, intervening mature vegetation. This also acts in part as a noise buffer. Under the coach interchange use, the land in the southern section of the site closest to Beehive Farmhouse was utilised for car parking. This remained the same under the IBF use and will continue to remain under the proposed re-instatement. It is not therefore considered that there would be any change to the conditions experienced by the occupiers of Beehive Farmhouse under the proposed re-instatement plans. Furthermore, the re-instatement plans would not give rise to any increased impacts on amenity as a result of

noise, air quality or the intensity and type of use, nor would the visual appearance of the site or the outlook from the property change.

As set out above, the lighting provision at the site was fully overhauled for the IBF use. This saw the replacement of old lighting columns and lanterns with modern LED lighting, directed downwards and controlled by diffusers and hoods. This has resulted in a significant improvement to the lighting at the site, minimising glare and light spill and controlling intensity. These improvements have reduced the impact of lighting at the site and the retention of the new system will continue to improve the situation for local residents.

There would be no adverse amenity impacts on any other properties within the locality as a result of the proposed re-instatement plan when compared to the coach interchange position. As has been discussed above, the re-instatement will bring about significant visual improvements to the site and will not result in any increase in emissions or other factors which would adversely impact residential amenity.

4.9 Significant Environmental Impacts

During the time that the IBF was in operation, it did not give rise to any significant environmental impacts. The IBF to all intents and purpose operated in a similar manner to the coach interchange. As has been set out above, none of the elements of the scheme which are to be retained permanently would give rise to any significant environment impacts and would have no greater impact on the site and surrounding environment than the previous use as a coach interchange. The retention of some elements of the IBF represent significant environmental improvements to the site and there are no environmental or economic reasons to reverse the site to its full former status.

4.10 Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') set out the circumstances where a proposed development would constitute EIA development. If a proposal falls into one of the categories of development identified in Schedule 1 of the EIA Regulations, then EIA is mandatory. If the proposal falls into a category of development in Schedule 2 of the EIA Regulations, then EIA may be appropriate depending upon the scale of the proposed project on the sensitivity of the site and its surroundings.

It is not considered that the IBF falls within Schedule 1 of the EIA Regulations. Therefore EIA would not be mandatory for the IBF use.

With regards to Schedule 2, it is considered that the proposal falls under Section 10(b) '*Urban Development Projects*'. The Schedule 2 criteria and thresholds includes:

- i. development which includes more than 1ha of urban development that is not dwellinghouse development; or

- ii. development which includes more than 150 dwellings; or
- iii. the overall area of the development exceeds 5ha

Under the heading 'Indicative Criteria and Thresholds', the National Planning Policy Guidance (NPPG) states that:

'Environmental Impact Assessment is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use or the types of impact are of a markedly different nature or there is a high level of contamination. For sites which have not previously been intensively developed; (i) area of the scheme is more than 5ha or ii) it would provide a total of more than 10,000m² of new commercial space or iii) the development would have a significant urbanising effects in a previously non-urbanised area (e.g. the development of more than 1,000 dwellings).'

Guidance states that when considering the Indicative Criteria and Thresholds, the key issues to consider are the physical scale of such developments and the potential increase in traffic, emissions and noise.

The IBF covers an area of approximately 2.6ha of urban development which is not dwellinghouses and therefore exceeds the threshold set out in criteria i) of Schedule 2. The IBF is not however considered to be on a significantly greater scale than the coach interchange, the scale is considered to be comparable, the likely impacts are also considered to be similar. The impacts in terms of traffic movements, emissions and noise, the IBF is not considered to create impacts above those created by the coach interchange. There is no high contamination risk at the site or from either of the uses. The IBF does not have a greater urbanising effect on the local area than the coach interchange use did or introduce a new urban development into an otherwise undeveloped location.

The site is not within any 'sensitive area' as defined by Regulation 2 of the EIA Regulations.

The following topics have been considered to assess the potential environmental impacts of the re-instatement plan and retention of the IBF infrastructure at the site. The information set out within the table below should be read in conjunction with the preceding sections of this Plan.

Environmental Topic	Commentary
Natural Resources	The proposed re-instatement of the IBF and retention of its infrastructure would not cause any physical changes to the topography of the site nor will there be any requirements to use any natural resources or impact any natural resources including soils, water, energy or minerals. There are no natural resources present at or under the site, or in the surrounding area, which would be affected by the IBF reinstatement/infrastructure retention and/or its

	decommissioning. This includes minerals, fisheries, ground water sources, agriculture and forestry.
Waste	The re-instatement of the IBF and retention of its infrastructure would not create any solid waste. All items to be removed from the site as part of the decommissioning will be relocated for re-use elsewhere (e.g. Marshals tent, generator) or disposed of at appropriate off site facilities with recycling being the preferred option.
Pollution and Nuisances	The re-instatement of the IBF and retention of its infrastructure will not pollutants or other substances to air, it will not create any noise or vibration. The lighting at the site which is to be retained provides an improved environment over that which it replaced despite there being more lighting columns than under the previous IBF use. This is because the lighting is modern, directional, reduces light spill and provides a more sustainable, energy efficient system. The re-instatement/retention works will not result in any contamination risks to air, water, ground or other vulnerable sources either on site or within the local area.
Population and Human Health	There will be no risk to human health as a result of the proposed re-instatement and decommissioning. The majority of the infrastructure will remain in situ on site and the site will be secured until a future user is identified. Those items being taken off site are to be re-used elsewhere or disposed of appropriately. There is no risk to the local population in terms of pollution, contamination etc. The impacts of the IBF on the local population have been minimal and are no greater than any impacts previously created by the coach interchange. There are no noise, odour or emissions impacts and residential amenity will continue to remain unaffected.
Water Resources	There are no water resources on the site or within the local area which would be impacted by the re-instatement/retention of IBF infrastructure. The IBF has not increased flood risk at the site or elsewhere and this will continue to be the case.

Biodiversity (Species and Habitat)	<p>The site is not designated as a statutory or non-statutory site of nature conservation. There are no statutory designated sites within 2km of the site.</p> <p>There are no European Sites located within, or hydrologically connected to the site within 2km of the site area or within 200m of the site access route. There are no European Sites within 30km of the site that have been designated for mobile species such as bats. It is therefore not considered necessary to undertaken any assessment under the Habitats Regulations and no significant effects upon any European Site is anticipated as a result of the proposed re-instatement/infrastructure retention.</p> <p>There are four non-statutory sites located within 2km of the site as follows:</p> <ul style="list-style-type: none"> • The Dingle and Fords Rough Local Wildlife Site (LWS), approximately 1,500m west of the site; • Stretton Moss LWS, approximately 1,650m south-west of the site; • Grappenhall Heys, 1,650m north west of the site; and • Potential LWS approximately 260m from the site. <p>Operations have been confined to the site and the re-instatement plan seeks to simply retain existing site infrastructure whilst removing temporary site infrastructure, e.g. concrete barriers, marshals tent, back-up generator etc. These activities would not have any adverse impact on the nearest non-statutory sites given their nature, separation distances and intervening land uses.</p> <p>As the majority of the site is hardstanding, and has been for a considerable number of years, it has little ecological value. The perimeter semi-natural woodland, scrub and species poor hedgerows provide</p>
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	<p>limited ecological value at the site. Nonetheless, these are to be retained as existing as part of the re-instatement proposals.</p> <p>Based on the above, the re-instatement/infrastructure retention proposals would not have any adverse impacts on ecology and biodiversity either on the site or within the surrounding area.</p>
Landscape and Visual	<p>The site is not covered by any statutory landscape designations. The site is not located within a National Park, an AONB or a Conservation Area. There are no public rights of way within the site. There are no statutory or non-statutory landscape designations within 2km of the site.</p> <p>The nearest residential property (Beehive Farm) is located to the south/south-east of the site. Views of the site from Beehive Farm are restricted by the existing intervening, mature vegetation which will remain in situ. Under the coach interchange use, the land within the site nearest to Beehive Farm was used for car parking, this remained the case for the IBF and for the proposed re-instatement. All existing vegetation is proposed to be retained ensuring that the landscape and visual implications for Beehive Farm remain unaltered.</p> <p>Given the nature of the site, its boundary screening and the commercial character of the other development immediately surrounding the site, the site is not readily visible from viewpoints outside of the site. The nearest residential properties, other than Beehive Farm, are located approximately 280m to the north of the site and approximately 650m to the south-west of the site. Given the separation distances and intervening land uses, the site is not highly visible and would not appear unduly different to its use and function as a coach interchange. The site is located within an established industrial/commercial area where uses such as the coach interchange and IBF and their associated infrastructure is anticipated.</p>

Cultural Heritage/Archaeology	<p>There are no historic designations on the site. There are no registered parks and gardens, scheduled monuments or conservation areas within 300m of the site boundary.</p> <p>There are four listed building located within 300m of the site:</p> <ul style="list-style-type: none"> • Beehive Farmhouse – Grade II located immediately to the south of the site; • Booths Farm – Grade II located approximately 140m south-east of the site; • Booths Farm Farmhouse – Grade II located approximately 180m south-east of the site; and • Yew Tree Farmhouse – Grade II located approximately 320m south-west of the site. <p>The proposed re-instatement/retention of the IBF infrastructure would not have any adverse impacts on these listed buildings. The nature of the land within the site closest to Beehive Farm will not change as part of the re-instatement works; the land will remain as car parking screened from Beehive Farm by mature landscaping as it has always done through the coach interchange use and the IBF use. Nothing has changed since the granting of the SDO for the site that would result in an adverse impact on the character and setting of Beehive Farm and that remains the case through the proposed re-instatement and infrastructure retention.</p>
Transport and Access	<p>There is currently no public access to the site and this will remain the case under the re-instatement/infrastructure retention plans. There are no other routes or footpaths in the surrounding area which would be impacted by the proposals. There would be no impact on the local highway network as a result of the re-instatement. The vehicle movements at the site during the IBF use were comparable to the former coach interchange use and these have not resulted in any additional impacts on traffic and</p>

	<p>transport. The re-instatement plan will see traffic movements to and from the site cease. Any transport impacts from future uses of the site would be subject to their own consideration by WBC.</p>
Land Use	<p>The site is located within a primarily commercial area with a limited number of local residential properties. The proposed re-instatement/infrastructure retention would have no adverse impacts on the nearest residential properties, including Beehive Farm. Intervening vegetation between this property acts as a visual and noise buffer. Under the re-instatement plan, there will be no day to day activity at the site ensuring that amenity is improved. The significant upgrades to lighting at the site which is to be retained, have reduced the impacts of lighting at the site on the surrounding area and will continue to provide an improved environment for local residents. The proposed re-instatement/infrastructure retention would not impact on the ability of existing and future businesses to operate from the surrounding area.</p>
Land Stability and Climate	<p>The site is not susceptible to any land stability issues and would not be unduly susceptible to any changes as a result of climate change. The site is at a low risk of flooding and is not in close proximity to any water courses or other sources of surface or ground water flooding. The site is unlikely to be unduly impacted by any other adverse impacts from weather or other natural geological events.</p>
Cumulative Effects	<p>The impacts of the proposed re-instatement and infrastructure retention are considered to be negligible. The continued, future use of the site for commercial uses has not been impacted by the use of the site as an IBF and this will continue to be the case in the future. The retention of IBF infrastructure will ensure that modern, re-usable facilities remain on site for future, appropriate re-uses. There would be no cumulative impacts with any other development as a result of the re-instatement and infrastructure retention as proposed.</p>

Transboundary Effects	The location of the site means that there would be no transboundary effects from the proposed re-instatement and infrastructure retention proposals.
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In summary, in applying the various stipulations and applicable and indicative thresholds and criteria as set out in the 2017 EIA Regulations and Planning Practice Guidance, it is considered that the proposed re-instatement proposals and IBF infrastructure retention at the site would not constitute 'EIA development'.

5

Article 4 Compliance

5.0 Article 4 Compliance

5.1 Introduction

The purpose of this section of the report is to outline where reinstatement follows that described in the Article 4 submission for the original SDO approval. In particular it identifies where reinstatement or retained features could give rise to significant environmental effects that were originally anticipated to be avoided. Where effects are envisaged they are assessed and justified.

5.2 Statement Detailing Article 4 Compliance

The following is based on the original Article 4 Analysis of Likely Environmental Effects of the Development (ALEED) submission which in each case predicted that there would be no likely significant effect. This is also the case with the planned reinstatement work. For specific references to the relevant lines of the REAC see Section 7 of this document.

