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13 HUMAN AND SOCIO-ECONOMIC IMPACT

13.1 Introduction

This section of the Environmental Statement considers the impact of the Ince RRP (Entire Site) proposals on the local community and economy. It assesses the baseline economic situation in the area and sets out the likely significant economic effects. It also examines the likely impacts on local people from the perspectives of recreation and tourism. Impacts have also been determined for considering the DBERR Section 36 application and Cheshire County Council planning application in isolation.

The development would be completed in phases, as described in Section 2 of the ES. The precise programming of these phases has not yet been determined for the application (see Section 2.1.8) therefore, for the purposes of this assessment, a worst case scenario has been assumed.

With respect to socio-economic impacts the worst case is generally considered to be best represented by contiguous phasing of the development over ten years. It is therefore assumed that the full economic benefit of the development would not be fully realised until the entire development is completed.

This assumption forms the basis of the assessment below.

13.2 Assessment Methodology and Uncertainty

13.2.1 Identification and Assessment of Impacts and Mitigation Measures

13.2.1.1 General

In order to determine the socio-economic impacts of the development, several sources of information have been reviewed, primarily regional and national statistics, regional strategies, local and structure plans and internet sources.

Potential impacts and mitigation measures have then been identified as a result of information received from data collection, knowledge of the impacts of construction projects and appropriate mitigation measures from previous projects.

An assessment has been made considering the three broad scenarios of the entire site, the CCC application in isolation, and the DBERR application in isolation where it is practical to do so. Where it has not been practical to assess the impacts in this manner this has been clearly identified within the relevant sections below.

13.2.1.2 Assessment of the Significance of Impacts

When making an assessment of significance, the magnitude of change and the importance and/or sensitivity of the receptor has been taken into account. The criteria for assessment are presented in Tables 13.1 and 13.2 below.

Table 13.1: Magnitude of Impact

Magnitude	Description
Large	Substantial changes to national or regional economy. Substantial, permanent social or cultural impacts at national or regional level. Changes are well outside the range of natural variation and unassisted recovery could be protracted.
Medium	Moderate changes to the regional or national economy. Substantial, permanent local social or cultural impacts or substantial, permanent impacts on the local economy. Potential for recovery within several years without intervention is likely.
Small	Minor changes to the regional economy or moderate impacts on the local economy. Moderate local social or cultural impact. Changes might be noticeable, but only temporary.
Negligible	Changes in local economy that are unlikely to be noticeable.

Table 13.2: Receptor Sensitivity

Receptor Sensitivity	Description
High	Objective 1 or 2 areas for assistance under the European Structural Funds, Assisted Areas, tourist attractions of regional or national importance and national trails/footpaths.
Medium	Surrounding settlement. Regional footpaths and recreational routes. Commercial or other businesses, including shops and services. Local tourist attractions. Areas of particular value for rural amenity.
Low	Local footpaths. Rural, agricultural areas.

The threshold for significant impacts, where monitoring measures may be required, is where residual impacts are considered to be significant or very significant, as defined in Figure 1.2 in Section 1.

13.2.2 Uncertainty and Technical Difficulties Encountered

No particular technical difficulties have been identified.

13.3 Baseline Assessment

13.3.1 Sources of Information

Sources of information used during the assessment include:

- Cheshire Replacement Structure Plan;
- Ellesmere Port and Neston Borough Local Plan;
- Office of National Statistics – 2001 Census, Summary Statistics at ward, borough and regional levels;

- Office of National Statistics – 2001 Census, Travel to Work by Car or Van;
- Ellesmere Port and Neston Borough Website;
- Chester, Ellesmere Port and Wirral Training and Enterprise Council CEWTEC Economic Assessment 2000/2001;
- Report of Regeneration and Economic Development Unit, Overview One Committee, 17th January 2005; and
- Neighbourhood Regeneration and Renewal Strategy, Ellesmere Port and Neston Local Strategic Partnership.

13.3.2 Baseline Economic Review

13.3.2.1 Population Overview

The site at Ince Marshes falls under the remit of Ellesmere Port and Neston Borough Council (with a small area of rail line falling under Chester City Council) within the county of Cheshire. The population of Cheshire is 673,788 (Census 2001). The population of Ellesmere Port and Neston is 81,672 (Census 2001). The site falls within Stanlow and Wolverham Ward which has a population of 5,475 (2001 Census) with the rail line in Elton ward.

13.3.2.2 Local Economic Activity

The CEWTEC Economic Assessment 2000/2001 suggests 36,750 people are economically active within Ellesmere Port and Neston (45% of the population).

Figures provided by National Statistics based on Census 2001 data for the main adult population (only those aged 16-74) are shown in Table 13.3 below. This shows that the percentage of working population of residents of Stanlow and Wolverham is 66.12%, with the percentage in the local area varying between 62.47% in Frodsham North to 73.33% in Ellesmere Port and Neston. For comparison, the average percentage of adults employed is 72.13% for England and Wales as a whole and most areas identified in Table 13.3 have employment levels below the national average.

Table 13.3: Economic Activity (Resident Population aged 16 to 74 (%))

	Stanlow & Wolverham	Ellesmere Port & Neston	Helsby	Frodsham North	Frodsham South	Mickle Trafford	Barrow	Elton	Forest	Kingsley	Milton Weaver	Wirral	Liverpool	Chester	Halton	Vale Royal	North West	England and Wales
Employed Full Time	35.03	41.46	41.75	40.51	39.74	43.58	36.51	49.30	37.19	39.57	35.04	36.80	31.46	40.28	40.04	42.22	38.77	40.55
Employed Part Time (Male)	4.09	3.06	2.55	3.42	4.16	2.60	2.23	2.97	2.14	3.10	2.08	3.38	3.16	3.62	2.88	1.45	3.43	3.35
Employed Part Time (Female)	22.72	23.57	22.05	20.83	22.10	24.18	18.55	21.33	20.88	20.53	20.50	21.04	15.69	20.36	21.37	11.05	19.96	19.95
Self Employed	4.28	5.68	8.18	7.19	10.23	10.01	13.20	7.30	14.29	13.44	15.62	5.94	4.33	8.58	4.62	16.20	7.10	8.28
Total Employed	66.12	73.77	62.47	59.89	63.19	67.02	60.19	68.73	63.00	64.91	61.88	67.16	54.64	72.84	68.91	67.75	69.26	72.13
Unemployed	5.51	3.2	1.80	3.15	1.81	1.71	1.98	2.21	1.70	2.21	1.51	4.28	6.04	2.42	4.53	2.80	3.63	3.35
Economically active full-time students	1.74	2.5	2.45	2.30	2.00	2.83	1.39	2.42	2.14	1.67	2.23	2.1	3.41	3.04	2.08	2.14	2.54	2.57
Retired	13.05	15.9	18.87	17.66	19.71	13.90	17.08	11.22	17.05	17.45	18.37	15.82	12.81	15.42	12.85	14.83	14.28	13.61
Economically inactive students	2.99	2.9	2.69	3.11	3.62	4.06	3.45	2.92	3.90	3.14	3.08	3.99	8.7	4.7	3.71	2.95	4.62	4.7
Looking after home/family	8.45	6.1	5.43	6.18	5.12	5.48	7.55	4.66	6.86	6.82	5.97	6.63	7.05	5.91	6.88	6.43	6.12	6.51
Permanently sick or disabled	11.68	6.3	4.61	5.58	2.74	2.77	5.72	6.19	3.52	2.07	5.05	8.72	11.43	5.04	9.76	5.73	7.75	5.52
Other economically inactive	3.45	2.4	1.68	2.12	1.81	2.24	2.64	1.65	1.83	1.74	1.90	3.07	5.08	2.39	3.15	2.31	3.12	3.12

