

## ◆ Population and Health

### INTRODUCTION

1. Intermodal Logistics Park North Ltd. ('the Applicant') is promoting proposals for a new strategic rail freight interchange (SRFI) and associated development on land to the east of Newton-le-Willows, in the jurisdictions of St Helens, Wigan and Warrington Councils. An SRFI is a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems. SRFIs reduce the cost of moving freight by rail and encourage the transfer of freight from road to rail, thereby reducing carbon emissions and contributing to the UK's target to achieve net zero by 2050.
2. Under the Planning Act 2008, the proposals qualify as a Nationally Significant Infrastructure Project (NSIP). Accordingly, an application for a Development Consent Order (DCO) is to be made to the Planning Inspectorate (PINS), which will examine the DCO application on behalf of the Secretary of State (SoS) for Transport.
3. Before making a DCO application, an Environmental Impact Assessment (EIA) of the Proposed Development will be undertaken in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). EIA is a process that provides the decision maker with sufficient information about the likely environmental effects of a project and is used to improve the environmental design of a development proposal. The first stage of this process was the submission of a request for a formal scoping opinion under Regulation 10 of the EIA Regulations.
4. The Applicant submitted an EIA Scoping Report to the Planning Inspectorate in October 2024. This outlined the work undertaken to date and sought advice from the Inspectorate on the likely significant effects of the Proposed Development and the topics that needed to be assessed as part of the Environmental Impact Assessment (EIA). A Scoping Opinion was received in December 2024 and this will be used to inform the EIA process for the Proposed Development. A summary of the main comments received and how the Applicant intends to address these are set out in the table below.

**Table 1 Scoping Opinion comments and responses**

Inspectorate's Comments	Applicant's Response
<p>The Inspectorate agrees that the following matters can be scoped out of further assessment in the population and human health assessment:</p> <ul style="list-style-type: none"> <li>• Risk taking behaviour in operation</li> <li>• Diet and nutrition in construction and</li> </ul>	<p>The Applicant notes these comments and will confirm these matters in the ES, and / or in other chapters of the ES.</p>

Inspectorate’s Comments	Applicant’s Response
<p>operation</p> <ul style="list-style-type: none"> <li>• Housing during construction and operation</li> <li>• Relocation during construction and operation</li> <li>• Community safety during construction and operation</li> <li>• Social participation, interaction and support in operation</li> <li>• Education and training during construction and operation</li> <li>• Water quality or availability during construction and operation</li> <li>• Land quality during construction and operation</li> <li>• Radiation during construction and operation</li> <li>• Health and social care services in operation</li> </ul>	
<p>The Scoping Report is unclear what is meant by ‘built environment’ in this context. The Inspectorate does not therefore agree that this matter can be scoped out on the basis that the Proposed Development would not influence the built environment.</p>	<p>The Applicant uses the definition of built environment as set out in the IEMA Guidance on Effective Scoping in EIA, this will be clarified in the ES. The definition and points for consideration primarily relate to neighbourhood design. On the basis that the Proposed Development is for an SRFI, there is limited opportunity to influence the publicly accessible built environment beyond the proposed avoidance/mitigation measures (i.e. pedestrian/cycle infrastructure upgrades and PRoW provision) which are considered under the ‘physical activity’ and ‘open space, leisure and play’ determinants.</p>
<p>The Scoping Report is unclear what is meant by ‘wider societal infrastructure and resources’. Due to the lack of clarity, the Inspectorate does not agree to scope this matter out at construction and operation. The ES should include a definition of what is meant by these terms and either explain why significant effects are not likely or provide an assessment of significant effects where they are likely to occur and the ES should clearly cross reference where it is assessed.</p>	<p>The Applicant uses the definition of wider societal infrastructure as set out in the IEMA Guidance on Effective Scoping in EIA, this will be clarified in the ES.</p> <p>The Proposed Development would not contribute to wider societal infrastructure and resources until operational. Impacts on some infrastructure/resources listed will be included in the relevant topic chapters, specifically:</p> <p>Traffic and transport (transport infrastructure)</p> <p>Energy and climate change (energy</p>

Inspectorate’s Comments	Applicant’s Response
	infrastructure; climate change mitigation or adaption) Hydrology (water infrastructure) Socio-economics (economic development or GDP) Ecology (protection or enhancement of the natural environment)
The ES should justify why the chosen study area is appropriate and evidence any agreement with relevant consultation bodies. The baseline should be characterised for the identified study area.	The Applicant notes this comment
The ES should set out a methodology to explain how and where baseline data have been gathered.	The Applicant notes this comment

5. This Topic Paper explains the potential population and health impacts of the Proposed Development. Consistent with the Institute of Environmental Management and Assessment (IEMA) Guide to Effective Scoping of Human Health in EIA, the assessment of population and health considers a broad range of health determinants and follows a source-pathway-receptor model to identify and assess population and health effects that are plausible and directly attributable to the Proposed Development.
6. This Topic Paper has been compiled by appropriately qualified, experienced, and competent experts. The author of this chapter is Tara Barratt, a technical expert in environmental epidemiology with over 8 years’ experience. It has been reviewed and approved by Dr Andrew Buroni, who holds a PhD in Health Impact Assessment methods and best practice.