Environmental Effect	Assessment and Justification
Air Quality	The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as the site will be restored to its original state with all temporary structures removed. As limited reinstatement works are proposed which are limited to removal of temporary structures only, and as the site was already developed as part of a former Shearings Coach Interchange in terms of features being retained, no significant air quality effects are anticipated during reinstatement.
Cultural Heritage	The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as reinstatement will be limited to the removal of temporary structures only. No new excavations are proposed that would potentially impact on any unknown archaeological remains. Temporary impacts to the setting of nearby heritage assets from reinstatement activities would be minor and the effects would not be significant. No permanent impacts on heritage assets are anticipated and as a result no additional mitigation measures are required.
Landscape and Visual Effects	The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as reinstatement will be limited to the removal of temporary structures only. A limited amount of vegetation was removed from the perimeter of the site boundary and to small kerbed islands within the site to facilitate the security fence installation and traffic movements around site, however these were primarily of Category C low quality. Some replanting was undertaken as part of the construction works during the setup of the IBF along

	<p>the Northern boundary to the rear of the inspection sheds, and adjacent to the staff car parking along the Southern boundary. Due to limited availability for any further replanting on site, it is proposed that the previous low quality trees (approximately 113 nr) removed will be replanted off site and agreed with Warrington Borough Council following discussions with the local parish council and residents group.</p>
Geology and Soils	<p>The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as reinstatement will be limited to the removal of temporary structures only. No excavations are proposed as part of reinstatement; therefore it is anticipated that no significant effects are anticipated upon geology and soils.</p>
Biodiversity	<p>The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as reinstatement will be limited to the removal of temporary structures only. Existing bird and bat boxes that were installed around the site as part of the Biodiversity Strategy enhancements will be left insitu. As a result no significant effects are anticipated upon biodiversity in the long term.</p>
Material Assets and Waste	<p>The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as reinstatement will be limited to the removal of temporary structures only. There will be very limited waste produced as part of the reinstatement works, however in order to reduce any non-significant effects best practice measures such as the principles of the waste hierarchy are adhered to including the prevention, reuse and preparation for re-use, recycling, recover and disposal of waste. Opportunities will be explored for the temporary structures (marshalls tent) to be sold and re-used elsewhere where they are not leased.</p>
Noise and Vibration	<p>The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as reinstatement will be limited to the removal of temporary structures only. There is the potential for a temporary adverse effect on nearby sensitive receptors as a result of noise arising from the works associated with the reinstatement such as the dismantling of the temporary structures. As this is small scale in nature and of a temporary duration no significant effects are anticipated, however best practice measures to minimise noise and noise limits as set out in BS5228-1 will be followed.</p>
Population and Human Health	<p>The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as reinstatement will be limited to the removal of temporary structures only. No road or public rights of way closures are proposed and there would be no restrictions on local businesses as part of the reinstatement. There will be some very minor disturbance from dismantling of the temporary structures however this is anticipated to be no worse than the HGV movements as part of ongoing site operation. Therefore no significant effects on population and health are anticipated during reinstatement.</p>

Road Drainage and Water Environment	The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as reinstatement will be limited to the removal of temporary structures only. There are potential effects to the water environment during reinstatement due to existing pollution pathways, however it is proposed that the penstock valve installed as part of the IBF would be retained and as such would help to reduce any potential. In addition, best practice guidance will be followed in line with guidance CIARA (2001) where appropriate.
Climate	The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as reinstatement will be limited to the removal of temporary structures only. Opportunities will be explored for the temporary structures (welfare tent and gate booths to be sold and re-used elsewhere where they are not leased).

It is therefore considered that no significant impacts will arise as a result of the reinstatement works over and above the original Article 4 submission.

6

Plans and Drawing References

6.0 Plans and Drawing References

6.1 Introduction

The purpose of this section of the plan is to detail the documentation describing the planned reinstatement work across the site.

6.2 Plans and Drawing References and Descriptions

Drawings can be found in Appendix A of this report. They comprise:

- Site Location Plan;
- Drawing NTBS3728/WAR/03: Existing Pre SDO/Coach Interchange Layout;
- Drawing NTBS3728/WAR/01: Existing Layout Plan IBF;
- Drawing NTBS3728/WAR/04: Vehicle Inspection Shed – Existing Pre-SDO General Arrangement;
- Drawing NTBS3728/WAR/05: Vehicle Inspection Shed – Existing Pre-SDO General Elevations;
- Drawing NTBS3728/WAR/06: Vehicle Inspection Shed – Current General Arrangement;
- Drawing NTBS3728/WAR/07: Vehicle Inspection Shed – Current General Elevations;
- Drawing NTBS3728/WAR/02: Proposed Plan – Re-instatement; and
- Site Aerial Flown 2005
- Site Aerial Flown 2009
- Site Aerial Flown 2020
- Site Aerial Flown 2021
- Site Aerial Flown 2022

7

Programme

7.0 Programme

7.1 Introduction

The purpose of this section of the report is to detail the programme for the reinstatement work which demonstrates that it will be completed prior to the expiration of the SDO permission period.

7.2 Programme

Due to the retention of the majority of items and features as detailed within this Plan, there is no programme of works in relation to the timelines for Reinstatement. For operational reasons, those items that are to be removed from site as described within this Plan, have already been removed. This includes the Marshals Tent, Concrete Barriers, Raised Gate Booths and Site Operation Cabins, and the Backup Generator.

8

Other Site Specific Requirements

8.0 Other Site Specific Requirements

8.1 Introduction

This section of the document outlines the measures detailed in the REAC which are required to be addressed as part of the Reinstatement Plan. Full details can be found within Appendix B.

8.2 Other Site Specific Requirements

The requirements from the REAC for the items relevant to the Reinstatement Plan are as follows:

Condition	Response
AQ1	<p>It is not anticipated that the removal of the temporary structures will create significant dust emissions during reinstatement, however any dust created from the removal of the temporary structures the following best practice measures will be adopted by the contractor:</p> <ul style="list-style-type: none"> • Minimising stockpile heights and profiles to limit wind-blown dust emissions • Vehicle with open loads to be securely sheeted or enclosed • Maximum speed limit on site to prevent the generation of dust by fast moving vehicles • Damp down surfaces in dry conditions • Vehicle engines and plant motors to be switched off when not in use
L1	During reinstatement the contractor is to ensure that the site is well managed and tidy at all times, governed by an appropriate construction phase plan for the reinstatement works.
L2	No further vegetation removal is anticipated as part of the reinstatement works
GS1	Best practice measures will be adopted by the contractor during reinstatement including the provision of spill kits with reinstatement staff trained in their correct application.
GS2	Risk assessments specific to the reinstatement works will be provided in order to identify risks and appropriate mitigation measures in line with all the relevant health and safety legislation and guidance, to ensure the safety of workers.
B1	The existing low quality trees removed as part of the IBF setup will be replanted off site via an agreement with Warrington Borough Council.
B2	No vegetation removal is proposed as part of the reinstatement works so this is not anticipated to have a negative impact on nesting birds or any other species or habitats. Any excavations carried out as part of the reinstatement work that are left overnight will be covered or ramps installed so that mammals do not become trapped.

B3	To ensure there is no significant effect on bats during the reinstatement works, any construction lighting required to be low or high pressure sodium lamps fitted as low as possible and use directional luminaries to direct light only where required. Directional lighting columns installed as part of the IBF will be retained to limit the ongoing effects on bats on the site.
B4	No vegetation removal is proposed as part of the reinstatement works so this is not anticipated to have a negative impact on existing species and habitats. Dust suppression methods will be undertaken in line with AQ1 to avoid dispersal and minimise any effect on the surrounding habitat.
M1	The reinstatement contractor is to ensure that the principals of the waste hierarchy is followed when dealing with was on site including prevention, reuse and preparation for reusing, recycling, recover and disposal.
NV1	The reinstatement contractor is to ensure all noisy operations required as part of the reinstatement would be completed between 0700 and 1800 on weekdays and 0800 to 1300 on Saturdays. All noise emitting equipment will be switched off when not in use.
NV2	The following noise mitigation measures will be implemented as part of the reinstatement works: <ul style="list-style-type: none"> • Equipment to be maintained and in good working order • Fitting equipment with silencers or muddlers where appropriate • Management of deliveries to prevent unnecessary queuing traffic into site • Lowering of materials instead of being dropped from a height • Use of adjustable or directional audible vehicle reversing alarms
NV3	HMRC are to ensure that the local community are informed of the reinstatement proposals through their existing communication channels such as providing details on a website, site notices and letter drops where appropriate.
PH1	HMRC are to ensure that the local community are informed of the reinstatement proposals through their existing communication channels such as providing details on a website, site notices and letter drops where appropriate. HGV movements are to be controlled on site by appropriate site marshals.
RDWE1	As part of the reinstatement works the contractor will manage the works in accordance with the CIRIA guidelines on best practice in relation to water management such as: <ul style="list-style-type: none"> • Reinstatement workers to be briefed on the use of spill kits as part of their site induction • All plant and machinery to be maintained in a good condition • Pollution prevention and spill response procedures to be developed by the contractor • Dust suppression in accordance with AQ1 of the REAC as above • Retention of penstock valve to further mitigate potential adverse effects during reinstatement works
C1	The contractor is to reduce carbon emissions as part of the reinstatement works by including the following within their working practices:

	<ul style="list-style-type: none">• Transportation of materials to site using low-carbon modes where possible• Use of low carbon construction materials required for the reinstatement• Provision to effectively segregate waste during the reinstatement works
C3	As part of the reinstatement opportunities will be explored for the temporary structures (marshals tent and gate booths) to be sold and re-used elsewhere where they are not leased or rented.

9

Contractor Details

9.0 Contractor Details

9.1 Introduction

The purpose of this section of the report is to provide details of the appointed contractor carrying out the reinstatement works on behalf of the Site Operator, HMRC.

9.2 Contractor Details

The contractors to undertake the reinstatement work are yet to be appointed by HMRC. This will be subject to a competitive tendering exercise in accordance with The Public Contracts Regulations 2015 and OJEU (depending on the final financial threshold of the reinstatement works).

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10

Site Monitoring

10.0 Site Monitoring

10.1 Introduction

The purpose of this section of the document is to provide details of any monitoring of the site and reinstatement work to ensure that the target condition of the site is achieved.

10.2 Site Monitoring

HMRC and their appointed project manager, Gleeds Building Surveying Ltd, will be undertaking regular site visits to ensure quality and compliance is maintained. The appointed contractor will also be requested to provide regular progress reports and attend site meetings.

11

Post Reinstatement Maintenance

11.0 Post Reinstatement Maintenance

11.1 Introduction

The purpose of this section of the document is to provide a report detailing how the site will be maintained post reinstatement, and by whom.

11.2 Post Reinstatement Maintenance

The site will continue to be maintained by HMRC's third party facilities management provider until such time the site is repurposed.

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12

Operational Management Plan &
Construction Management Plan

12.0 Operational Management Plan and Construction Management Plan

12.1 Introduction

The purpose of this section of the plan is to describe where there are overlaps how the proposals align with commitments made in the Operational Management Plan (OMP) and Construction Management Plan (CMP) which were submitted as part of Article 4 of the SDO application.

12.2 Construction Management Plan

The approved Construction Management plan referenced below was submitted as part of the Article 4 requirements of the SDO 2020. This plan includes the relevant methodologies for mitigating impacts on noise and air quality etc that could arise from the original construction of the Warrington IBF site. The same mitigations apply to any reinstatement work. The approved Construction Management Plan is available for review upon request from HMRC.

The requirements of the Construction Management Plan relate to the SDO approved construction work to create the Inland Border Facility Site. The Reinstatement Work will be in accordance with this plan to ensure that those requirements, which were approved for the SDO, are maintained during the subsequent construction work required to reinstate. The SDO requirements of the Construction Management Plan (CMP) are outlined below:

No works of construction may commence until a construction management plan for the development has been submitted to and approved by the Secretary of State. The plan must comprise details of policies and procedures to be complied with in connection with the construction of the development in relation to:

- a) engagement with relevant owners and occupiers, including complaints handling.*
- b) application of best practicable means to minimise noise, vibration and emissions to air.*
- c) application of best practicable means to minimise the adverse effects of lighting on the amenity of relevant owners and occupiers, ecological receptors and road users.*
- d) sourcing, placing, managing and storing of construction materials, including, where appropriate, the stripping, storage and re-spreading of soil.*
- e) management of waste in accordance with the waste hierarchy.*
- f) pollution prevention and control*
- g) preventing damage to trees to be retained on the site, or trees immediately adjacent to any works on the site.*
- h) management of construction traffic, including measures to prevent the deposit of mud and construction materials on the highway.*
- i) the management of invasive species. and*

j) where appropriate, the appointment and retention of a suitably qualified archaeologist, arboriculturist, ecologist or ordnance specialist to oversee works

The work involved to reinstate the Warrington IBF site, as described elsewhere in this plan, is relatively small scale so as a result those items detailed in the Construction Management Plan above will be minimal.