Source: <http://neighbourhood.statistics.gov.uk/dissemination/>

Unemployment within the immediate ward area of Stanlow and Wolverham is relatively high at 5.5%. This equates to approximately 300 people unemployed in this ward area. Within Ellesmere Port and Neston Borough, at 3.2%, unemployment is slightly below the national average of 3.35%. For the Borough of Vale Royal unemployment is even lower at 2.80%. Unemployment in the wider area, and particularly in parts of surrounding areas in Merseyside, such as Liverpool and Halton, is higher than Ellesmere Port and Neston. However, unemployment in Cheshire is low at 2.40%. There are some more affluent areas such as Milton Weaver and Mickle Trafford which have lower levels of unemployment at 1.51% and 1.71% respectively. The Ince RRP (both applications) can therefore be considered as being within a small ward-level pocket of high unemployment, which lies within a Borough of relative affluence, which itself is situated within a wider area where there exists both areas of high and low unemployment.

Despite relatively low levels of unemployment, parts of Ellesmere Port and Neston falls within the European Union Objective 2 area, which acknowledges that the wider influences and needs of West Cheshire and Merseyside are interlinked. However areas to the south of the Borough are generally more affluent and do not fall with the Objective 2 area. Due to its scale, Ince RRP would most likely have a wider economic influence beyond the local area and Ellesmere Port and Neston, through to the sub-regional and regional scales. This is explored further below.

13.3.2.3 Sub-Regional Dimension

Policy affecting the local area has a sub-regional and city-regional dimension. The site is located within the West Cheshire North East Wales Sub Region and is within the area of influence of the Liverpool City Region. It also has strong links with the Manchester City Region, and lies fairly well located between all three.

Economic activity within the sub-regional area has been steadily declining since the turn of the century. The rate of economic inactivity in 2002 was around 22%, equating to a total of 62,000 people in the sub-regional study area (of working age).

Despite this, a particular feature of the West Cheshire North East Wales Sub Region is that economically it is successful. There are some pockets of deprivation throughout the Sub Region. Wirral and Denbighshire are currently in receipt of Objective 1 support, while a significant tract of Wrexham, Ellesmere Port and Halton are current Objective 2 assisted areas with the remainder of Ellesmere Port and Neston being classified as a Transitional Objective 2 area. As mentioned above, the site lies within an Objective 2 assisted area, which shows a need for economic development and regeneration due to structural decline. The wards immediately to the south of the site do not fall under either Objectives 1 or 2.

Although the Sub Region and Ellesmere Port and Neston Borough have relatively strong economies, it is recognised that further growth and investment are necessary to ensure long term strength and spin-off benefits to surrounding areas.

It is unlikely that the required workforce would be sourced entirely from the Stanlow and Wolverham Ward and it is anticipated that employment would be generated in the wider local area, comprising both Objective 2 and non Objective 2 areas.

Total employment in the sub-region area is just over 210,000, which has grown significantly within the last decade due largely to the strength of the service sector. Table 13.4 below provides a summary analysis of the current composition of employment by industry and gender.

The table clearly shows that over one third of male employment is provided by manufacturing whilst female employment is concentrated in those sectors which are expected to grow over the next 10 years. A small percentage of people are employed in energy and water. This can be expected to grow slightly as a result of the RRP proposals.

The Phase 1 Sub Regional Strategy work estimates that anything between 20,000 and 30,000 additional people will be required in the local labour market of the Sub Region over the next 10 years. It is important for the local labour supply to diversify into new sectors and build on existing strengths. In Stanlow, the immediate area has a strong scientific and research skill base, and the addition of cutting edge waste reprocessing technology would further strengthen a highly skilled knowledge base in the area and attract educated workers in key high technology sectors to the area.

Table 13.4: Employment in the Sub-Regional Study Area

	Employment by Sector		Of Which	
	Male (%)	Female (%)	Male (%)	Female (%)
Energy and Water	1.5%	0.5%	76.2%	23.8%
Manufacturing	34.8%	11.2%	76.7%	23.3%
Construction	8.2%	1.3%	87.3%	12.7%
Distribution, hotels and restaurants	19.2%	31.4%	39.4%	60.6%
Transport and communications	6.5%	2.4%	74.1%	25.9%
Banking, finance and insurance, etc	13.6%	14%	50.9%	49.1%
Public administration, education and health	11.7%	34.8%	26.3%	73.7%
Other services	3.5%	4.1%	48.1%	51.9%
Total¹	99.1%	99.6%	51.4%	48.6%

Source: ABI

Clearly a number of positions at the RRP would be highly skilled and require a certain level of in-migration or local up-skilling, whereas other positions may not require lengthy specialist training/qualifications and may be readily available to those with more general skills looking for work.

13.3.2.4 Indices of Deprivation

The Index of Multiple Deprivation ranks the level of deprivation particularly in regard to health, education, employment and income. Using the Index of Multiple Deprivation 2004 Local Concentration level, which shows the severity of multiple deprivation in a district, therefore measuring 'hot spots' of deprivation, Ellesmere Port and Neston is ranked at 131 out of 354 English districts. This is a significant improvement on the ranking of 65 in 2000 but the area still has a number of key objectives to meet. Ellesmere Port and Neston can therefore be regarded as average in terms of deprivation. A good indicator of deprivation, which confirms Ellesmere Port and Neston to be

¹ Excludes Agriculture and therefore column percent does not add to 100.

around the average, is the level of poor literacy/numeracy, as set out in Table 13.5 below.