**RELEVANT LAW, POLICY AND GUIDANCE**

**Introduction**

7. The DCO application will be determined pursuant to the Planning Act 2008 and relevant regulations, the National Networks National Policy Statement (‘NPSNN’, adopted 2024) and the National Planning Policy Framework (‘NPPF’, 2024). Relevant local planning policy are material considerations to the extent that they apply to the project.
8. While a wide range of environmental, social and economic factors have the potential to influence population and health, to ensure a focused list, the law, policy and guidance referenced in this section have been included only if they explicitly relate to health and/or wellbeing. This will be applied to inform the process, scope, focus and methodology of the population and health assessment.

## National Planning Policy

### *National Policy Statement for National Networks (NPSNN)*

9. Health is a key theme of the NPSNN. Paragraph 4.71 states that new or enhanced national network infrastructure may have direct impacts on health because of traffic, noise, vibration, air quality and emissions, light pollution, community severance, dust, odour, polluting water, hazardous waste and pests. Network infrastructure may also have indirect health impacts: for example, if this affects access to key public services, local transport, opportunities for walking, cycling and wheeling, or the use of open space for recreation and physical activity.
10. Paragraph 4.72 states that effects on human beings should be assessed, identifying any potential adverse health impacts, and measures to avoid, mitigate or as a last resort compensate for adverse health impacts identified as appropriate. Enhancement opportunities are also mentioned, such as promoting local improvements for active travel and horse riders, driven by the principles of good design, to create safe and attractive routes to encourage health and wellbeing; this includes potential impacts on vulnerable groups within society.

### *National Planning Policy Framework*

11. The NPPF (Department for Levelling Up, Housing and Communities, 2024) sets out the planning policies for England.
12. Promoting healthy and safe communities is a central theme, whereby the NPPF states that planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which promote social interaction (including opportunities for meetings between people who might not otherwise come into contact with each other), are safe and accessible, and enable and support healthy lifestyles (paragraph 96).
13. Furthermore, the NPPF (paragraph 98) states that to provide the social, recreational and cultural facilities and services that communities need, planning policies and decisions should:
  - plan positively for the provision and use of shared spaces, community facilities and other local services;
  - take into account and support the delivery of local strategies to improve health, social and cultural wellbeing;
  - guard against the unnecessary loss of valued facilities and services;
  - ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and
  - ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.
14. Paragraph 101 also states that to ensure faster delivery of other public service infrastructure, such as healthcare infrastructure, delivery partners and statutory bodies to plan for required

facilities and resolve key planning issues before applications are submitted. Significant weight should be placed on the importance of new, expanded or upgraded public service infrastructure when considering proposals for development.

## Local Planning Policy

### *St Helens Borough Local Plan (July 2022)*

15. Policy LPA02 (Development Principles) states that new development in St Helens Borough will be required to (amongst other factors): contribute to the reduction of socio-economic inequality including health inequalities within St Helens Borough, and between the Borough and other parts of the UK; and promote healthy communities by improving access and opportunities for formal and informal recreation (including through the use of green infrastructure), improving cycling and walking routes, and minimising air, soil, and water pollution.
16. Policy LPA08 (Green Infrastructure) states that the green infrastructure network in St Helens Borough is capable of delivering a wide range of environmental and quality of life benefits for local communities, and the Council will work with other organisations where necessary to (amongst other factors) increase the accessibility of open space within walking distance of housing, health, employment and education establishments to promote healthy lifestyles.
17. Policy LPA12 (Health and Wellbeing) states that the Council will work with its health and wellbeing partners to promote public health principles, maximise opportunities for people to lead healthy and active lifestyles, and reduce health inequalities for residents within the Borough. Of specific relevance to the Proposed Development, the Council will:
  - encourage improved access to a choice of homes and jobs that meet the needs of the area;
  - encourage people to be physically active by providing opportunities for walking, cycling, outdoor recreation and sport; and
  - manage air quality and pollution.
18. Policy LPD09 (Air Quality) states that development proposals must demonstrate that they will not (amongst other factors) lead to a significant deterioration in local air quality resulting in unacceptable effects on human health and local amenity.