A response to each item:

- a) See Section 12 of this document.
- b) See Section 16 of this document.
- c) The lighting specific to the IBF will be removed as described elsewhere in this report.
- d) Few materials will be required for the reinstatement plan and where they are they will be delivered and stored on the site. Storage of these materials will be in accordance with the provision of the CMP:
 - Storage of any oil-based materials, including petrol, diesel, waste and vegetable and plant oil, and above ground fuel and oil storage tanks, the Principal Contractor will comply with the Control of Pollution (Oil Storage) (England) Regulations 2001, as amended, and the Environment Agency's PPG: Above ground oil storage tanks
 - Chemical storage, handling and use will comply with PPG 26: Drums and intermediate bulk containers
 - Stationary plant will be used with secondary containment measures such as plant nappies to retain any leakage of oil or fuel, which will be emptied at regular intervals to prevent overflow
 - As per CIRIA guidance, fuel will be stored in dedicated bunded, impervious storage areas at least 10m away from any water body including drains and watercourses.
 - Fuel tanks will be stored within a bund capable of holding 110% of their capacity
 - Stockpiles and mounds will be kept away from sensitive receptors (including natural and historic features), watercourses and surface drains where reasonably practicable, and sites to take into account the predominant wind direction relative to sensitive receptors
 - Stockpiles and mounds will be maintained to avoid materials slippage
 - Materials stockpiles likely to generate dust will be enclosed or securely sheeted, kept watered or stabilised as appropriate
 - Fine dry material will be stored inside buildings or enclosures with measures in place to ensure no escape of material and of overfilling during delivery
 - Maintain a clean and tidy site, ensuring all material is stored in the correct areas
- e) See Section 14 of this document.
- f) Due to the small-scale nature of the reinstatement work the levels of pollution will be far lower for this work than previously anticipated for the use of the IBF site.
- g) Where works are to be carried out within close proximity of existing trees on or near the site protective barriers will be installed in accordance with BS5837:2012, at the distances dictated by the root protection area and assistance from a suitably qualified Arboriculturalist
- h) See Section 15 of this document.

- i) Due to the small-scale nature of the reinstatement work and disruption to natural habitats this is not anticipated to be a factor.
- Should any protected species be found during the works, works will stop immediately, and an ecologist contacted immediately via the Project Manager on-site.
 - Should invasive species such as Japanese Knotweed be encountered on-site, works will stop immediately, and the area fenced off. An ecologist will be notified via the Project Manager on-site for further action.
- j) See Sections 19 and 20 of this document.

12.3 Operational Management Plan

The requirements of the Operational Management Plan relate to the SDO approved operation of the Inland Border Facility Site. The Reinstatement Work will generally be in accordance with this plan to ensure that those requirements, which were approved for the SDO, are maintained during the subsequent construction work required to reinstate. The SDO requirements of the Operational Management Plan (OMP) are outlined below:

No use other than works of construction and tests of the operation of the development may commence until an operational management plan for the development has been submitted to and approved by the Secretary of State. The plan must comprise details of policies and procedures to be complied with in connection with the use and operation of the development...'

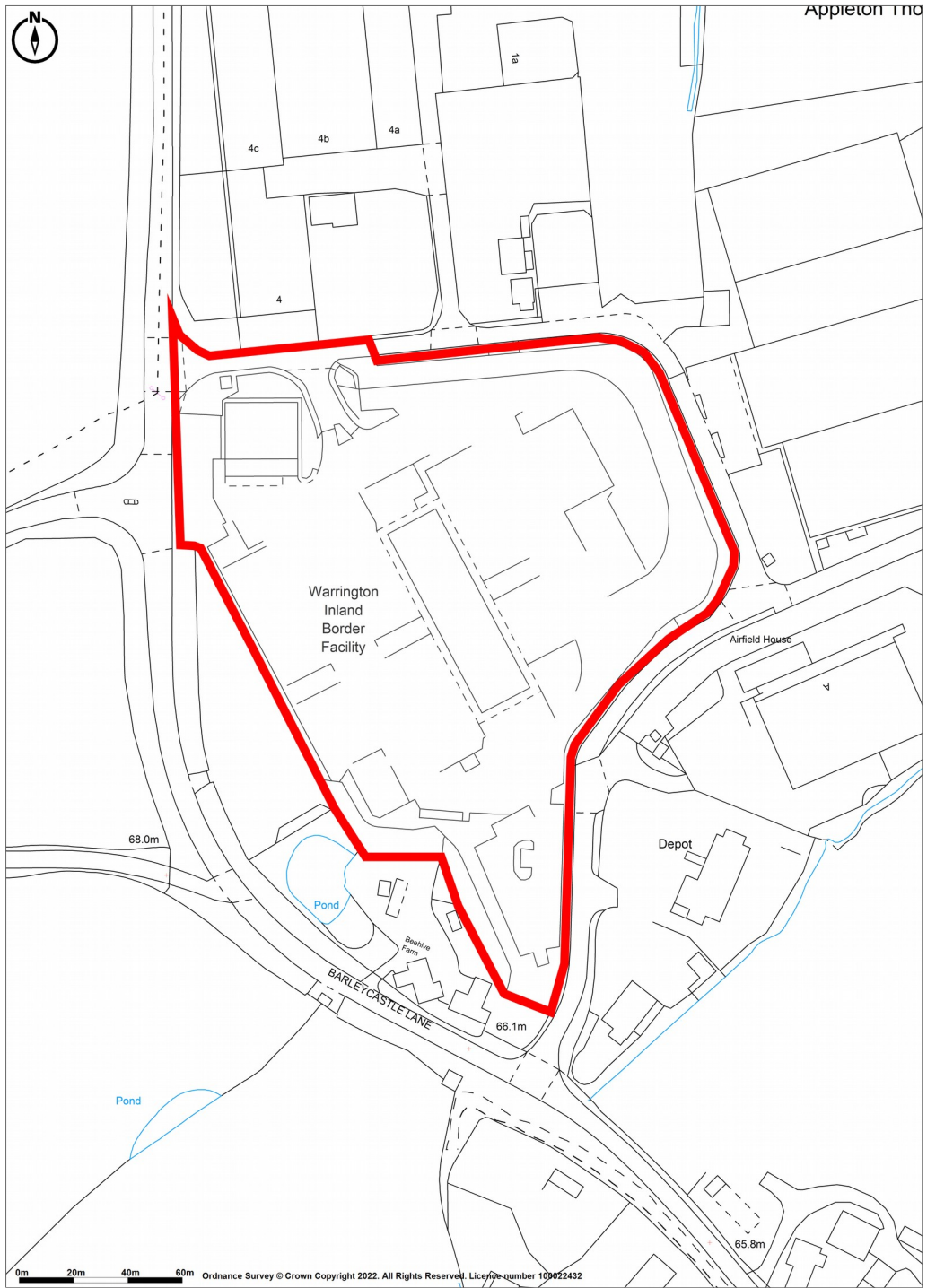
- a. *Engagement with relevant owners and occupiers, including complaints handling*
- b. *Dealing with adverse weather, incidents and protestors*
- c. *Emergency response*
- d. *Inspection, maintenance and repair of hard surfacing, surface and foul water drainage systems, fire hydrants and emergency water supplies*
- e. *Managing traffic associated with the operation of the development, including:*
 - i. *the management of vehicles moving between the site and the SRN (being the highways for which Highways England is the highway authority, by virtue of article 2 of the Appointment of a Strategic Highways Company Order 2015(b)), and the provision of signage for their drivers and*
 - ii. *preventing vehicles carrying goods specified in paragraph A.4 of Part 1 from having access to, or being stationed on, the site*
- f. *Pollution prevention and control*
- g. *Prescribing limits on levels of noise and emissions to air that will be adhered to during the operation of the development, and monitoring and management measures to secure adherence to those levels*
- h. *Managing waste and waste disposal in accordance with the waste hierarchy*
- i. *A local employment strategy for staff*
- j. *Managing and enhancing biodiversity*

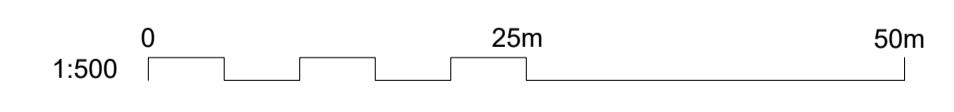
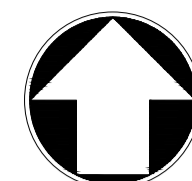
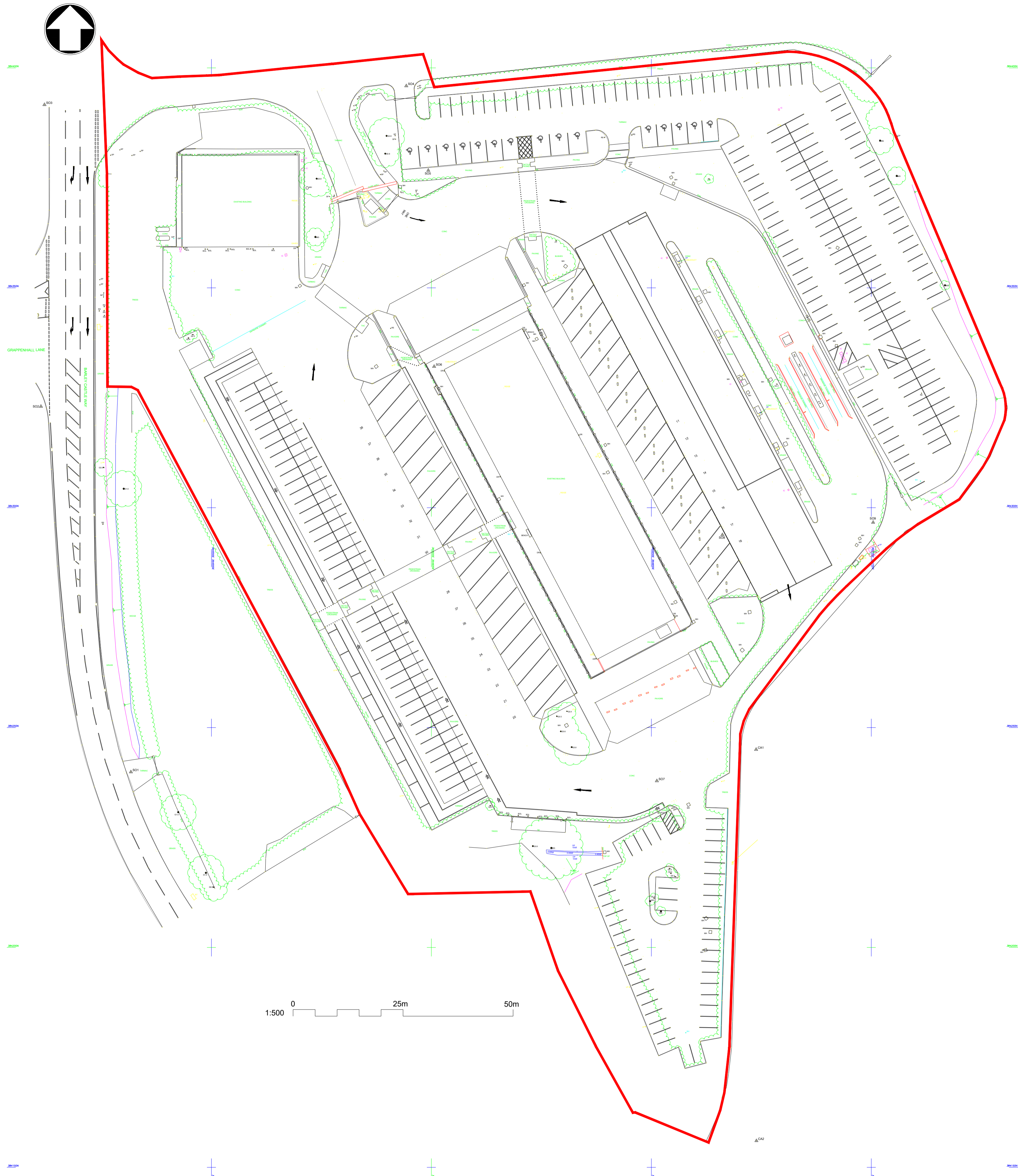
As per Section 11.2, the work involved to reinstate the Warrington IBF site, as described elsewhere in this plan, is small scale and so impact to the items outlined in the Operational Management Plan above will be minimal.