The picture again in Ellesmere Port is one of relative strength. The emphasis for the RRP must therefore be upon building upon these strengths for a sustainable economic future, whilst also ensuring spin-off benefits to surrounding areas, which generally feature greater deprivation, particularly in Merseyside.

Table 13.5: Estimates of Population with Poor Literacy/ Numeracy Skills

	Population 16-60	Total with Poor Literacy	Total with Poor Numeracy
National Average 2001		24%	24%
Cheshire and Warrington	517,223	115,164 (22.3%)	113,787 (22.0%)
Ellesmere Port & Neston	47,461	11,664 (24.6%)	11,783 (22.0%)
Chester	69,913	14,974 (21.4%)	14,584 (20.9%)

13.3.2.5 Regeneration and Renewal Strategy

Ellesmere Port and Neston Local Strategic Partnership have developed a Neighbourhood Regeneration and Renewal Strategy with the Regeneration of Deprived Areas as a key priority. The strategy is designed to promote a co-ordinated interagency approach to regeneration. The specific initiatives which cover the entire Borough Council area include European Objective 2 Priority 1 (business support) and Safer Communities initiative.

For Stanlow and Wolverham Ward, initiatives include Epicentre SRB Partnership, Education Action Zone (improving school standards), Sure Start (pre-school and family support) and European Objective 2 Priority 2 (Developing People and Communities).

13.3.2.6 Target Sectors for the Region

The proposed development has the potential to contribute to key regional sectors. The North West Development Agency has a list of target sectors for the region, as identified in the Regional Economic Strategy. These are:

- Aerospace
- Automotive
- Biotechnology
- Chemicals/petrochemicals/pharmaceuticals
- Creative Industries
- CRM, Call centre and contact centres
- Construction
- Digital Industries
- Energy
- Engineering
- Environmental Technology

- Financial & Professional services
- Food & Drink
- Healthcare
- High Tech
- IT/ Telecomms
- Life Sciences
- Maritime
- Plastics
- Optoelectronics
- Renewable Energy
- Retail
- Semiconductors
- Software
- Leisure/ Sport
- Textiles
- Tourism

13.3.3 Local Shops and Services

A number of local shops and services exist within the residential areas of Ince and Elton and in surrounding villages.

Shopping facilities are limited within Ince, however there is a small shopping centre including a small supermarket in Elton. A Tesco supermarket has recently opened in Helsby and the Sainsbury's supermarket, retail outlets and factory shopping at Cheshire Oaks ('Coliseum Centertainment' for shopping, cinemas etc, and McArthurGlen Designer Outlets) are also within a short drive of the proposed development. Other areas including Helsby and Frodsham offer a range of small shops and services.

Other community facilities include churches, pubs, Ince Village Hall and Elton Library and Community Centre. Hotels and guest houses can be found scattered across the region, with the nearest cluster found on Hoole Road in Chester.

13.3.4 Tourism and Recreation

Within the Ellesmere Port and Neston area there are several popular tourist attractions. These include Ness Botanic Gardens - a 60 acre botanic garden set in the banks of the River Dee, Ellesmere Port Boat Museum - specialising in canal boats, Blue Planet Aquarium - the UK's largest aquarium attraction, and Chester Zoo.

Ellesmere Port has a busy town centre and popular indoor market, one of the largest in the area. There are over 200 shops and cafes including pedestrian malls at the Port Arcades. There is also the 'Coliseum Centertainment' for shopping, cinemas etc, and McArthurGlen Designer Outlet located at Cheshire Oaks.

Informal recreation is also popular in the area including walking and cycling. The highway/byway along Marsh Lane on the Ince Marshes site is part of the 'Thornton-le-Moors to Frodsham Greenway' which is a network of largely traffic-free routes and quiet roads for cyclists, riders and walkers. A footpath also runs from Marsh Lane to the ship canal past Holme Farm. Ellesmere Port and Neston Borough Local Plan states that '*The Borough Council is keen to provide for the needs of all potential users of recreational routes, namely pedestrians, cyclists and horseriders*'. The surrounding area includes popular walks to Frodsham and Helsby hills.

The Manchester Ship Canal is a commercial waterway and is not used for pleasure craft.

13.4 Assessment of Impacts and Proposed Mitigation

13.4.1 Economic Impacts

This section describes the viability of the proposed development and the general impacts of the development in economic terms. Specific impacts relating to construction and operation are discussed under Sections 13.4.3 and 13.4.4 respectively.

13.4.2 Development Viability

As identified in Section 4 of the ES, most of the WDAs within the North West region have, or are likely to adopt, some form of MBT process for the management of their residual MSW. Within the region there are, from a waste generation perspective, a number of cohesive sub-regions, the largest of which, by some way, is the Mersey Belt. This waste-generating sub-region can readily justify the provision of an RDF Power Plant, on a regional scale, to ensure that MBT output is put to a beneficial use.

Quantitative modelling and assessment has shown that the 'Mersey Belt Catchment' will generate a minimum of 650,000 tpa of municipal RDF. Greater volumes of commercial/industrial sourced RDF will also arise.

The Options Appraisal for the development considered a range of options for managing MBT output. It concludes that energy recovery from RDF is the best environmental option. It also demonstrates that this recovery is best carried out in a large scale centralised facility (i.e. a regional facility), so long as it has strong, sustainable transportation linkages. The site promoted within this application meets those criteria.

Finally, the 'Alternative Site Assessment' in Section 5 shows that from a sequential planning perspective, no preferable sites, to that being promoted at Ince, exist.

The Ince site is privately owned by Peel Environmental Ince Ltd, with the exception of a small area of Environment Agency land. The proposed development is to be privately funded. As a result it does not require any significant public funding which might be diverted from other projects.

Similarly the development does not require any land assembly. It is available in the short term and the economic benefits outlined in this section are realistically achievable.

Peel Environmental would actively market the project and ensure overall co-ordination and management. This would ensure that the benefits are realised in the manner put forward in the ES. The deliverability of the project is a key strength.

13.4.2.1 Benefits to Industry

The proposed development of the RRP would have significant impacts upon the waste and renewable energy industries, which have increased in importance drastically in the last decade. Indeed the Environmental Technologies sector is a key emerging market, which is in need of major strategic land opportunities in which it can flourish.