### *Wigan Local Plan (September 2013)*

19. A strategic objective of the Wigan Local Plan relates to health and recreation. Objective HR 1 is to improve health and life expectancy, particularly in the most deprived neighbourhoods, by enhancing opportunities for walking and cycling as part of everyday life; providing more opportunities for people to participate in sport and physical recreation and cultural activities; and improving the environment where people live, and to improve accessibility to quality health care.

***Wigan – Places for Everyone Joint Development Plan Document (March 2024)***

20. Policy JP-G2 (Green Infrastructure Network) states that a strategic approach will be taken to the protection, management and enhancement of our Green Infrastructure in order to protect and enhance the ecosystem services which the Green Infrastructure Network provides, including flood management, climate change mitigation and adaptation. Alongside this primary function an enhanced Green Infrastructure network will support wider public health benefits, including promotion of active travel, food growing and recreational opportunities.
21. Policy JP-G7 (Trees and Woodland) refers to the aim to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them. Amongst many factors, this will be done by improving public access to woodland and trees particularly by sustainable travel models to capture the health and wellbeing benefits whilst managing the associated pressures.
22. Policy JP-P6 (Health) states that to help tackle health inequality new development will be required, as far as practicable, to:
- Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development;
  - Support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice; and
  - Be supported by a Health Impact Assessment for all developments which require to be screened for an Environmental Impact Assessment, and other proposals which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing.
23. Policy JP-C1 (An Integrated Network) states that in order to help deliver an accessible, low carbon Greater Manchester with world-class connectivity, a range of measures will be supported, including (amongst other factors) transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will meet customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy.

***Warrington Local Plan (December 2023)***

24. Policy INF1 (Sustainable Travel and Transport) states that the Council will expect development to (amongst other factors) improve walking and cycling facilities (active travel) including, increase accessibility for all members' of society through improvements and the provision of new infrastructure to make the most of potential environmental, social and health benefits.
25. Policy DC3 (Green Infrastructure) states that the Council, in partnership with other agencies and stakeholders will adopt a strategic approach to the care and management of all the Borough's green infrastructure and seek to protect, enhance and extend the multifunctional network in order to maintain and develop the wider public health, active travel, flood

management, climate change, ecological and economic benefits it provides.

26. Policy DC6 (Quality of Place) states that good design should be at the core of all development proposals having regard to a range of principles, including “movement and accessibility”, which states that places should be designed to meet the principles of active travel and promote a healthy active lifestyle.
27. Policy ENV8 (Environmental and Amenity Protection) states that the Council requires that all development is located and designed so as not to result in a harmful or cumulative impact on the natural and built environment, and/or general levels of amenity. There are specific references to health under the following topics: air quality, land quality and noise.

## Guidance

28. The following guidance is proposed to be followed for the assessment of population and human health:
  - National Planning Practice Guidance;
  - IEMA Guide to Effective Scoping of Human Health in EIA; and
  - IEMA Guide to Determining Significance or Human Health in EIA.
29. The National Planning Practice Guidance (NPPG) (Ministry of Housing, Communities & Local Government, 2022) supports the NPPF and provides guidance across a range of topic areas. As stated in the NPPG, planning and health need to be considered firstly in terms of creating environments that support and encourage healthy lifestyles, and secondly in terms of healthcare capacity (securing the facilities needed for primary, secondary and tertiary care, and the wider health and care system). In addition, engagement with individuals and/or organisations, such as the relevant Director(s) of Public Health, will help ensure local public health strategies and any inequalities are considered appropriately.
30. The IEMA guidance on ‘Effective Scoping of Human Health in EIA’ (IEMA, 2022) defines the approach for scoping wider determinants of health in or out of an EIA and is derived from EU EIA Directive 2014/52/EU.
31. Furthermore, the IEMA guidance on ‘Determining Significance for Human Health in EIA’ (IEMA, 2022) responds to gaps and inconsistencies across existing guidance as to how health, particularly regarding significance (including sensitivity and magnitude classifications), is assessed in EIA. This promotes greater consistency in the assessment process; particularly in how EIA health conclusions are reached, interpreted, defended and applied to the greatest positive effect.