A response to each item:

- a) See Section 12 of this document.
- b) Not applicable.
- c) Not applicable.
- d) Not applicable.
- e) Not applicable but for construction traffic management see Section 15 of this document.
- f) Due to the small-scale nature of the reinstatement work the levels of pollution will be far lower for this work than previously anticipated for the use of the IBF site.
- g) See Section 16 of this document.
- h) See Section 14 of this document.
- i) Not applicable.
- j) Due to the small-scale nature of the reinstatement work and disruption to natural habitats this is not anticipated to be a factor.
 - a. Should any protected species be found during the works, works will stop immediately, and an ecologist contacted immediately via the Project Manager on-site and the appropriate action as advised by the ecologist will be taken.
 - b. Should invasive species such as Japanese Knotweed be encountered on-site, works will stop immediately, and the area fenced off. An ecologist will be notified via the Project Manager on-site for further action and the appropriate action as advised by the ecologist will be taken.

**Appendix A- Existing and Proposed
Drawings and Site Aerials**





Rev.	Description	By	Date
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Client



Project

IBF Wave 1 Reinstatement & Dilaps Warrington

Drawing Title

Existing Pre-SDO Layout

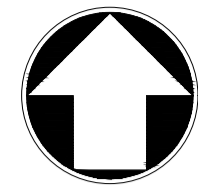
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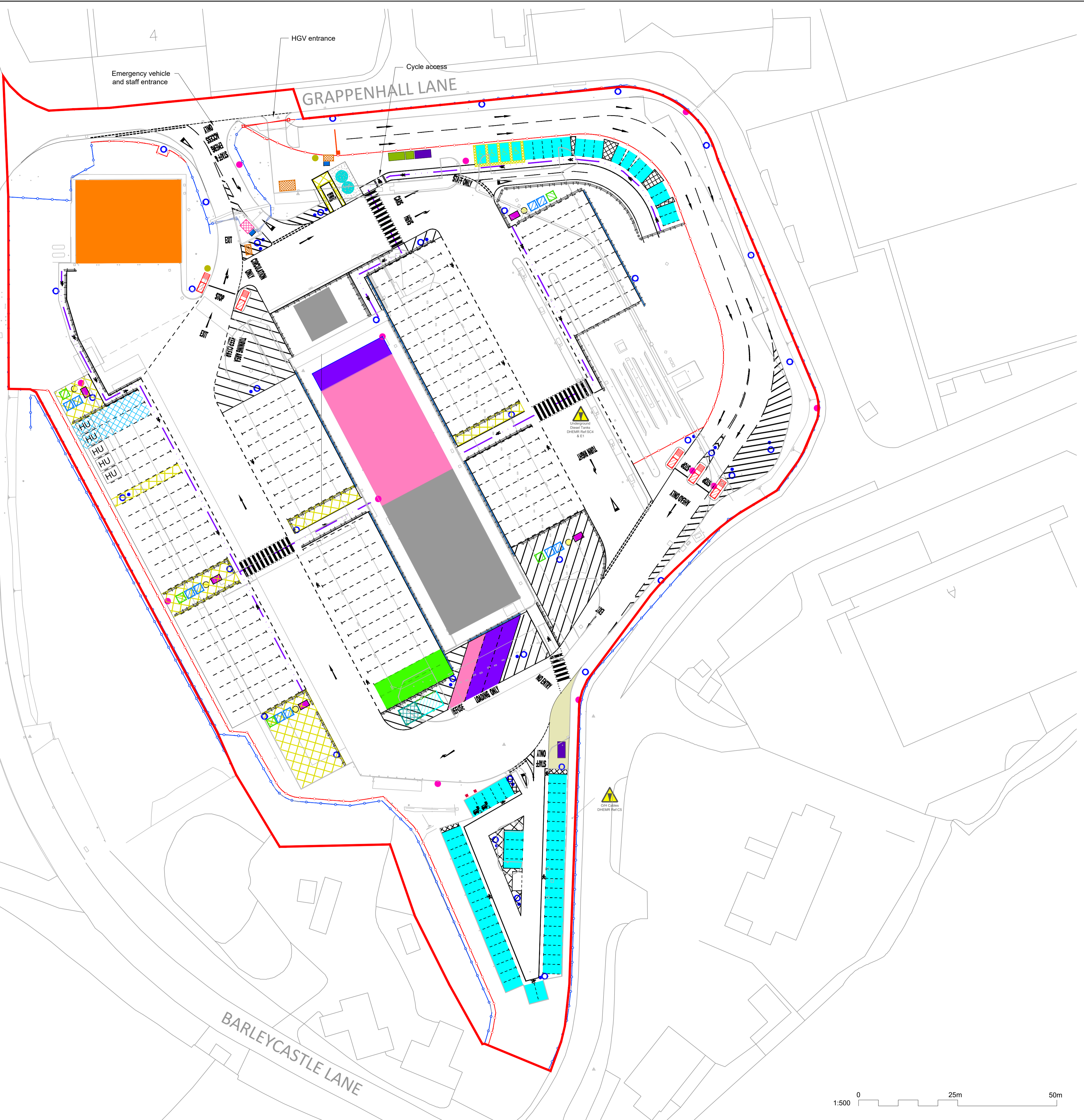
Drawing Status



Drawn	Checked
pmb	AN
Date	Rev.
11 / 2022	A



GRAPPENHALL LANE



Key to symbols

	Staff Parking		Cycle Parking
	Examination facility		Examination Offices
	Border Force Office		Marshalls Facility
	Drivers Facility		10m x 10m Insulated Breakout Tent
	Articulated Vehicle Parking Bay		Quarantine Bay
	Preliminary Inspection Bay		Refuse Vehicle Bay
	Delivery Vehicle Bay		Raised Gate Booth
	Access / Egress Cabin		Smoking Shelter
	Existing security cabin to remain		Hazardous waste Storage
	Marshal's Shelter		CCTV Camera
	Bin Storage		Bollard
	Spill Kit / Fire Extinguisher		Security Gates
	Grit Bin and General Waste / Recycling Bins		Existing entry & exit barrier to remain
	ANPR Camera		Safe walking routes
	Lighting Column		Footway
	Access / Egress Barrier		Emergency Rendezvous Point
	Existing fencing 2m high (assumed)		Concrete Barrier (LxWxH) (3m x 0.45m x 0.8m)
	Timber fence and gate bolted to floor 1.8m high		Concrete Barrier (LxWxH) (3m x 0.45m x 1m) with 1.2m high anti-climb mesh fencing (Hardstaff Multibloc with Multifence or similar approved)
	Emergency water tanks		Electric Vehicles Charging point
	Electric Vehicles Charging point		Refrigerated Vehicles Charging point
	Site Wide Alarm Unit - Manual call point, sounder and flashing beacon		

Rev.	Description	By	Date

Client



Project

IBF Wave 1 Reinstatement & Dilaps Warrington

Drawing Title

Existing Plan

Drawing No. **NTBS3728 / WAR / 01**

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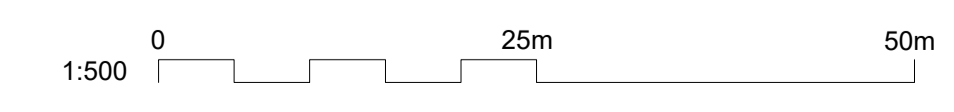
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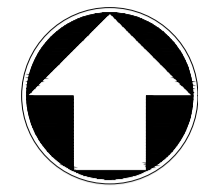
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Date	Rev.	A
06 / 2022		

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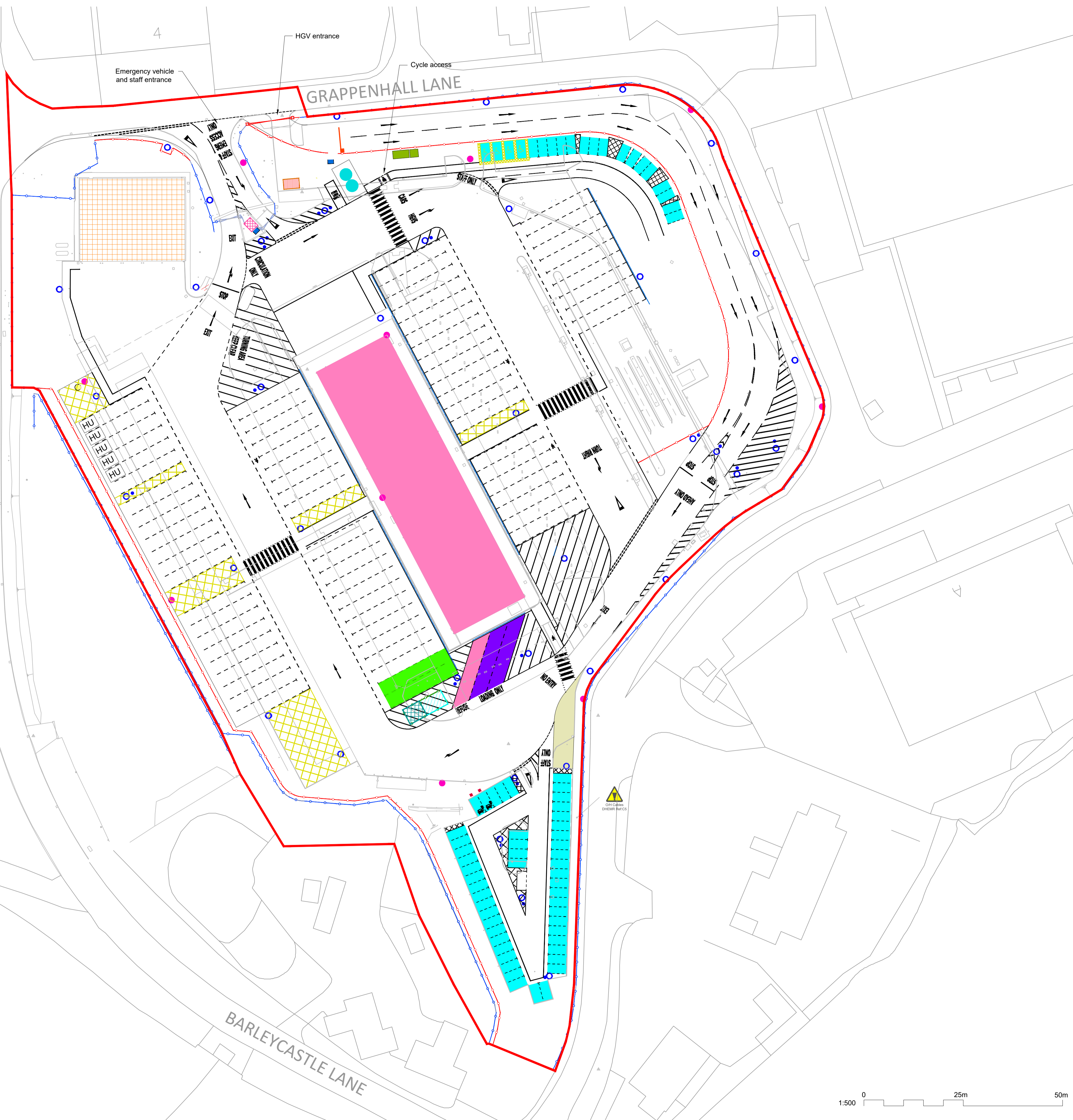
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Key to symbols

	Staff Parking		Cycle Parking
	Office and Welfare Facilities		Inspection Shed
	Articulated Vehicle Parking Bay		Refuse Vehicle Bay
	Preliminary Inspection Bay		Smoking Shelter
	Delivery Vehicle Bay		Hazardous waste Storage
	Existing security cabin to remain		CCTV Camera
	Bin Storage		Bollard
	Lighting Column		Security Gates
	Access / Egress Barrier		Existing entry & exit barrier to remain
	Palisade fencing 2.4m high		Footway
	Existing fencing 2m high (assumed)		Emergency Rendezvous Point
	Timber fence and gate bolted to floor 1.8m high		Refrigerated Vehicles Charging point
	Electric Vehicles Charging point		Emergency Cabin
	Site Wide Alarm Unit - Manual call point, sounder and flashing beacon		
	Emergency water tanks		