These markets are, as with all markets, subject to commercial realities and generally cannot compete with higher value employment uses for land, such as Business Park sites. The opening up of a major opportunity for the waste and renewable energy sectors would assist the market in delivering the Regional Economic Strategy (RES) objectives. Moreover, of the sectors the North West Development Agency has listed as target sectors for the region, the following would be greatly assisted by the emergence of a combined waste reprocessing and energy park:

- Energy
- Biotechnology
- Environmental Technology
- Renewable Energy

The RRP would therefore contribute in key priority sectors and assist in the delivery of the Regional Economic Strategy, as well as increase the diversity of the economy in the region.

The development would also provide significant synergistic benefits; interrelationships between existing and future firms could also be established. For example there may be opportunities to provide transport solutions, Combined Heat and Power (CHP) or use of outputs/inputs to any or all of Kemira, Shell UK and Quinn Glass.

These overall benefits would be optimised through the development of the CCC (or combined application) and are considered likely to be moderate to significant with respect to the Stanlow and Wolverham Ward and Ellesmere Port and Neston Borough (Objective 2 areas) decreasing to moderate over the wider local area (non Objective 2 areas). If the DBERR application were considered in isolation, these benefits would still apply, however, they would be to a lesser degree with slight benefits anticipated. Potential synergies between RRP occupiers is explored more fully elsewhere in the supporting documentation.

Details of potential benefits with regard to the options for waste disposal are discussed in Section 13.4.2.2 below.

13.4.2.2 Benefits to the Wider Population and Community

The overall development at Ince (both applications) is designed to ultimately lead to a reduced requirement for traditional waste solutions such as landfill sites. This would reduce the need for facilities elsewhere. The development would also reduce the environmental impacts of transporting waste through the various synergies between firms and the multi modal approach to transport adopted for the purposes of the development (road, rail and canal).

In terms of employment, further to the localised benefits described in Section 13.4.2.1 above and Sections 14.4.3 and 13.4.4 below, the development would also contribute to the wider employment market, primarily via the supply chain.

It is in the wider public interest to find more innovative and sustainable ways of treating waste and producing energy. This is acknowledged by Government at all levels. As such, the project is highly positive in the wider public interest, and seeks to address issues which will affect future generations as well as those of the present day.

Overall, these benefits would apply to the whole site and also to any of the component parts (CCC or DBERR applications) and are anticipated to be of moderate benefit, although the benefits from the DBERR application in isolation are considered more likely to be slight.

13.4.2.3 Health

The individual ES sections considering air quality, noise and traffic consider the direct and indirect implications of the proposals on human health. There are not considered to be any likely significant impacts upon the health of the local population as a result of the proposed development, a view that is supported by the results of studies by both DEFRA on waste facilities generally, and by the Health Impact Assessment carried out by directors of three local NHS Primary Care Trusts on the RRP proposal - see Section 8.4.6.

There are a number of beneficial impacts on health that can arise through a major development of this type. Such benefits are anticipated to be negligible (DBERR application) to slight (CCC and combined application) for this development and include:

- Better health through greater employment opportunities; and
- Wider health benefits of developing the waste/renewable energy markets for future generations.

These need to be balanced, however, with any adverse impacts discussed separately in this ES.

13.4.3 Construction Impact & Mitigation

13.4.3.1 Cost and Employment

CCC Application

With respect to the CCC application, the total floorspace for the development can be rounded to 1,900,000sqft (c.180,000sqm). It would be a highly complex and unnecessary task to provide construction costs for each of the different uses. However, general B2 Industrial and B8 Distribution buildings presently have construction costs in the region of £35-50 per sqft. Assuming an average cost across the site of £45 per sqft, the gross construction cost would be £78.5m.

Construction output per worker can be assumed for this project to be at least £60,000 per annum (based on the fact that the output per worker in England in 2001 was £64,000 (Annual Business Inquiry 2002)). As such, the CCC application development would support at least 1,227 (based on the £64,000 figure) person years of construction employment. UK treasury guidance suggests conversion into full time jobs by assuming 10 person years is equivalent to one permanent full time job. Thus the CCC application development would create a minimum of 122 full time employment jobs in its construction phase.

Where possible local and regional contractors would be employed for building and road construction. Contractors for specialist activities may come from outside the region.

Wide-ranging trickle down effects of construction activity are also expected on the local community with increased use of local suppliers and services including construction materials and services including hotel accommodation.

The local community of Wolverham and Stanlow is considered to be a medium receptor, decreasing to low over the wider local and sub-regional areas (non Objective 2 areas) and the magnitude of impact of the project is considered to be negligible to small. Therefore, the impact upon employment and its follow-on effects on local shops and services would be slight to moderate positive at the local level as a result of the CCC application development decreasing to slight over the sub-regional area.

DBERR Application

The RDF is estimated to have a construction cost of circa £200m.

Construction output per worker can be assumed for this project to be at least £60,000 per annum (based on the fact that the output per worker in England in 2001 was £64,000 (Annual Business Inquiry 2002)). As such, the DBERR application development would support at least 3,125 (based on the £64,000 figure) person years of construction employment. This equates to a minimum of 312 full time employment jobs in the construction phase.

As with the CCC application development, where possible local and regional contractors would be employed for building and road construction. Contractors for specialist activities may come from outside the region. In addition, wide-ranging trickle down effects of construction activity are also expected on the local community with increased use of local suppliers and services including construction materials and services including hotel accommodation.

The local community of Wolverham and Stanlow is considered to be a medium receptor, decreasing to Low over the wider local (non Objective 2) and negligible over the sub-regional area. The magnitude of impact of the project is considered to be small. Therefore, the impact upon employment and its follow-on effects on local shops and services would be moderate positive at the local level decreasing to slight over the sub-regional area.

Combined Scheme

The overall construction costs for the entire site of £278.5 million is the best estimate at present.

As discussed above, construction output per worker can be assumed for this project to be at least £60,000 per annum (based on the fact that the output per worker in England in 2001 was £64,000 (Annual Business Inquiry 2002)). On this basis, the entire development would support at least 4,352 (based on the £64,000 figure) person years of construction employment. This equating to a minimum of 435 full time employment jobs in its construction phase overall. It is likely that these jobs would be sourced from the wider local area, consisting of both Objective 2 and non Objective 2 areas.

The local community of Wolverham and Stanlow is considered to be a medium receptor, decreasing to Low over the wider local area (non Objective 2 areas). Overall the magnitude of impact of the project is considered to be small. Therefore, the impact upon employment and its follow-on effects on local shops and services would be

moderate positive for the entire site at the local level decreasing to slight over the sub-regional area.