## SITE DESCRIPTION

### Site location

32. The DCO Site is located on the eastern extent of Newton-le-Willows in a flat, agricultural landscape. The DCO Site is located within the local authority areas of St Helens Borough

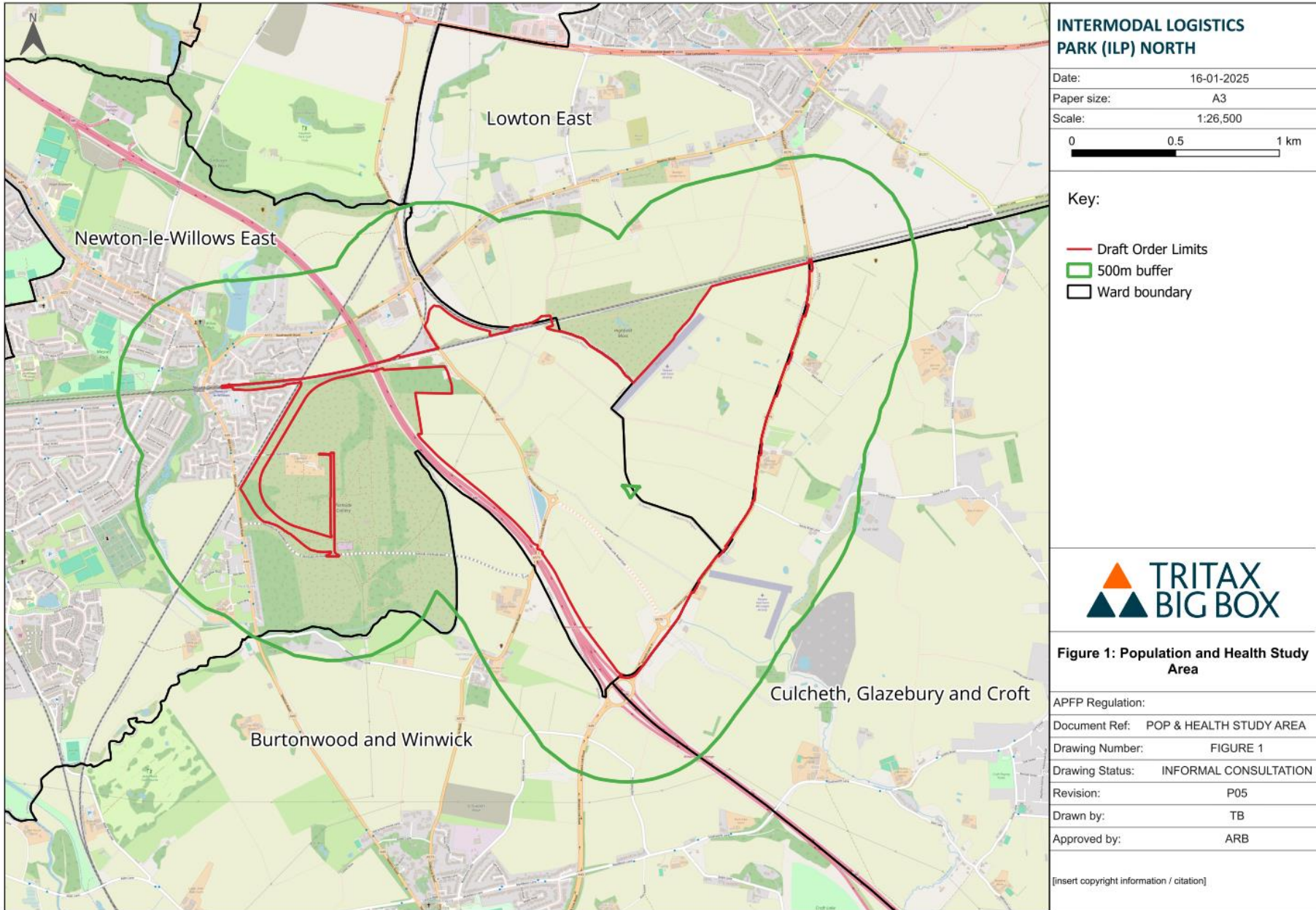
Council, within the Liverpool City Region Combined Authority; Wigan Council, within the Greater Manchester Combined Authority; and Warrington Borough Council .