Rev.	Description	By	Date

Client



Project

IBF Wave 1 Reinstatement & Dilaps Warrington

Drawing Title

Proposed Plan

Drawing No. NTBS3728 / WAR / 02

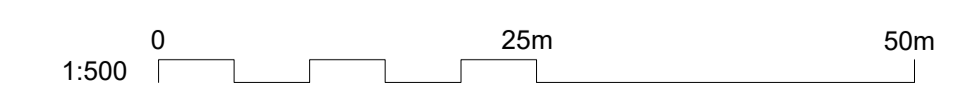
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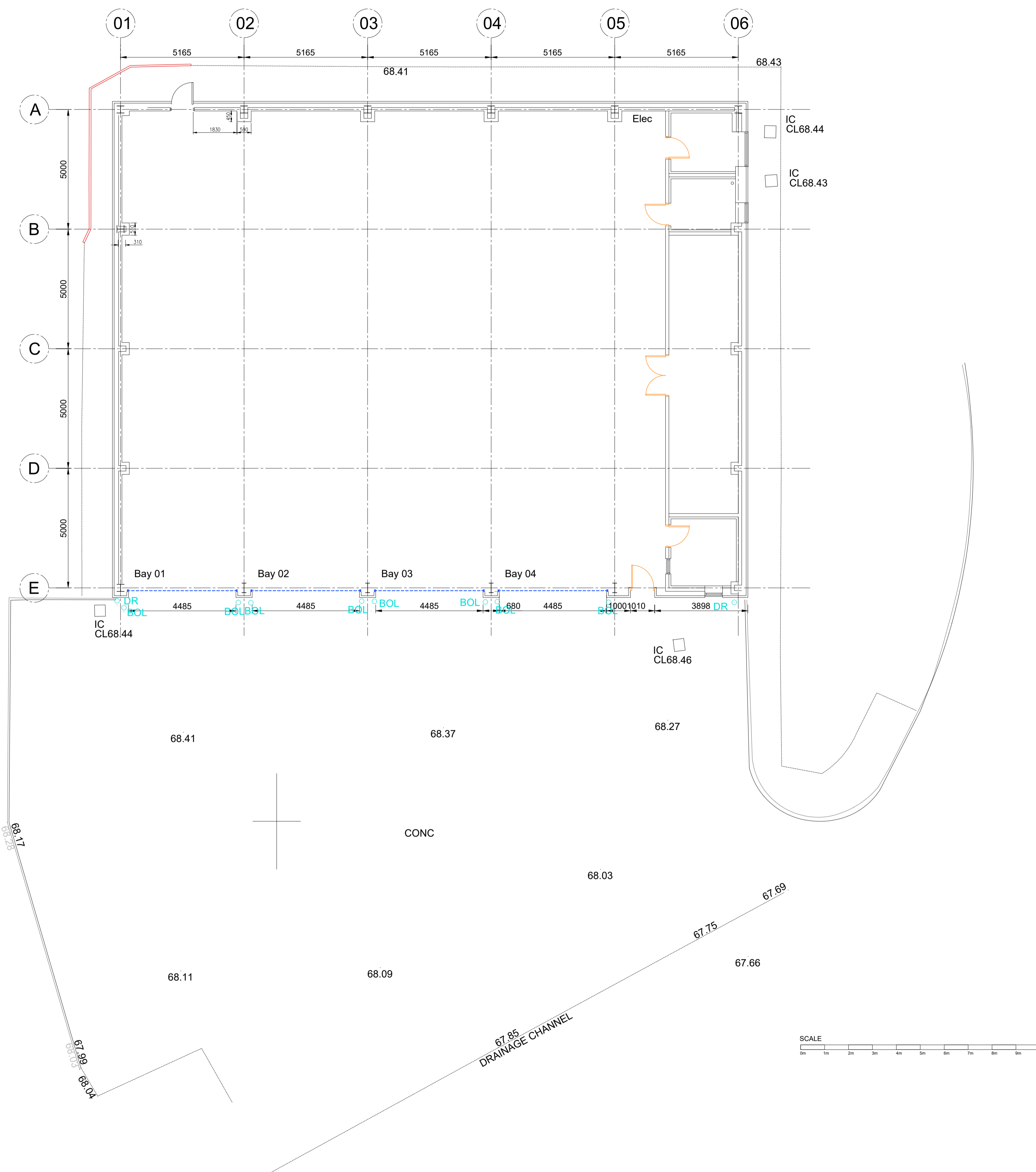
Drawing Status

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	pmb	AN
Date	Rev.	C
06 / 2022		

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Client



Project

IBF Wave 1 Reinstatement & Dilaps Warrington

Drawing Title

Vehicle Inspection Shed

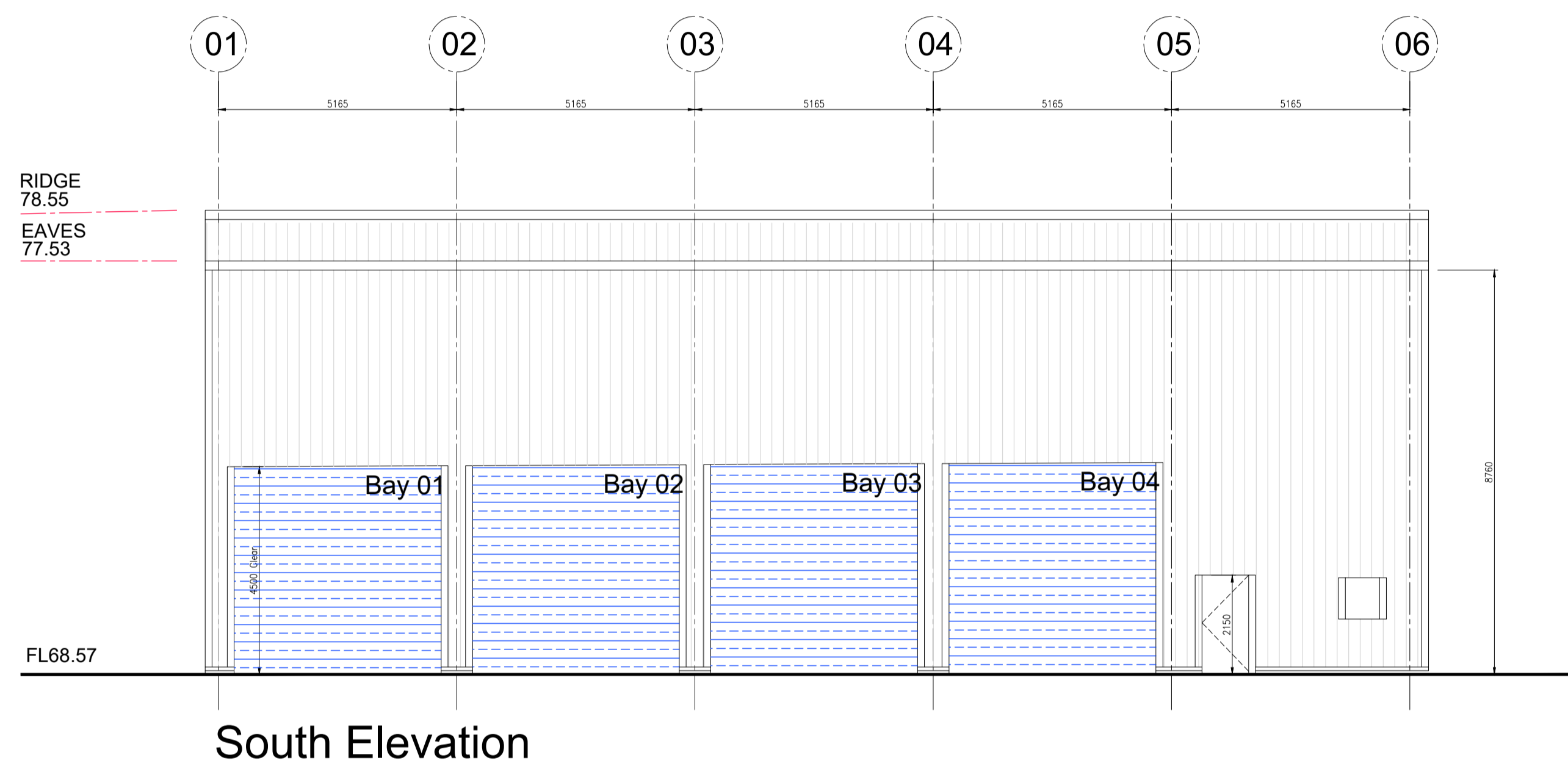
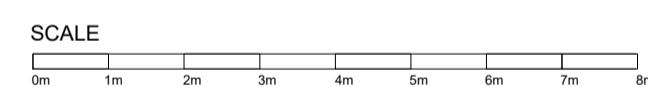
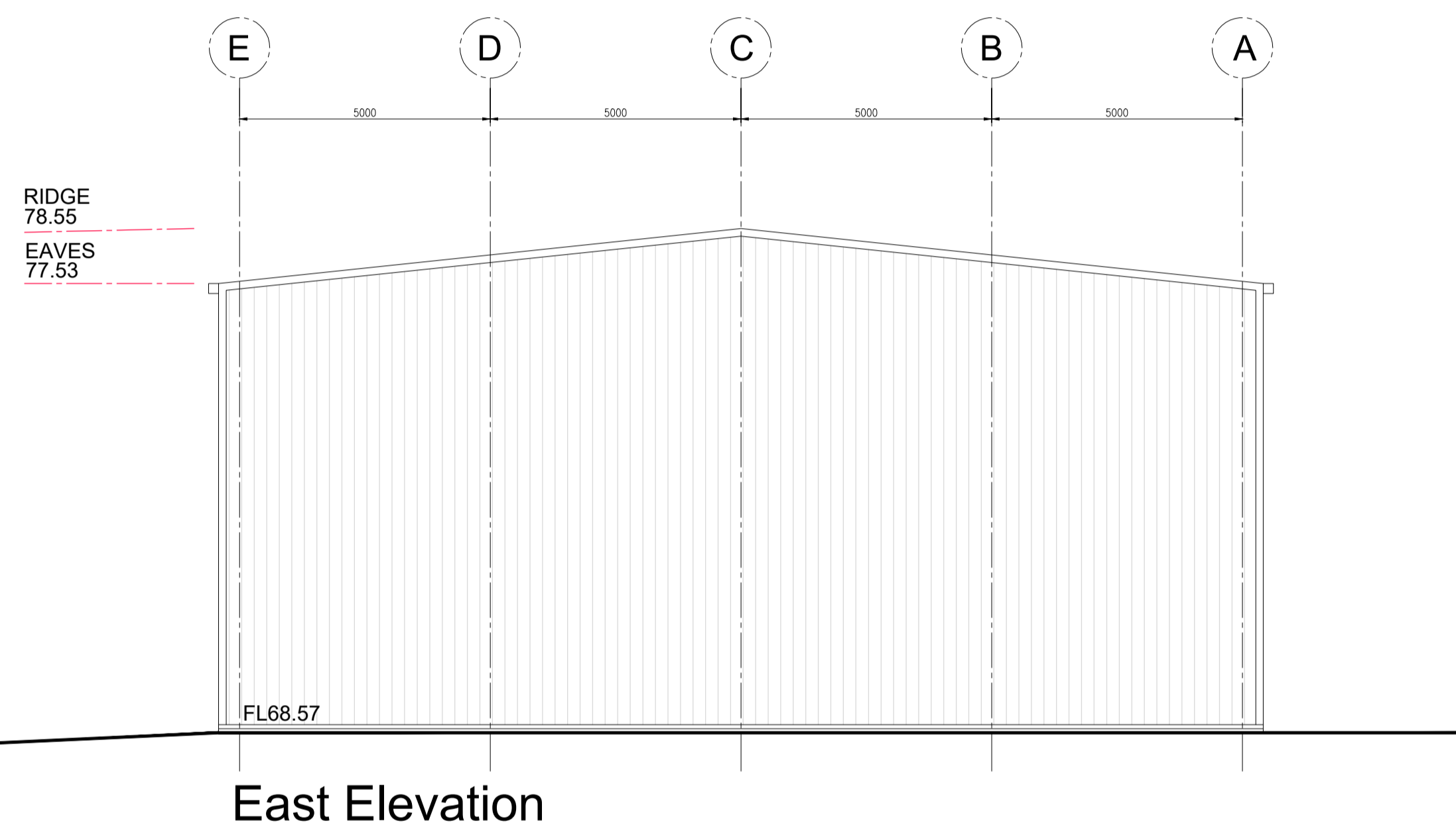
Existing Pre-SDO General Arrangement