13.4.3.2 Tourism and Recreation

CCC Application

A section of the local Thornton-le-Moors to Frodsham Greenway right of way would be permanently re-routed (diverted) as a result of the CCC development. Impacts resulting from this permanent diversion are discussed in greater detail in Section 13.4.4.2 below. However, disruption to this C-Class highway/byway would first occur during construction and so impacts are also considered here.

A temporary diversion of the Greenway, to be agreed with CCC Public Rights of Way (PROW) Unit, local Highways Authority and Ellesmere Port and Neston Borough Council (see Section 13.4.4.2), would be established where required from the commencement of construction to ensure continuous use of this footpath/recreation route throughout construction. For the purposes of assessing the worst case, it is assumed that the full diversion of the highway/byway would occur during Phase 1, though this would be dependent upon construction phasing.

Measures would be employed during construction to minimise the nuisance caused to users of the diverted right of way. This would include noise and dust attenuation measures and provision of visual screens where required. Any footpath diversion required as a part of construction would be appropriately signed and fenced.

The right of way can be graded as a medium sensitivity receptor. Taking account of the mitigation described above, the magnitude of construction impact on footpaths is considered to be small. A residual moderate adverse impact on recreation during construction is therefore anticipated.

Impacts upon other footpaths in the wider area, such as on Helsby Hill (Viewpoint 6) due to visual impact are discussed in Section 12 Landscape and Visual.

It is unlikely that local tourist attractions would be affected by construction; therefore there would be no impact on these attractions.

Once the RRP development covered by the CCC application is substantially complete, a visitor centre would be constructed within the Recovery Village and Business Centre. This centre would aim to provide a source of information regarding waste processing issues and related activities for both business customers and the public alike. This is expected to have a small magnitude of impact upon a low/medium receptor, hence a slight positive impact and both local and sub-regional levels.

DBERR Application

When the DBERR application is considered in isolation, the impact to the highway/byway is anticipated to be slight at both local and sub-regional levels as, whilst some disruption may occur during construction in terms of noise and visual impacts, the Thornton-le-Moors to Frodsham Greenway right of way would not be directly affected i.e. no diversion would be required. Impacts upon the Helsby Hill footpaths are discussed in Chapter 12.

Combined Scheme

It is considered that the combined scheme would result in no greater impacts than the CCC application development.

13.4.4 Operational Impact**13.4.4.1 Employment***CCC Application*

Employment generation is a key consideration of the proposed development. A range of jobs would be created, directly and indirectly, both skilled and semi-skilled. Employment opportunities would arise through the various points in the recycling process, such as collection, sorting, processing and manufacturing as well as the research and development of new and clean waste management technologies. However, at the same time, a small number of agricultural jobs would be lost.

On a per tonne basis, sorting and processing recyclables alone sustain 10 times more jobs than landfilling or incineration. However, making new products from the old offers the largest economic pay-off in the recycling loop. New recycling-based manufacturers employ even more people and at higher wages than does sorting recyclables. Some recycling-based product manufacturers, for instance, employ on a per tonne basis 60 times more workers, than landfills.

It is estimated that there would be a total of 1076 new full time jobs created (see Table 13.6 below), with the majority of people expected to be employed from the wider local area.

Table 13.6: Labour Requirements (Full Time Employees)

RRP Unit	Combined Scheme Employees	CCC Application – F/T Employees	DBERR application - F/T Employees
Refuse Derived Fuel Power Facility	60	0	60
Integrated Waste Management Facility	45	45	0
Ethanol	60	60	0
Soil Treatment	20	20	0
Plastics	60	60	0
Wood/Timber	40	40	0
Waste Electrical and Electronics Equipment	100	100	0
Dry Cargo Facility and Dry Dock	44	30	14
Blockmaking	30	30	0
Resource Recovery Business Centre (1 FTE per 250 sqft)	355	355	0
Resource Recovery Village (1 FTE per 600 sqft)	346	346	0
Total labour requirement	1150	1076	74

In addition to the direct labour requirement, there is also expected to be significant indirect and induced employment impacts through the demand for local goods and services through the trickle-down effect. Using a multiplier of 0.1 to 0.2 (10-20%) suggests that between 107 and 215 additional jobs in the surrounding area would be supported by the development.

The gain in employment opportunities is likely to strongly outweigh any loss of agricultural employment at the site.

The receptor sensitivity is high to medium, as Stanlow and Wolverham Ward receives funding from sources including European Objective 2, and it is an area to benefit from new employment and associated trickle-down effects. The sensitivity decreases to medium over the wider local (non Objective 2) and sub-regional area. The magnitude of impact would be small as the development is likely to result in permanent moderate impacts on the local economy. Therefore the additional permanent workforce would provide a residual moderate to significant positive impact.

DBERR application

As can be seen from Table 13.6 above, although more labour intensive during construction, the RDF installation would result in far fewer full time posts once operational. With 74 full time posts this would suggest between 8 and 15 additional jobs may result in the area. The receptor sensitivity remains the same as for the CCC application development, however, the number of posts generated are considered likely to be negligible/small and so a residual slight to moderate positive impact is anticipated at the local to sub-regional level.

Combined Scheme

A total of 1150 permanent positions would be generated from the combined scheme. This could result in a further 115 to 230 additional indirect jobs in the area. The receptor sensitivity remains the same as for the CCC and DBERR application developments; however, it is not considered likely that the impacts experienced would be any greater than that for the CCC application development.

13.4.5 Total Employment Impact

The overall employment impacts are summarised in Table 13.7 below.

Table 13.7: Summary of Full Time Employment Creation

Type of Employment	Combined Scheme	CCC element	DBERR element
Operational	1150	1075	75
Indirect multiplier low	115	107	8
Indirect multiplier high	230	215	15
Construction	475	142	333
Total low	1740	1324	416
Total high	1855	1432	423

This shows that the proposals can create between 1,740 and 1,855 equivalent Full Time Employment opportunities for the Combined Scheme.

13.4.6 Tourism and Recreation

CCC Application

As discussed in Section 13.4.3.2 above, a permanent diversion of the Thornton-le-Moors to Frodsham Greenway on the Kemira Road would be required in order to enable the development to be completed. This diversion would be implemented during construction. This change to the greenway would result in construction impacts as reported above, however, due to its permanent nature, impacts would also be experienced during the operational life of the development.