33. The DCO Site is split broadly in two sections:
- the Main Site – land to the east of the M6 motorway, to the south of the Chat Moss Line and to the west of Winwick Lane incorporating the triangular parcel of land located to the west of Parkside Road and to the north of the Chat Moss Line;
  - the Western Rail Chord – land to the west of the M6 motorway, which bisects the DCO Site in a northwest southeast orientation, and to the east of the West Coast Mainline.
34. The majority of the land contained within the Main Site is bound to the north by the Chat Moss Line (Liverpool-Manchester railway line), to the west by the M6 motorway and to the southeast by Winwick Lane (A579). The Main Site south of the Chat Moss Line is approximately 198 hectares in size. The Highfield Moss Site of Special Scientific Interest (SSSI) is also adjacent to the north of the DCO Site, which is described in more detail below. A number of other uses exist at the Main Site currently, including:
- Kenyon Hall Airfield, which is a small airfield used by the Lancashire Aero Club for recreational flying of small propeller planes;
  - Warrington Model Flying Club, which is a model club for radio controlled model aircraft; and
  - Highfield Farm, which is comprised of two agricultural/residential buildings set within a curtilage surrounded by agricultural fields.
35. The majority of the Main Site is comprised of agricultural fields used for arable crops, with some small patches of woodland in the east. There are also a number of residential properties, farmsteads and a commercial yard within the Main Site. Parkside Road (A573) runs through the DCO Site to the south before passing over the M6 where it provides access to Parkside Link Road West.
36. The triangular parcel of land located to the north of the Chat Moss Line and to the east of Parkside Road also forms part of the Main Site.
37. The Western Rail Chord of the DCO Site is approximately 12 hectares in size and is bordered to the west by the West Coast Mainline railway, to the north by the Chat Moss Line and to the east by the Parkside West Development. The Western Rail Chord is comprised of safeguarded land for the rail-turn head to enable trains to be serviced to and from the North and the East.
38. The Western Rail Chord is comprised of scrub land and areas of woodland which are set within the context of an area of redevelopment with commercial uses proposed, which is known as Parkside West, and is currently being promoted through the Town and Country Planning Act process.



## Baseline environment

39. As baseline data is limited to administrative boundaries, the collection of health data (relevant to environmental health determinants) focusses upon all administrative areas that fall within 500m of the Proposed Development. As shown in Figure 1, this comprises: Newton-le-Willows East ward; Lowton East ward; Burtonwood & Winwick ward; and Culcheth, Glazebury & Croft ward.



40. Table 2 outlines existing local health circumstance in the wards where the Proposed Development is located/adjacent to (Newton-le-Willows East ward; Lowton East ward; Burtonwood & Winwick ward; and Culcheth, Glazebury & Croft ward), using the district study area (St. Helens, Wigan and Warrington), regional (North West) and national (England) averages as relevant comparators.
41. As shown, the local health circumstance in the ward study area is worse than the national average for the majority of health indicators analysed. Exceptions to this include: life expectancy for males; emergency hospital admissions for chronic obstructive pulmonary disease (COPD); incidence of all cancer; hospital admissions for alcohol attributable conditions; and deaths from causes considered preventable (under 75 years).

**Table 2 Local health circumstance summary**

Indicator	Ward study area	District study area	North West	England
Life expectancy for males (years)	79.6	78.0	n/a	79.5
Life expectancy for females (years)	82.1	81.5	n/a	83.2
Emergency hospital admissions for all causes (standardised admission ratio (SAR))	111	119.1	116.9	100
Emergency hospital admissions for coronary heart disease (SAR)	108.1	121.2	125	100
Emergency hospital admissions for stroke (SAR)	108.8	117	109.8	100
Emergency hospital admissions for myocardial infarction (SAR)	107.5	119.4	115	100
Emergency hospital admissions for chronic obstructive pulmonary disease (SAR)	90	106.3	128.7	100
Incidence of all cancer (standardised incidence ratio (SIR))	98.4	102.4	103.6	100
Emergency hospital admissions for intentional self harm (SAR)	161.5	188.9	126.6	100
Hospital admissions for alcohol attributable conditions (narrow definition)	97.2	117.8	112.5	100
Deaths from all causes, all ages (standardised mortality ratio (SMR))	110.2	116.5	111.9	100
Deaths from all cancer, all ages (SMR)	100.6	106.4	107.5	100
Deaths from circulatory disease, all ages (SMR)	108	113.5	108.9	100
Deaths from coronary heart disease, all ages (SMR)	114.6	116.3	117.7	100
Deaths from stroke, all ages (SMR)	115.4	112.3	n/a	100
Deaths from respiratory diseases, all ages (SMR)	127.9	135.8	122.7	100

Indicator	Ward study area	District study area	North West	England
Deaths from causes considered preventable, under 75 years (SMR)	95.8	120.4	125.1	100
<b>Key:</b>				
	Better than the national average			
	Worse than the national average			