Drawing No. NTBS3728 / WAR / 04

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Drawing Status

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Date	Rev.	
03 / 2023		



Rev.	Description	By	Date

Client



Project

IBF Wave 1 Reinstatement & Dilaps
Warrington

Drawing Title

Vehicle Inspection Shed

Existing Pre-SDO General Elevations

Drawing No. NTBS3728 / WAR / 05

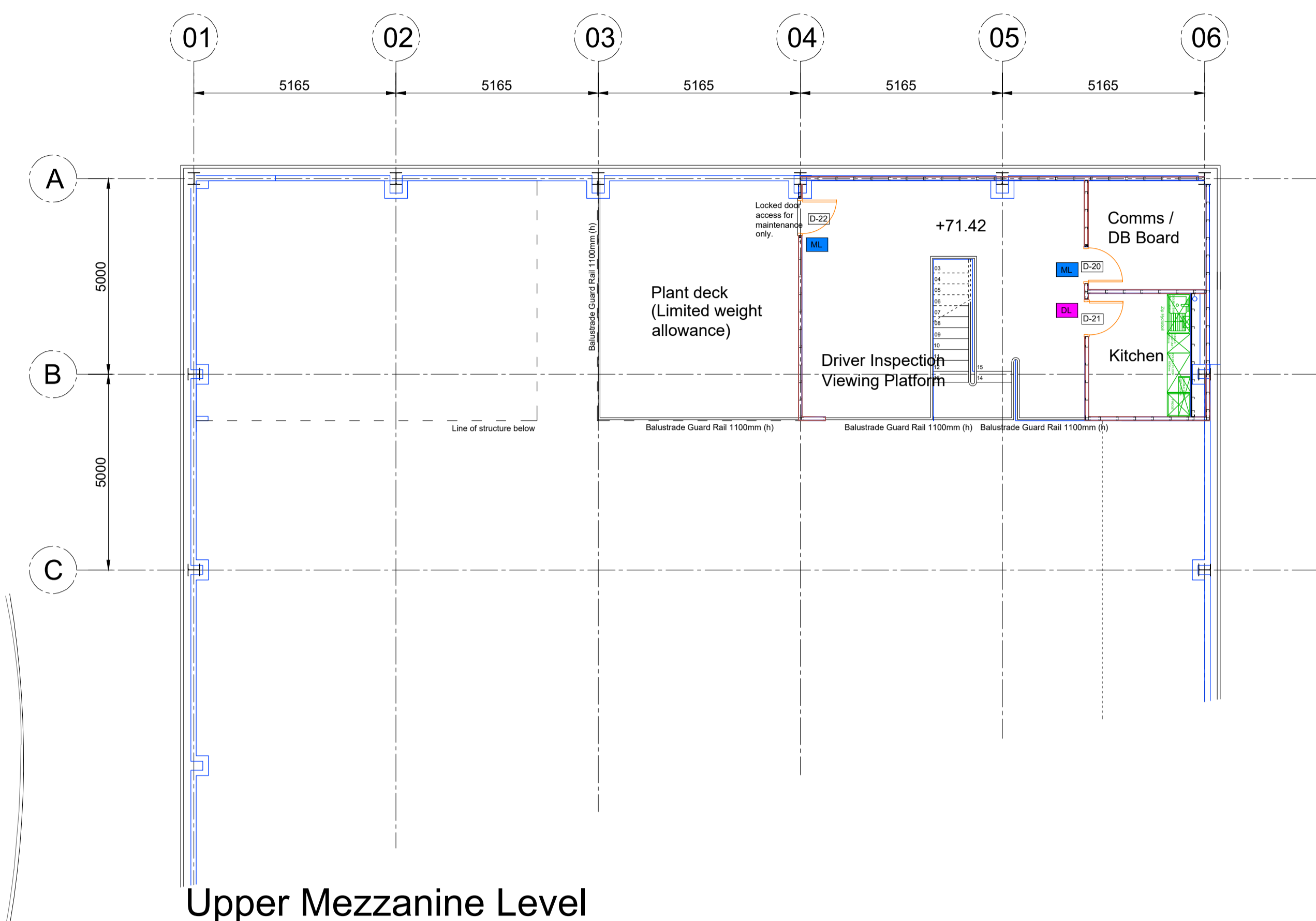
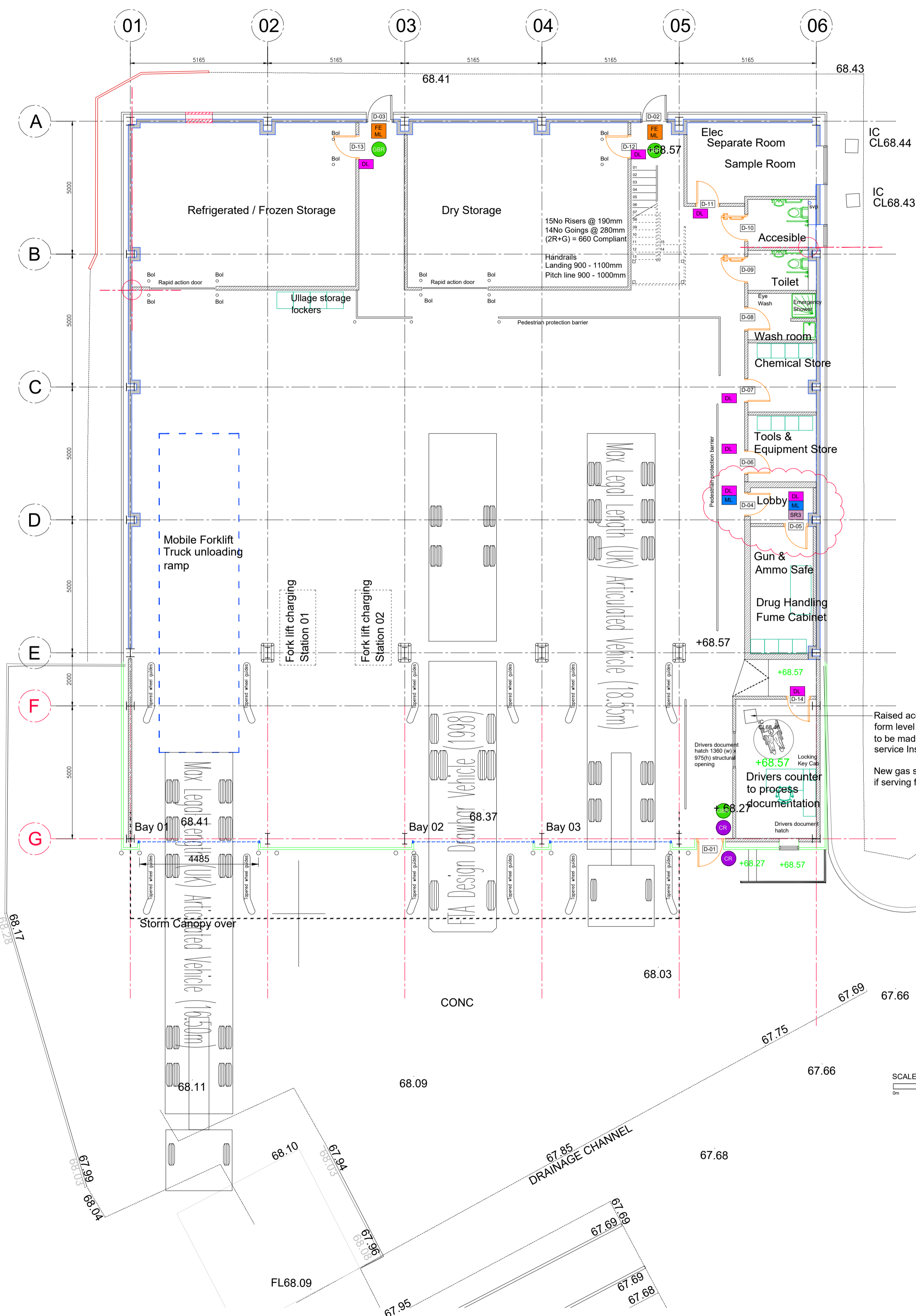
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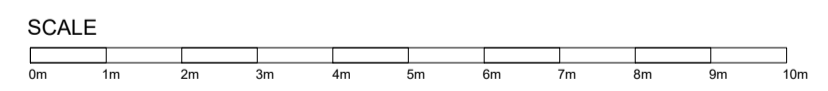
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Date	Rev.	
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- LS Locked Shutter
- ML Manual Lock
- FE ML Fire Exist Mag Lock (Fail Safe)
- DL Digi Lock (Manual)
- AC NBG AC on Mag Lock Only (No Green Break Glass)
- SR3 Security SR3
- GBR Green Break Glass
- CR Card Reader
- PA Panic Alarm



Rev.	Description	By	Date
Client			



Project
IBF Wave 1 Reinstatement & Dilaps Warrington

Drawing Title
Vehicle Inspection Shed

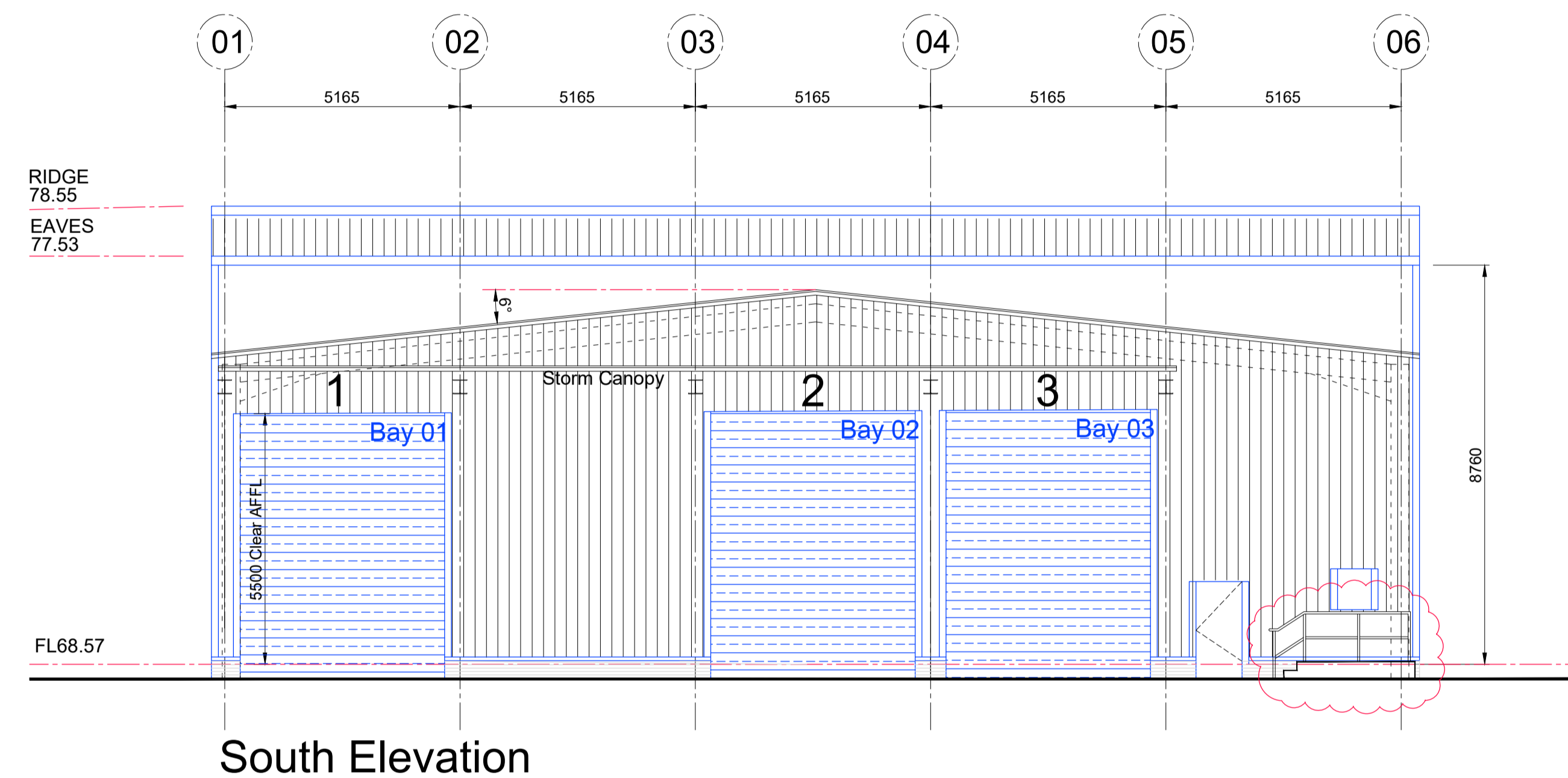
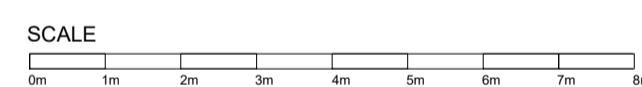
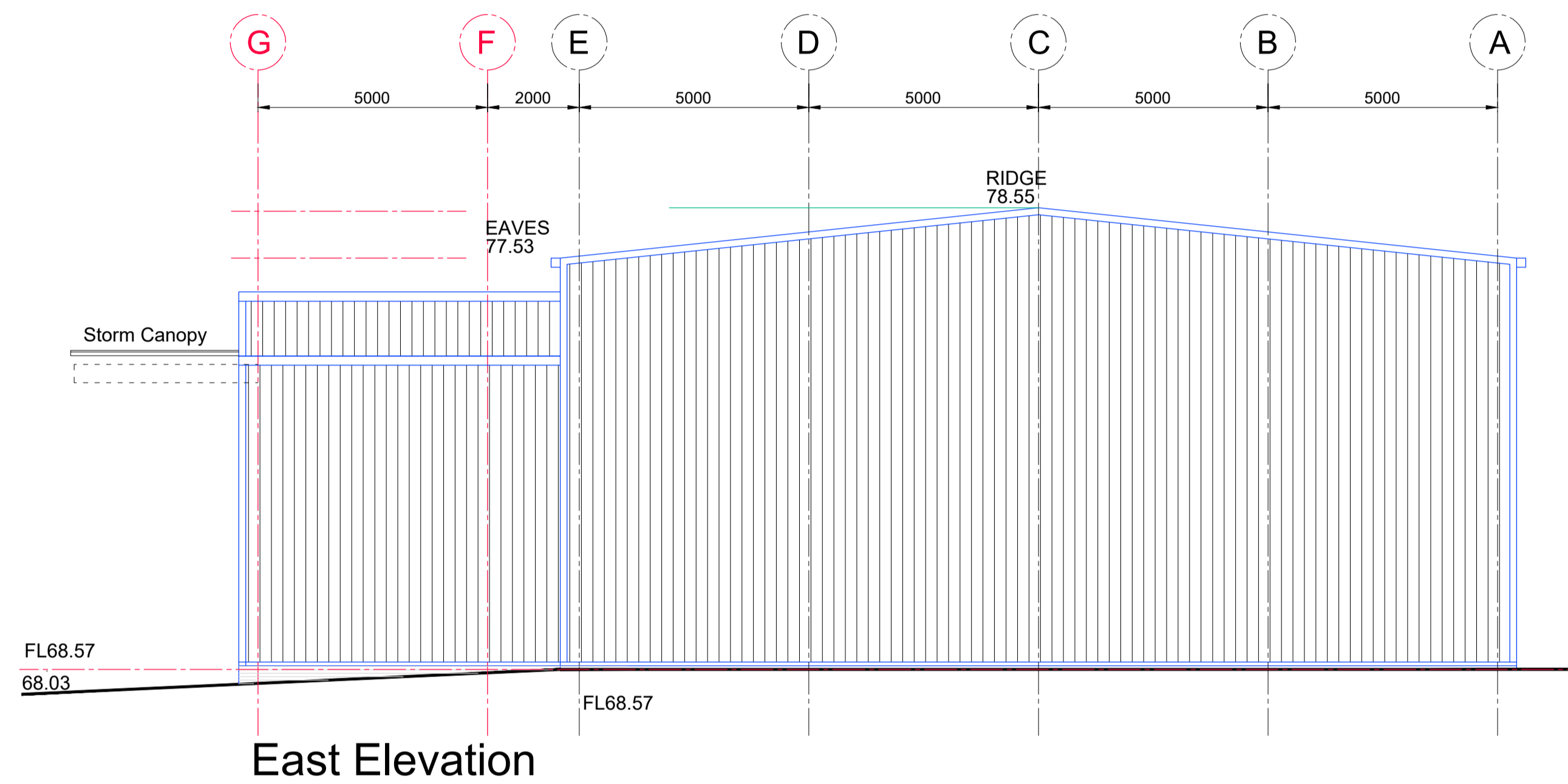
Current General Arrangement