Measures to mitigate for the impacts of the CCC Application would include both the regrading of the current C-class highway/byway to a Restricted Byway through the development, and associated ecological mitigation. This would include the provision of a suitably hardwearing surface material, the design of which would be agreed with CCC PROW Unit and others as appropriate, prior to construction works commencing on site. Furthermore screening would be provided from nearby site roads and other processes or operations which would be likely to disrupt users of the right of way. A safe route would be formed that is suitable for horses and cyclists as well as pedestrians in order to ensure that the right of way through the site is maintained. The route would have a minimum width of five metres and would incorporate suitable crossing arrangements for road and rail lines. It is recognised that there are legal restrictions preventing the placement of new gates on Restricted Byways therefore the route would remain ungated. The proposed route for this new Restricted Byway is provided in Figure 13.1. Separate authorisations would be sought for installation of level crossings over the new railway line. Peel Holdings would have responsibility for maintenance of the proposed route.

In addition, a new community ecological park is proposed as a part of the CCC application to incorporate existing and new woodland and grassland planting as well as new ponds and footpaths. The establishment of the community ecological park and planting along the diverted right of way and new footpaths would undertaken as early as practicable within the construction period to establish the features as soon as possible following construction. Whilst it is anticipated that the community ecological park would be established during Phase 1, the full benefit is not likely to be realised until the park has become fully established.

The sensitivity of the receptor is medium. The magnitude of impact is expected to range from small negative in the short term (initial negative impacts for users of the Greenway whilst the mitigation establishes) to negligible over the medium to longer term (assuming positive benefits due to new community woodland and wetland area). At a local level residual impacts are therefore anticipated to be moderate in the short term reducing to slight, and eventually negligible, in the medium to longer term.

The impacts in relation to rights of way in the surrounding area, such as on Helsby Hill are assessed in Section 12 Landscape and Visual.

There would be no impact on local tourist attractions during operation.

DBERR Application

Once the site is operational, the impacts anticipated for the construction phase of the development would cease, although some operational noise may be experienced by users. The magnitude of such impacts would be anticipated to be negligible. Overall, at the local level, the impacts would be slight in the short term reducing to negligible over the medium to long term.

Combined Scheme

The impacts of the combined scheme would be similar to those discussed for the CCC Application.

13.5 Cumulative impacts

This section assesses the cumulative impacts that may arise from the interactions of the proposed Ince Marsh RRP development with other developments in the vicinity of the site. A summary of those developments is provided in Section 1 of the ES and includes relevant planning allocations. As with the assessment of the Ince Marsh RRP development, impacts have been assessed in terms of their economic implications and recreation and tourism implications, as follows in the sections below.

13.5.1 Economic Impacts

13.5.1.1 Committed Developments

Quinn Glass

A glass container manufacturing, filling and distribution facility and associated works has recently been built on the former Ince B Power Station site. This has recently become fully operational. A relatively high level of employment would be anticipated in the wider and local area as a result of this development continuing to operate.

With respect to the local economy a moderate positive cumulative impact is anticipated in combination with the Ince Marsh RRP development for the CCC application and the two in combination (slight for the DBERR application). Whilst most impacts would be realised locally, it is possible that, at the sub-regional level, slight positive cumulative impacts may result for all applications.

INEOS Chlor

A submission for this development was made during January 2007. The proposed development is a 10ha Energy from Waste (EfW) facility within the INEOS Chlor Runcorn site in Halton. The ES for the development predicts that minor positive impacts would result in terms of employment from the development during construction. During operation this impact is also anticipated to be a slight positive impact.

With respect to the local economy (to the Ince RRP site) a negligible positive cumulative impact is anticipated in combination with the Ince Marsh RRP development for all applications. It is possible that, at the sub-regional level, negligible (for the DBERR permission alone) to negligible-slight (entire site and CCC application only) positive impacts may result from the combination of the developments.

Port Weston

The Port of Weston development is predominantly aimed at providing warehousing, container handling facilities and extending and improving transport links (rail, road and shipping). The first phase of regeneration commenced during 2006 with for 8,000 sq m of new warehousing, site infrastructure and security enhancements commensurate with ship and port security. RSK predict that slight positive impacts would result in terms of employment from the development during construction (CCC, DBERR or both

applications). During operation this impact is anticipated to be a slight positive impact for the CCC application (negligible for the DBERR application).

Liverpool John Lennon Airport

For Liverpool Airport, a masterplan has been developed and assessed for the proposed expansion of the runway and associated facilities. The masterplan includes construction of a runway extension around 2015, and the development of auxiliary B1, B2 and B8 development (Oglet World Cargo Centre) from 2015 to 2030 and potentially beyond. Permission is currently being secured for 30,000 sq metres of B1 and B8 floorspace at an area described as the Dunlop site (east of Speke Hall) to provide capacity for some of the secondary development likely to result from the runway extension. It is predicted that slight positive impact would result in terms of employment from the development during construction for all applications at the sub-regional level. During operation this impact is also anticipated to be a slight positive impact for the CCC application (or CCC/DBERR combined) and negligible for the DBERR application again at sub-regional scale.

Biossence Energy from Waste Plant, Eastham

This development has been submitted to planning and relates to an energy from waste (EfW) plant located at Hooton Green. It is considered likely that development associated with this proposal would contribute positively to its local economy but not the local economy of Stanlow and Wolverham. At the sub-regional level, negligible positive impacts may result from the combination of the developments (this would assume the CCC or combined development being consented). For the DTI application, these impacts are also expected to be negligible.

Biodiesel Plant, Stanlow

This development has been submitted to planning and relates to a biodiesel plant located at Stanlow. It is considered likely that the biodiesel plant would contribute positively to the local economy resulting in slight positive impacts from the combination of the developments (this would assume the CCC or combined development being consented). For the DBERR application, these impacts are expected to be negligible. Negligible impacts would occur at the sub-regional level.

Summary of Cumulative Impact of Committed Developments

With respect to the local economy a moderate (CCC and Entire site) to slight (DBERR) positive cumulative impact is anticipated in combination with the Ince Marsh RRP development. At the sub-regional level, slight (for the DBERR permission alone) to moderate (entire site and CCC application only) positive impacts may result from the combination of all of the above developments.

13.5.1.2 Non –Committed Development and Allocations

Development Allocations

Development allocations in the immediate vicinity of the Ince March RRP development include:

- EMP 4 – the remainder of the allocation within which the Ince Marsh RRP development is located.
- EMP 8 - Land at Station Road, Ince allocated for B1 uses (Business use).