**DEVELOPMENT DESCRIPTION**

42. The Proposed Development is a Strategic Rail Freight Interchange (SRFI) and associated development comprising:

- provision of a rail terminal serving up to 16 trains per day, including ancillary development such as container storage, cranes for the loading and unloading of shipping containers, Heavy Goods Vehicle (HGV) parking, rail control building and staff facilities;
- a rail turn-back facility within the Western Rail Chord;
- up to c.767,000 square metres (m<sup>2</sup>) (gross internal area) of warehousing and ancillary buildings with a total footprint of c.590,000m<sup>2</sup> and up to c.177,050m<sup>2</sup> of mezzanine floorspace, subject to ongoing design and market assessment, comprising a mixture of units with the potential to be rail-connected, rail served and additional units;
- new road infrastructure and works to existing road infrastructure;
- provision of overnight lorry parking for users of the SRFI;
- new energy centre and electricity substations, including central battery storage and potential provision of central Combined Heat and Power (CHP) units to augment the grid supply in the case of demand exceeding instantaneous firm and variable supplies;
- provision of photovoltaics and battery storage on site;
- strategic landscaping and open space, including alterations to public rights of way and the creation of new ecological enhancement areas;
- demolition of existing on-site structures (including existing residential dwellings / farmsteads and commercial premises);
- potential relocation of the Huskisson Memorial; and
- earthworks to regrade the DCO Site to provide appropriate access, connections to the railway, development plots and landscape zones.

**OUR APPROACH TO THE ASSESSMENT**

43. There are two elements to the population and health study area:
- the study area for baseline data collection in order to establish the existing local burden of poor health and associated sensitivity to changes in the environmental and socio-economic environment; and
  - the study area for receptors assessed, and the associated environmental and socio-economic changes at these receptors.
44. The study area defining the relevant sensitive receptors identified for assessment purposes is proposed to remain consistent with the inter-related technical aspects which inform the assessment of population and human health.
45. In order to identify any particularly vulnerable groups which should be considered in the equality assessment, a study area of 500m from the draft Order Limits has been used to identify all receptors using OS AddressBase data who are particularly sensitive and could experience disproportionate or differential effects (for example, those using schools and care homes), consistent with the Equality Act 2010. The results will ensure a focussed assessment beyond the population health assessment being undertaken. The results of an initial analysis are presented in Table 3.

**Table 3 Vulnerable receptors**

Receptor name	Receptor classification	Address	Scoped in/out justification
St Peters C of E Primary School	Education	Birley Street, Newton Le Willows, Newton-Le-Willows, WA12 9UR	Scoped in – majority of users will be young people (where age is the protected characteristic).
St Peters C of E Primary Church	Place of Worship	1 Church Street, Newton Le Willows, WA12 9SU	Scoped in – religion is a protected characteristic.
Former Red Bank Community Home	Residential institution	Winwick Road, Newton Le Willows, WA12 8EA	Scoped out – facility is permanently closed.

Receptor name	Receptor classification	Address	Scoped in/out justification
Mesnes Park	Leisure	Park Road North, Newton Le Willows, WA12 9TA	Scoped out – as publicly accessible open space, users of this park would be varied in nature, whereby there is no specific primary user that is considered vulnerable. On this basis, it is considered that there is no potential for disproportionate/differential effects; impacts on amenity for users will be considered in the assessment of open space and PRow.
S23 Personal Fitness	Leisure	172 Southworth Road, Newton Le Willows, WA12 0BS	Scoped out – the users of this gym would be varied in nature, whereby there is no specific primary user that is considered vulnerable. On this basis, it is considered that there is no potential for disproportionate/differential effects.

## LIKELY MAIN EFFECTS OF THE PROPOSALS

### Introduction

46. The following health determinants are scoped in for consideration in the construction phase assessment:
- air quality;
  - noise and vibration;
  - transport modes, access and connections;
  - visual environment;
  - access to open space and PRow for physical activity and recreation;
  - loss of community resources;
  - non-home based workforce (and impacts on risk taking behaviour and access to health/social care); and
  - employment and income.
47. The following health determinants are scoped in for consideration in the operational phase assessment:
- air quality;
  - noise and vibration;

- transport modes, access and connections;
  - visual environment;
  - access to open space and PRow for physical activity and recreation; and
  - employment and income.
48. The assessment will consider the potential for health and wellbeing effects associated with changes for each of the above determinants directly attributable to the Proposed Development at the population level, including on vulnerable groups.
49. The sections below outline in more detail the likely main effects of the proposals and how they will be assessed.

## **Construction phase**

### ***Air quality***

50. The construction phase is anticipated to contribute to local and temporary changes in air quality (dust, particulate matter and nitrogen dioxide) associated with on-site construction activities and additional traffic movements required for the delivery of construction materials and worker travel to/from the DCO Site.
51. Embedded mitigation measures would be implemented in order to reduce the generation of dust and release of air pollutants, outlined within a Construction Environmental Management Plan (CEMP) (and potentially the Construction Traffic Management Plan (CTMP), Framework Travel Plan (FTP) and Sustainable Access and Movement Strategy).
52. Taking into account the embedded mitigation measures, the assessment of population and health will draw from and build upon key outputs from the air quality assessment to establish potential health and wellbeing impacts during construction.