Drawing No. **NTBS3728 / WAR / 06**

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Drawing Status

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Date	Rev.	
03 / 2023		



Rev.	Description	By	Date
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Project

IBF Wave 1 Reinstatement & Dilaps Warrington

Drawing Title

Vehicle Inspection Shed

Current General Elevations

Drawing No. NTBS3728 / WAR / 07

Scale 1:100 @ A1 Original Sheet Size A1

Drawing Status

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Site Aerial Flown 2005



Site Aerial Flown 2009



Site Aerial Flown 2020



Site Aerial Flown 2021



7/2022

Howley Quay Motors

Mark

Crappenhall Ln

Barleycastle Ln.

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Appendix B - Record of Environmental Actions and Commitments (REAC)

Table B.1: Record of Environmental Actions and Commitments

Reference	Objective	Action (including specific location and any monitoring required)	Assumptions (on which the action is based)	Achievement criteria and reporting requirements (if applicable)	Responsible person(s)
Air Quality (AQ)					
AQ1	To limit and control dust emissions during construction	<p>Works will be carried out in accordance with Best Practicable Means, as described in Section 79 (9) of the Environmental Protection Act 1990, to reduce the creation of dust on site during the construction phase. This will include:</p> <ul style="list-style-type: none"> • Minimise height of stockpiles and profile to minimise wind-blown dust emissions and risk of pile collapse. • Locate stockpiles out of the wind (or cover, seed or fence) to minimise the potential for dust generation. • Ensure that all vehicles with open loads of potential dusty materials are securely sheeted or enclosed. • Enforce a maximum speed limit of 15mph on surfaced roads and a 10mph speed limit on unsurfaced haul roads and work areas, to prevent the generation of 	Not applicable	Daily site audits	Principal Contractor

Reference	Objective	Action (including specific location and any monitoring required)	Assumptions (on which the action is based)	Achievement criteria and reporting requirements (if applicable)	Responsible person(s)
		dust by fast moving vehicles. <ul style="list-style-type: none"> • Damp down surfaces in dry conditions. • All vehicle engines and plant motors shall be switched off when not in use. 			
Landscape (L)					
L1	To limit visual intrusion and impacts upon landscape character during construction	The following measures to be undertaken to reduce visual intrusion and impacts upon the landscape throughout construction: <ul style="list-style-type: none"> • Keep a well-managed and tidy site. • Welfare units and temporary site offices in a colour that will aid integration with the surrounding landscape where possible. • Use of directional, hooded and low-level lighting, as well as restrictions on night-time lighting during construction. 	Not applicable	Daily site audits	Principal Contractor
L2	To ensure no significant effect during vegetation removal	Prior to vegetation removal an arboricultural method statement will be produced by an appropriately qualified arboriculturist, which will identify how retained trees	Vegetation clearance is required	Condition of the SDO	Operator

Reference	Objective	Action (including specific location and any monitoring required)	Assumptions (on which the action is based)	Achievement criteria and reporting requirements (if applicable)	Responsible person(s)
		will be protected during the works.			
L3	To avoid disturbance of adjacent residents with operational lighting	No lighting will be installed above the existing height in the car parking area in the southern part of the site.	Not applicable	Condition of the SDO	Operator
Geology and Soils (GS)					
GS1	The management of soil and groundwater contamination risks	<ul style="list-style-type: none"> Should any hazardous materials be encountered during construction, all materials will be dealt with. Hazards arising from hazardous cargoes during operation will be mitigated by segregating vehicles with hazardous loads as far as possible from all other vehicles. Any fuels, oils or hazardous materials used during the works will be appropriately stored and kept in bunded areas to prevent pollution of surface and ground waters. Spill kits shall be provided on site for the duration of the works and construction staff trained in their correct application. Asbestos risk should be assessed by a specialist contractor. 	Not applicable	Daily site audits	Principal Contractor / Operator

Reference	Objective	Action (including specific location and any monitoring required)	Assumptions (on which the action is based)	Achievement criteria and reporting requirements (if applicable)	Responsible person(s)
		<ul style="list-style-type: none"> Re-use of materials on-site will be covered by the requirements of a materials management plan (MMP). 			
GS2	Management of contamination risks during construction - workers	Production of risk assessments specific to the works in order to identify risks and appropriate mitigation measures in line with all the relevant health and safety legislation and guidance, to ensure the safety of workers.	Construction activities pose a risk to workers on site	Production of and adherence to risk assessments	Principal Contractor
GS3	Management of contamination risks – construction	Works to decommission redundant fuel tanks on-site will be undertaken by a specialist contractor.	Not applicable	Report from specialist contractor confirming details and completion of diesel tank decommissioning	Contractor/Operator
GS4	Management of contamination risks - operation	First round of gas monitoring indicated Characteristic Situation 1 (very low risk). Risk assessment to be updated upon completion of gas monitoring, if required.	Not applicable	Update of risk assessment, if required	Operator
Biodiversity					
B1	To ensure no net biodiversity loss	Any vegetation that is required to be removed to facilitate the scheme shall be replanted on expiry of the SDO.	Assume that vegetation clearance is required	Condition of the SDO	Operator
B2	To ensure no effects to protected species	<ul style="list-style-type: none"> All vegetation removal will be supervised by a suitably qualified ecologist and be undertaken outside of the 	Protected species may be present	Ecological Clerk of Works on site	Ecological Clerk of Works

Reference	Objective	Action (including specific location and any monitoring required)	Assumptions (on which the action is based)	Achievement criteria and reporting requirements (if applicable)	Responsible person(s)
		<p>main breeding bird season (and therefore, should be undertaken between September to February).</p> <ul style="list-style-type: none"> All work will aim to retain as much vegetation as possible. Vegetation removal will be undertaken outside of the main breeding season (undertake clearance between September and February) where possible. 			
B3	To ensure no significant effect on bats	<p>The following measures will be required during construction and operation:</p> <ul style="list-style-type: none"> To use low or high-pressure sodium lamps, instead of mercury or metal halide lamps, with the use of glass glazing preferred where possible. The use of Light Emitting Diodes (LEDs) should also be used in preference to mercury or metal halide lamps; To fit lighting at as low a height as is practicable; In the case where lighting is required for security reasons, the use of lights with motion detectors or 	Bats are using the vegetation along the east of the site for foraging and commuting	Technical note on the bat surveys to inform the lighting strategy	Consultant

Reference	Objective	Action (including specific location and any monitoring required)	Assumptions (on which the action is based)	Achievement criteria and reporting requirements (if applicable)	Responsible person(s)
		<p>the use of Intelligent Video Analytics (IVA), which uses infra-red to detect movement, should also be considered. This will work to ensure areas are only lit when necessary; and,</p> <ul style="list-style-type: none"> To minimise the upward spill of lights with the use of directional luminaries, shields, louvres and baffles. This will direct light to where it is required and prevent unnecessary light spill into the surrounding environment. 			
B4	To provide net gain in biodiversity	<p>To meet the obligations of the NERC Act 2006 and the NPPF 2019:</p> <ul style="list-style-type: none"> An effort will be made to retain as much habitat as possible in the area surrounding the works; Any retained habitat will be protected during construction; tree root protection areas (RPAs) for any trees retained will be maintained, and the woodland will not be used for the storage of construction materials or 	Not applicable	Not applicable	Operator

Reference	Objective	Action (including specific location and any monitoring required)	Assumptions (on which the action is based)	Achievement criteria and reporting requirements (if applicable)	Responsible person(s)
		vehicle movements/parking. <ul style="list-style-type: none"> • Dust suppression measures will be applied to avoid dispersal and minimise any effect on the surrounding habitat. • Any habitats cleared outside the final footprint of the works will be reinstated using seed mixes or plans appropriate to the surroundings, with bat and bird boxes installed in suitable locations around the perimeter of the site. 			
Material Assets and Waste (M)					
M1	Ensure appropriate waste management facilities are identified and used	Where material must be taken to a recycling or disposal site. These sites must have the appropriate permits and should be located as close to the works as possible.	Assumes waste infrastructure has capacity locally	Not applicable	Detailed design consultant
M2	Ensure appropriate waste management during operation	Ensure waste bins are appropriately placed throughout the operational area.	Assumes waste skips will be provided	Waste skips are used by Heavy Goods Vehicles (HGVs)	Operator
M3	Ensure principals of the waste hierarchy are adhered to	Where possible, ensure that the waste hierarchy is followed when dealing with waste on site: prevention, reuse and preparation for	Assumes appropriate waste bins are available for waste separation	Waste audits	Operator