- EMP7 (Ellesmere Port and Neston)/EC8 (Chester City) – the remainder of the allocation(s) within which the Quinn Glass development site lies. Land uses B2 and B8 are considered the only likely development to take up the remaining area of this site.

In addition to these allocations, to the west of the Ince Marsh RRP development lies the large allocation of EMP2, part of the Stanlow Special Policy Area (EC7 of the Chester City Local Plan). As discussed in Section 16 however, only the actual allocations within its boundaries have been considered here. The notable allocations within its boundaries are the potential sites for waste treatment (allocations WM2, WM03 A and WM03 B, and WM21) as identified in the Cheshire Waste Local Plan, and Cloister Way, a 13ha development allocation situated between Newbridge Road and the M53 for which a development brief has been approved.

Should EMP4 be developed for an oil/chemical related industry, cumulative impacts upon employment are likely to be significant at local level during construction and moderate (DBERR) to significant (CCC application or CCC & DBERR applications) during operation. Impacts at sub-regional level are expected to be moderate (CCC application and CCC/DBERR together) or slight (DBERR application alone) during operation, and moderate to slight during construction.

For EMP 7, impacts upon employment are likely to be similar to those indicated for the Quinn Glass project above.

For EMP8, although smaller in area, impacts would be expected to be moderate (CCC application or CCC/DBERR in combination) or slight (DBERR application alone) at a local level.

Summary of Cumulative Impact of Non-committed Developments

It is considered that the development of these allocations would result in a mix of developments with the potential to contribute significantly to the local economy of the Stanlow and Wolverham Ward. In combination with the Ince Marsh RRP development, therefore, significant positive impacts are considered likely (for both the CCC application or combined development) or moderate to significant (DBERR application) on the local economy. Positive impacts at the wider sub-regional level are considered likely, however, these are likely to be less than for the local economy potentially being moderate for the CCC and CCC/DBERR in combination (slight to moderate for the DBERR application alone).

The cumulative impact would of course depend upon which of the above allocations were to come forward and what the eventual design of each would be. The above provides a broad indication of likely levels of individual impacts of each or the impact of all in tandem, however, it is noted that other combinations could occur, and hence provides a best and worst case.

13.5.1.3 Summary of Cumulative Economic Impacts

With respect to the local economy a significant positive cumulative impact is anticipated for all proposed developments and allocations in combination with the Ince Marsh RRP development (CCC and CCC/DBERR in combination). This would be moderate to significant for the DBERR application alone. Whilst impacts would be realised locally within Stanlow and Wolverham and surrounding Wards, it is also likely that, at the sub-regional level, moderate-significant (for the DBERR permission alone)

to significant (entire site and CCC application only) positive impacts may result from the combination of the developments.

As above, the cumulative impact would of course depend upon which of the above allocations was developed.

13.5.2 Tourism and Recreation Impacts

13.5.2.1 Committed Development

Quinn Glass

The main impacts resulting from the combination of the Ince Marsh RRP development and Quinn Glass development, would relate to access to rights of way and impacts on their amenity at local level. They are, however, unlikely to be any greater than those predicted for the Ince development in isolation and so slight impacts over the short term decreasing to slight to negligible over the medium to long term are predicted for the CCC application/entire RRP, with negligible impact expected for the DBERR application.

All Other Committed Developments

It is not anticipated that any other the other developments listed in Table 1.4 in Section 1 would have any cumulative impact at either the local or sub-regional level in combination with the Ince Marsh RRP development for DBERR & CCC applications, or both in combination.

13.5.2.2 Non Committed Developments and Allocations

All the allocations within the immediate vicinity of the Ince Marsh RRP development (EMP4, EMP7, EMP8, EC8) are considered likely to have similar cumulative impacts as those reported for the Quinn Glass development. Again, impacts are considered likely to relate to rights of way in terms of access and amenity with slight to moderate impacts over the short term decreasing to slight to negligible over the medium to long term predicted (CCC application and CCC/DBERR in combination). For the DBERR application, this would be negligible for all timescales.

At the local level, and with respect to the allocations associated with the Stanlow Special Policy Area, only negligible to slight cumulative impacts would be expected to occur in the short term (for DBERR, CCC and combined applications). No impacts are considered likely over the medium to long term or at the sub-regional level for either individual or combined applications.

13.5.2.3 Summary of Cumulative Impacts on Tourism and Recreation

They cumulative impacts are unlikely to be significantly greater than those predicted for the Ince development in isolation, therefore, in the local area, slight to moderate impacts over the short term decreasing to slight to negligible over the medium to long term are predicted for the CCC application/entire RRP, with slight to negligible expected for the DBERR application. No cumulative impacts are expected at a regional level.

13.6 Summary of Residual Impacts and Significance

Table 13.8: Summary of Residual Impacts – Entire Site

Aspect	Impact	Magnitude	Sensitivity	Significance
Economy - Construction	Impact due to employment for construction including trickle-down effects	Small	Medium	Moderate Positive (local) Slight (regional)
Economy - Operation	Impact due to employment including trickle-down effects	Small	High-Medium	Moderate to Significant Positive (local) Slight (sub regional)
Tourism and Recreation - Construction	Footpath users of the Thornton-le-Moors to Frodsham Greenway	Negligible/ Small	Medium	Negligible to Slight Negative (local) None (sub regional)
Tourism and Recreation - Operation	Footpath users of the Thornton-le-Moors to Frodsham Greenway	Negligible/ Small	Medium	Slight to Negligible (medium to long term) (local) None (sub regional)
	Creation of community Ecology Park	Small	Medium	Slight to Moderate Positive (local) Negligible (sub regional)
	Creation of visitor centre once CCC application is substantially complete	Small	Low/ medium	Slight positive (local) Negligible (sub regional)
Cumulative Impacts (Economic)	Economic impact in combination with Quinn Glass (construction and operation)	Small	Medium	Moderate positive (local) Slight positive (sub-regional)
	Economic impact in combination with INEOS Chlor, Port of Weston & Liverpool John Lennon Airport, Biossence & Biodiesel plants (in combination together)	Small to Negligible	Medium	Moderate positive (local) Moderate positive (sub-regional)
	Economic impact in combination with non –committed development and allocations	Medium	Medium	Significant (local) Moderate positive (sub-regional)