### ***Noise and vibration***

53. The construction phase is anticipated to contribute to local and temporary changes in noise and vibration exposure associated with on-site construction activities and additional traffic movements required for the delivery of construction materials and worker travel to/from the DCO Site.
54. Embedded mitigation measures, contained within a CEMP (and potentially the CTMP, FTP and Sustainable Access and Movement Strategy), would also contribute to a reduction of noise impacts.
55. Taking into account the embedded mitigation measures, the assessment of population and health will draw from and build upon key outputs from the noise assessment to establish potential health and wellbeing impacts during construction.

***Transport modes, access and connections***

56. The Proposed Development would generate changes in transport nature and flows due to the delivery of construction materials and worker travel to/from the DCO Site. Embedded mitigation measures for the construction phase include the CTMP, FTP and Sustainable Access and Movement Strategy.
57. The transport assessment will establish the increase in overall and HGV traffic on all relevant road links, with detailed analysis completed across a range of themes.
58. The following themes are considered to be relevant to population and health:
- severance;
  - pedestrian and cyclist amenity;
  - fear and intimidation; and
  - risk of road traffic accidents/injury.
59. The population and health assessment will draw from and build upon key outputs from the assessment of the above themes in the transport assessment to more effectively communicate the potential impacts on health and wellbeing.

***Visual environment (on community identity, culture, resilience and influence)***

60. Construction of the Proposed Development may impact the visual environment for residents and from open space/PRoW during the daytime and night time periods (due to night lighting).
61. Changes in the visual environment may influence local pride and wellbeing, and how local communities sense control over their living environment. Changes in the visual environment from open space/PRoW particularly may influence how likely someone is to use that resource for physical activity and recreation. Both elements would be assessed.
62. The population and health assessment will draw from and build upon key outputs from the landscape and visual assessment to establish where visual impacts would occur, if any, and the consequence this may have on health and wellbeing.

***Access to open space and PRoW for physical activity and recreation***

63. The Proposed Development would be built on land which is primarily agricultural in nature and is not publicly accessible and so will not impact existing access to open space. However, some PRoW which currently cross the DCO Site may be closed or diverted during the construction phase.
64. Such measures would contribute to mitigating adverse impacts on use of PRoW for physical activity and recreation. The impact will be considered in the context of access to nearby accessible and comparable resources that could be used as a temporary alternative for physical activity and recreation.



65. There is also the potential to provide new PRow that could enhance access for physical activity and recreation. Such provision will be explored as part of the design evolution.

***Loss of community resources (for social participation, interaction and support)***

66. The Main Site includes Kenyon Hall Airfield which is a small airfield used by the Lancashire Aero Club for recreational flying of small propeller planes. In addition, Warrington Model Flying Club use the land for flying radio controlled model aircraft.
67. The Proposed Development would result in the loss of these community resources, and without mitigation has potential impacts on social participation, interaction and support.

***Non-home based workforce (and impacts on risk taking behaviour and access to health/social care)***

68. Given the scale of construction employment, there is potential for a large proportion of non-home-based workforce.
69. Without mitigation, the temporary relocation of construction workers to the area surrounding the DCO Site for an extended period of time may change the social/cultural environment locally (this includes risk taking behaviour).
70. In addition, non-home-based workers may need to access primary and secondary healthcare during their period of temporary relocation. This has the potential to temporarily increase demand for such services, with associated potential impacts on access for permanent residents.
71. The socio-economic assessment will undertake a modelling exercise to establish labour need and workforce availability. This will feed into estimates of how many non-home-based workers would be required during the construction phase, and considering appropriate mitigation measures, the associated impact on risk taking behaviour and access to health/social care.

***Socio-economic factors (employment and income)***

72. The construction phase would generate temporary direct employment opportunities (primarily for construction workers), with associated indirect employment opportunities from supply chain activity (indirect) and local spending on goods and services by employees (induced).
73. Having a consistent income and being in long-term employment are two of the most important wider determinants of health. The population and health effects will be established based on estimated construction employment magnitude and distribution.
74. It is worth noting that as there is the potential for a non-home-based workforce (to be established based on labour need and workforce availability modelling), the socio-economic benefits associated with construction employment may be diffused.