Reference	Objective	Action (including specific location and any monitoring required)	Assumptions (on which the action is based)	Achievement criteria and reporting requirements (if applicable)	Responsible person(s)
		reuse, recycle, recovery, and disposal.			
Noise and Vibration (NV)					
NV1	Hours of working during construction	All noisy operations will be completed between 07:00 and 19:00 on weekdays, and 08:00 to 17:00 hours on Saturdays, switching off noise-emitting equipment when not in use and the use of temporary noise barriers where appropriate. Where out of hours working is required, prior agreement will be sought with Warrington Borough Council.	Not applicable	Daily site audits	Principal Contractor
NV2	Limit noise emissions during construction	Implement the following noise mitigation measures during construction: <ul style="list-style-type: none"> ▸ Ensure equipment is maintained, in good working order, and is used in accordance with the manufacturer's instructions. ▸ Fit equipment with silencers or mufflers. ▸ Manage deliveries to prevent queuing of site traffic. ▸ Do not leave plant running unnecessarily. ▸ Careful orientation of plant with directional features. 	Not applicable	Daily site audits	Principal Contractor

Reference	Objective	Action (including specific location and any monitoring required)	Assumptions (on which the action is based)	Achievement criteria and reporting requirements (if applicable)	Responsible person(s)
		<ul style="list-style-type: none"> ▸ Materials to be lowered instead of dropped from height. ▸ Use of adjustable or directional audible vehicle-reversing alarms or use of alternative warning systems (for example, white noise alarms). ▸ To avoid disturbing the closest residence (Beehive Farm), generators will not be run overnight in the southern corner of the site. ▸ Train and advise members of the construction team during toolbox talk briefings on quiet working methods. ▸ Erect temporary barriers to fully obscure the construction works from nearby receptors. 			
NV3	Mitigate effects of noise and vibration on local communities	Ensure the local community are informed of the proposals.	Not applicable	Not applicable	Principal Contractor
NV4	Limit noise emissions during operation	Ensure that vehicle idling does not occur during operation.	Not applicable	Not applicable	Operator
NV5	Limit noise emissions during operation	Ensure no generators are used on-site during the operation of the scheme. All electricity should be	Not applicable	Not applicable	Operator

Reference	Objective	Action (including specific location and any monitoring required)	Assumptions (on which the action is based)	Achievement criteria and reporting requirements (if applicable)	Responsible person(s)
supplied through a dedicated power supply.					
Population and Health (PH)					
PH1	Reduce effects on local community	<p>The following measures will reduce effects on the local community during operation:</p> <ul style="list-style-type: none"> • Ensure that HGV movements are controlled on site by marshalling. • Ensure local community informed of the proposals. 	Not applicable	Not applicable	Operator
Drainage and the Water Environment (RDWE)					
RDWE1	To mitigate potential adverse effects upon RDWE during construction	<p>Construction activities must be managed in accordance with CIRIA Guidelines. Guidance on best practice in relation to pollution prevention and water management is set out in the following documents:</p> <ul style="list-style-type: none"> • CIRIA's Environmental good practice on site. • Environment Agency's Protect groundwater and prevent groundwater pollution. <p>Measures to be implemented to limit the impact of construction activities on the water environment include:</p> <ul style="list-style-type: none"> • All construction workers to be briefed on the use of 	Not applicable	Daily site audits	Principal Contractor

Reference	Objective	Action (including specific location and any monitoring required)	Assumptions (on which the action is based)	Achievement criteria and reporting requirements (if applicable)	Responsible person(s)
		spill kits as part of the site induction. <ul style="list-style-type: none"> Any stockpiled materials to be stored within enclosed areas to enable the runoff to be stored and treated where required. All plant and machinery to be maintained in a good condition and any maintenance required will be undertaken within safe areas. Pollution prevention and spill response procedures to be developed by the contractor and a spill kit and clean up equipment maintained on site. Dust suppression measures as described in AQ1 of this REAC. 			
RDWE2	To mitigate potential adverse effects upon RDWE during operation	Undertake surveys of the existing drainage and carry out any repairs prior to the operation of the site. Ensure any damage to the drainage is repaired during operation of the scheme.	Not applicable	Not applicable	Principal Contractor / Operator
Climate (C)					
C1	To reduce carbon emissions associated with the scheme during Construction and	The carbon reduction principles as detailed within Section 3 of the Carbon	Not applicable	Not applicable	Principal Contractor and Reinstatement Contractor

Reference	Objective	Action (including specific location and any monitoring required)	Assumptions (on which the action is based)	Achievement criteria and reporting requirements (if applicable)	Responsible person(s)
	Decommissioning and Reinstatement	<p>Assessment and Reduction Report, Appendix I, will be considered including the following:</p> <ul style="list-style-type: none"> • Transportation of materials to site will prioritise low-carbon modes where possible • Where possible, low-carbon construction materials and products will be preferred • Where possible low-carbon construction plant and equipment will be used • Provision will be made to enable waste to be effectively segregated during construction, enabling materials to be effectively managed using the waste hierarchy, prioritising re-used and recycling over disposal. <p>Circular economy principles, such as Modern Methods of Construction, will be implemented, where possible.</p>			
C2	To reduce carbon emissions associated with the scheme during Operation	The carbon reduction principles as detailed within Section 3 of the Carbon Assessment and Reduction Report, Appendix I, will be	Not applicable	Not applicable	Principal Operator

Reference	Objective	Action (including specific location and any monitoring required)	Assumptions (on which the action is based)	Achievement criteria and reporting requirements (if applicable)	Responsible person(s)
		<p>considered including the following:</p> <ul style="list-style-type: none"> Provision will be made to enable waste to be effectively segregated during operation, enabling materials to be effectively managed using the waste hierarchy, prioritising re-used and recycled over disposal. Where possible, measures will be put in place to limit profligate energy use by unintended user behaviours e.g. using motion sensors to control lights <p>Where possible, measures will be put in place to limit profligate water use by unintended user behaviours e.g. using aerated taps.</p>			
C3	To reduce carbon emissions associated with the scheme during Decommissioning and Reinstatement	Resource efficiency will be maximised through decommission and reinstatement. Opportunities for the reuse of assets following the end of operation will be explored as a priority. If reuse is not possible then recycling will be maximised.	Not applicable	Not applicable	Principal Operator and Reinstatement Contractor

A large yellow trapezoidal shape is positioned on the left side of the page, extending from the top-left towards the bottom-right. The text is centered within this shape.

Appendix C - Local Planning Authority and Third Party Engagement



WARRINGTON

Borough Council

29/06/2022

Dear

Reinstatement Strategy – Inland Border Facility, Warrington

I refer your submission of the reinstatement strategy associated with the Inland Border Facility, Warrington, which is due to cease operation before the end of the year. The document was submitted to the Council on 21 June 2022 and you requested our response to allow submission of the document by the end of the month in accordance with the conditions of approval.

There are a number of issues to raise, the most significant of these is the principle of the retention of temporary development on a permanent basis through the mechanism of a reinstatement strategy. This would be a most unusual practice as it materially varies the nature of the proposal approved, which was for a temporary period. It would not allow for consultation with local residents, or other interested parties, about the long-term development of the site. This approach is inconsistent with the planning application process, which seeks to involve communities and gauge their views. Aside from this, the other consequences of this process are the lack of restrictions to safeguard amenity, e.g. in relation to luminance levels to adjacent residents. Ordinarily such information would be secured by condition which could be subject to enforcement action. The process outlined in the strategy does not allow for this and therefore there is a risk to the amenity of residents in the future.

The document references a commuted sum payable in lieu of replacement on-site planting to provide additional trees within the vicinity of the site. The document does not include details of involved parties, triggers or amount. Further to the reinstatement plan being provided to us, it has been clarified separately that a sum of £35,000 would form the contribution for off-site planting. I can confirm that the Council would be satisfied with this amount and respectfully recommend this is written in to the document along with a trigger for payment.

Finally, a very minor point, Birmingham IBF is referred to in chapter 2 rather than Warrington however it is understood that this is stated in error.

I would be happy to discuss further if you require any clarifications.

Yours sincerely

r

From:
Sent: 13 December 2022 20:48
To:
Subject: FW: Warrington Inland Border Facility - Reinstatement Plan

From: >
Sent: 16 November 2022 11:53
To:
Cc:
Subject: RE: Warrington Inland Border Facility - Reinstatement Plan

Hi

I can confirm that in principle the retention of the items listed below would be acceptable in planning terms.

Regards



From:
Sent: 16 November 2022 08:20
To:
Cc:
Subject: Warrington Inland Border Facility - Reinstatement Plan

Hi ,

Thanks for your time on Monday to discuss the above. As mentioned, in addition to the reinstatement proposals that you have kindly reviewed and commented upon previously, HMRC also wishes to include the retention of the CCTV cameras (and columns) and system for security purposes whilst HMRC still owns the site and then for the benefit of any potential future user. Similarly, we would wish to retain the two emergency water tanks. These were installed following engagement with fire and rescue for fire fighting/safety. Finally, there are two bike shelters which would also benefit any future user in terms of encouraging sustainable travel to the site and we would like to retain those also.

Notwithstanding the wider query you kindly raised within your original comments and on Monday regarding the process and if any approval conveys consent for these elements, would you mind confirming that the principle of their retention of the three elements above is acceptable and we can come back on the process point which has been flagged with colleagues.

Many thanks

Archived: 10 March 2023 14:33:35

From:

Sent: Thu, 2 Mar 2023 17:58:56

To:

Subject: FW: Warrington Inland Border Facility - Reinstatement Plan

Sensitivity: Normal

From:

Sent: Friday, January 20, 2023 11:39:54 AM

To:

Subject: RE: Warrington Inland Border Facility - Reinstatement Plan

Hello

It's possibly a little late to be wishing you happy new year but I hope you had a good break and the year so far is progressing well.

It is my interpretation that it would not be possible to revert back to the previous use of the site without planning permission and, in any case, that was a sui generis use. However I can confirm that the reinstatement proposals are very unlikely to conflict with the ability of this site coming forward for a similar use to that which the site was previously used for.

In terms of planning history, I am afraid we have very little as many of historic records were previously destroyed. This is a recognised issue and one that has been highlighted through appropriate processes some years ago. You should be able to access basic information and decisions. If you need any more advice on this, please give me a call.

Thanks



OFFICIAL

Warrington Borough Council

Date: 25 November 2022

Dear Sirs,

Letter of Agreement to Fund Off-Site Biodiversity Enhancements for the Warrington Inland Border Facility

I write on behalf of HMRC to confirm the proposed funding available for the agreed local biodiversity enhancements. We hope these will help and support residents to improve their health and overall wellbeing. As a responsible government department, we recognise the importance and value that these local initiatives will bring in terms of tackling climate change and improving air quality within the local community.

As part of our Special Development Order approval related to Inland Border Facilities (IBF), HMG has committed to provide the financial contribution that we had previously discussed and agreed in principle during the SDO process.

We have been proactively working with you on the proposed biodiversity enhancement measures and would like to give further assurance that we will continue to work closely on this initiative before and after completion as appropriate.

The intended purpose of this Letter of Agreement is to ensure that Warrington Borough Council will make an effective use of the amount that HMRC will contribute, you will report on progress and expenditure in accordance with our agreement.

HMRC's proposed contribution:

- Subject to your agreement with the below terms, HMRC propose to provide Warrington Borough Council, with a financial contribution of up to £150,000 divided as follows:
£100,000 to Warrington Borough Council for the agreed measures for tree planting in the local area
£5,000 to Appleton Thorn Primary School (payable via Warrington Borough Council) for the submitted biodiversity measures dated 18 July 2021.
£5,000 to Grappenhall Hays Primary School (payable via Warrington Borough Council for on-site biodiversity measures (subject to submission and approval of details by HMRC)
£5000 to Bridgewater High School (payable via Warrington Borough Council) for biodiversity measures (subject to submission and approval of details by HMRC)
- £35,000 to fund off site tree planting as part of the reinstatement plan proposals. This is to replace those trees removed on site to allow delivery of the IBF.

Details of the biodiversity enhancement measures:

- Support tree planting initiatives (as set out within the approved biodiversity report) within Warrington Borough Council.
- Support school biodiversity initiatives at Appleton Thorn Primary School, Grappenhall Hays Primary School and Bridgewater High School (subject to a timely submission of outline plans by the schools and agreement of these plans by HMRC).
- Support replacement tree planting to replace those trees lost as part of the development of the IBF as per the proposed reinstatement plan for the site.

Your commitment:

That the agreed contributions should only be used for the funding of the above agreed biodiversity enhancements and for no other purpose. In addition, this payment is also conditional upon providing HMRC with regular updates on delivery or maintenance of the above measures as set out within the approved biodiversity enhancement report.

HMRC reserve the right to request that the unused funds must be returned in the event that they did not serve the agreed purpose.

Please acknowledge receipt of, and agreement to the terms of this letter by countersigning the enclosed copy.

15/12/2022 .

On behalf of Warrington Borough Council