Aspect	Impact	Magnitude	Sensitivity	Significance
	Economic impact – all committed development & allocations	Major (+ve)	Medium	Significant positive (local) Significant positive (sub-regional)
Cumulative Impacts (Tourism & Recreation)	Impacts on tourism and recreation in combination with Quinn Glass –	Small	Medium	Slight –ve (local) Negligible (sub-regional)
	Impacts on tourism and recreation in combination with INEOS Chlor, Port of Weston & Liverpool John Lennon Airport, Biossence and Biodiesel plants	Negligible	Medium	None
	Impacts on tourism and recreation in combination with non –committed development and allocations	Small	Medium	Slight to moderate (short term) (local) Slight to negligible (medium to long term) Negligible (sub regional)

Table 13.9: Summary of Residual Impacts – CCC Application

Aspect	Impact	Magnitude	Sensitivity	Significance
Economy - Construction	Impact on the economy due to employment for construction including trickle-down effects – CCC application only	Small	Medium	Slight/ Moderate Positive (local) Slight (regional)
Economy - Operation	Impact on the economy due to employment including trickle-down effects – CCC application only	Small	High-Medium	Moderate to Significant Positive (local) Slight (sub regional)
Tourism and Recreation - Construction	Footpath users of the Thornton-le-Moors to Frodsham Greenway – CCC application only	Negligible/ Small	Medium	Negligible to Slight Negative (local) None (sub regional)
Tourism and Recreation - Operation	Footpath users of the Thornton-le-Moors to Frodsham Greenway – CCC application	Negligible/ Small	Medium	Slight to Negligible (medium to long term) Negligible (sub regional)
	Creation of community Ecology Park - CCC application	Small	Medium	Slight to Moderate Positive (local) Negligible (sub regional)
	Creation of visitor centre once CCC application is substantially complete – CCC application/entire site	Small	Low/ medium	Slight positive (local) Negligible (sub regional)
Cumulative Impacts (Economic)	Economic impact in combination with Quinn Glass – CCC Application	Small	Medium	Moderate Positive (local) Slight (sub regional)
	Economic impact in combination with INEOS Chlor, Port of Weston Liverpool John Lennon Airport, Biossence & Biodiesel Plant (all in combination)	Small to Negligible	Medium	Moderate Positive (local and sub regional)
	Economic impact in combination with non –committed development and allocations – CCC Application	Moderate	Medium	Significant (local) Moderate (sub regional)

Aspect	Impact	Magnitude	Sensitivity	Significance
	Economic impact – all committed development & allocations	Major (+ve)	Medium	Significant positive (local) Significant positive (sub-regional)
Cumulative Impacts (Tourism & Recreation)	Impacts on tourism and recreation in combination with Quinn Glass	Negligible	Medium	Slight -ve (local) Negligible (sub-regional)
	Impacts on tourism and recreation in combination with INEOS Chlor, Port of Weston & Liverpool John Lennon Airport, Biossence and Biodiesel plants	Negligible	Medium	Negligible
	Impacts on tourism and recreation in combination with non –committed development and allocations	Small	Medium	Slight to moderate (short term) (local) Slight to negligible (medium to long term) Negligible (sub regional)

Table 13.10: Summary of Residual Impacts – DBERR Application

Aspect	Impact	Magnitude	Sensitivity	Significance
Economy - Construction	Impact due to employment for construction including trickle-down effects – DBERR application only	Small	Medium	Moderate Positive (local) Slight (sub regional)
Economy - Operation	Impact due to employment including trickle-down effects – DBERR application only	Negligible- Small	High- Medium	Slight to Moderate Positive (local) Slight (sub regional)
Tourism and Recreation - Construction	Footpath users of the Thornton-le-Moors to Frodsham Greenway – DBERR application only	Negligible	Medium	Negligible (local) None (sub regional)
	Footpath users of the Thornton-le-Moors to Frodsham Greenway – Combined development	Negligible/ Small	Medium	Slight to Negligible (medium to long term) (local) Negligible (sub regional)
	Footpath users of the Thornton-le-Moors to Frodsham Greenway – CCC application	Negligible/ Small	Medium	Slight to Negligible (medium to long term) (local) Negligible (sub regional)
Tourism and Recreation - Operation	Footpath users of the Thornton-le-Moors to Frodsham Greenway – DBERR application	Negligible	Medium	Negligible (medium to long term) (local) None (sub regional)
Cumulative Impacts (Economic)	Economic impact in combination with Quinn Glass	Small	Medium	Slight positive (local and regional)
	Economic impact in combination with INEOS Chlor, Port of Weston, Liverpool John Lennon Airport, Biossence & Biodiesel Plants (all in combination)	Small to Negligible	Medium	Slight positive (local) Slight (sub-regional)
	Economic impact in combination with non –committed development and allocations	Small	Medium	Moderate to significant (local) Slight to Moderate (sub-regional)

Aspect	Impact	Magnitude	Sensitivity	Significance
	Economic impact – all committed development & allocations	Moderate (+ve)	Medium	Moderate to Significant positive (local) Moderate to Significant positive (sub-regional)
Cumulative Impacts (Tourism & Recreation)	Impacts on tourism and recreation in combination with Quinn Glass – DBERR Application	Negligible	Medium	Negligible (local) Negligible (sub regional)
	Impacts on tourism and recreation in combination with INEOS Chlor, Port of Weston & Liverpool John Lennon Airport, Biossence and Biodiesel plants	Negligible	Medium	None
	Impacts on tourism and recreation in combination with non –committed development and allocations – DBERR Application	Small	Medium	Negligible to Slight (local short term) Negligible (sub regional)

[RD1]Level of cum impact?

[RD2]See comments 2 and 4 – this is on the opposite side of the estuary – you would need to go across the Runcorn bridge to get there – is this really local?

Page: 13

[RD3]Why moderate impact on local economy? Ineos is over near Runcorn – surely sub-regional?

Page: 13

[RD4]See comment 2. I would rate this as negligible locally but negligible-slight for sub-region?

Page: 13

[RD5]By RSK or in ES? Again, Weston is near Runcorn – what do we regard as “local” – I would say similar to Ineos?

Page: 14

[RD6]See comments 2 and 4 – this is on the opposite side of the estuary – you would need to go across the Runcorn bridge to get there – is this really local?

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[RD7]I think we need to assess each of the allocations singly, as well as all together.

Page: 15

[RD8]Yes - I agree with this.

Page: 15

[RD9]I have added this para to explain that we haven't gone thru every combination!!

Page: 15

[RD10]Need to define “local” – I would say much of this would be at sub-regional?

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[RD11]Should do the CCC/DBERR/Entire site split here too.

Page: 17

[RD12]And sub-regional?) (same comment for CC and DBERR tables also)

Page: 17

[RD13]Assume none at wider scale?