## Operational phase

### *Air quality*

75. There is potential for long-term operational changes in air quality from operational staff and freight movements, the nature of which will be dependent on the HGV fleet and redistribution of transport movements. In addition, there would be a new energy centre, the emissions of which will depend on its design.
76. Taking into account the embedded mitigation measures, the assessment of population and health will draw from and build upon key outputs from the air quality assessment to establish potential health and wellbeing impacts during operation.

### *Noise and vibration*

77. The Proposed Development would be operational 24 hours a day, 7 days a week, and noise will be generated by rail movements, HGVs entering/exiting the DCO Site and general yard noise.
78. Taking into account any embedded mitigation measures proposed, the assessment of population and health will draw from and build upon key outputs from the noise assessment to establish potential health and wellbeing impacts during operation.

### *Transport modes, access and connections*

79. The proposed Development will result in a change in transport movements and nature locally. The transport assessment will establish the change in traffic, including HGVs, on all relevant road links, with detailed analysis completed across a range of themes. Embedded mitigation measures for the operation phase include the FTP and Sustainable Access and Movement Strategy and Operational HGV Routing Strategy.
80. The following themes are considered to be relevant to population and health:
  - severance;
  - pedestrian and cyclist amenity;
  - fear and intimidation; and
  - risk of road traffic accidents/injury.
81. The population and health assessment will draw from and build upon key outputs from the assessment of the above themes in the transport assessment to more effectively communicate the potential impacts on health and wellbeing.

### *Visual environment (on community identity, culture, resilience and influence)*

82. The Proposed Development would be operational 24 hours a day, 7 days a week, and has the potential to impact the visual environment for residents and from open space/PRoW during

the daytime and night time periods (due to night lighting). There could be both positive or negative effects.

83. Changes in the visual environment may influence local pride and wellbeing, and how local communities sense control over their living environment. Changes in the visual environment from open space/PRoW particularly may influence how likely someone is to use that resource for physical activity and recreation. Both elements would be assessed.
84. The population and health assessment will draw from and build upon key outputs from the landscape and visual assessment to establish where visual impacts would occur, if any, and the consequence this may have on health and wellbeing.

#### ***Access to open space and PRoW for physical activity and recreation***

85. Potential avoidance/mitigation measures include permanent pedestrian/cycle infrastructure upgrades and PRoW provision, with associated health and wellbeing benefits to the local community and staff who commute by modes of active transport. This has the potential to improve access to resources for physical activity and recreation.

#### ***Socio-economic factors (employment and income)***

86. The Proposed Development would generate long-term direct employment opportunities, with associated employment opportunities from supply chain activity (indirect) and local spending on goods and services by employees (induced).
87. The population and health effects will be established based on estimated operational employment magnitude and distribution.

### **PROPOSED APPROACH TO MITIGATION**

88. Mitigation measures adopted as part of the construction and operation of the Proposed Development will focus on precursors to health and wellbeing outcomes, thereby providing an opportunity for intervention to prevent any adverse impacts.
89. During construction, the implementation of best practice measures detailed within the CEMP would control the generation or release of environmental pollutants with the potential to cause adverse population and health outcomes. Similarly, a CTMP, FTP and Sustainable Access and Movement Strategy would detail designated construction traffic routes and other measures to encourage active, public or shared travel modes for construction workers to reduce the overall direct impact on highways and indirect impacts on non-motorised users.
90. An Operational HGV Routing Strategy would be developed for the operational phase, which would also seek to reduce the overall direct impact on highways and indirect impacts non-motorised users.

### **NEXT STEPS**

91. The next steps for the population and health topic will be to build upon the snapshot baseline information provided in Table 2 to establish local health circumstance and trends. No survey

work is required to be completed as all baseline data collection is from third party sources.

92. We will seek to engage with the public health teams in St. Helens, Wigan and Warrington districts for comment on scoping outputs and this topic paper.
93. As the population and health topic has several inter-dependencies (air quality, noise and vibration, transport, landscape and visual, socio-economics), the PEIR output (key consultation tool for the Development Consent Order (DCO) statutory consultation, prior to the final Environmental Statement (ES)) will be dependent on what specific topic outputs are available, which will be dependent on the modelling work and level of assessment that has been completed at that date. However, the intention is to provide as full of an assessment as possible in the form of a draft ES, including quantitative assessment of operational changes in air quality if operational traffic data is available.
94. This topic paper forms part of the material available for the informal consultation that is taking place between 27 January 2025 and 21 March 2025. Should you wish to comment on this paper or any other matters related to the Proposed Development you can respond to the informal consultation via:
  - ILP North website – [www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north](http://www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north)
  - Email [ilpnorth@consultationonline.co.uk](mailto:ilpnorth@consultationonline.co.uk)
  - Freepost ILP North
  - 01744 802043