Strategic Employment Site, on land to the East of the M5, south of Junction 6, west of Pershore Lane

Environmental Statement

Non Technical Summary

March 2010
Strategic Employment Site, on Land to the East of the M5, south of Junction 6, west of Pershore Lane Outline Application

Non-Technical Summary of the Environmental Statement
March 2010

Introduction

An application for outline planning permission has been submitted to Wychavon District Council by Advantage West Midlands (AWM) and Bosch Thermotechnology Limited (Worcester, Bosch Group) (herein referred to as the ‘Applicants’) to provide a commercial/industrial development at the Strategic Employment Site, on Land to the East of the M5, south of Junction 6, west of Pershore Lane.

Specifically, the ES has been prepared to accompany the outline planning application for the ‘Application Site for Worcester, Bosch Group’ (herein referred to as the ‘application site’) and also supports the promotion of ‘Worcester Technology Park’ development through the South Worcestershire Joint Core Strategy. Overall, these areas make up the ‘Strategic Employment Site, on Land to the East of the M5, south of Junction 6 west of Pershore Lane’ (herein referred to as the ‘whole site’).

Worcester, Bosch Group is seeking to relocate from Warndon, Worcester to new premises situated to the east of the M5, south of junction 6. The Worcester Bosch Group has been a major employer in Worcester for 47 years, starting out as Worcester Engineering. The proposed development for the application site will allow for the relocation and expansion of a large local employer in the Bosch Group, whose aims are to increase employee numbers to 3000. The development will bring with it a range of associated benefits for the local area, most notably through the creation of jobs (directly and indirectly) during both the construction and operational stages.

Halcrow Group Ltd (in partnership with Barton Willmore and Phil Jones Associates) has undertaken an Environmental Impact Assessment (EIA) of the proposed development in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (as amended).

This non-technical summary briefly describes the proposed development and summarises the results of the Environmental Statement (ES).

The Site & Surrounding Area

The area for which the development proposals are considered is situated on the Strategic Employment Site, on Land to the East of the M5, south of Junction 6, west of Pershore Lane, adjacent to the Pershore Lane (A4538). The whole site lies within the administrative boundaries of Wychavon District Council and borders the north-east of the Worcester City Council area (See Figure 1). The whole site is approximately 71.67 hectares in total, comprising the application site (which is approximately 52.12 hectares) and the Worcester Technology Park site (which is approximately 19.55 hectares in area).

The application site comprises predominantly agricultural fields with some areas of mature woodland and mature hedgerows. The largest of the mature woodland areas is an Ancient Woodland and once formed part of Wardon Wood. There is also an area of TPO trees that run along the edge of the existing watercourse in the centre of the whole site.

The application site is an irregular triangle in shape and is bordered to the east by the A4538 Pershore Lane, to the south by the Worcester Technology Park site and to the west by the southbound carriageway of the M5 motorway. A watercourse, forming part of the Barbourne Brook catchment, also meanders through the application site.

The Worcester Technology Park site comprises predominantly agricultural fields which are surrounded by mature hedgerows. The Worcester Technology Park site is an irregular triangle in shape and is bordered to the east and south by the B4636 Newtown Road, to the north by the application site and to the west by the southbound carriageway of the M5 motorway.

The land within the wider area to the north, east and south of the whole site consists largely of
open fields and agricultural land. The land west of the M5 is predominantly urban in nature, consisting of densely populated residential estates which constitute the eastern edge of the city of Worcester.

The Proposals

The application site for Worcester, Bosch Group is to accompany ‘the applicants’ outline planning application with detail on the proposed access arrangements, landscaping and earthworks. The land south of the application site (referred to as the Worcester Technology Park) is the land that AWM are promoting through the South Worcester Joint Core Strategy (SWJCS) for employment led uses (B1 and B2) and is separate to this outline planning application.

The proposals for the whole site include the following:

- The application site comprises 52.12ha of land which includes for industrial floor space comprising B1, B2 and ancillary B8 uses, training facilities, car parking provision, public open space and landscaping, water balancing areas, creation of a cycleway and woodland and access and servicing arrangements (See Figure 2); and
- The Worcester Technology Park comprises 19.55ha of land which proposes a range of B1/B2 units envisaged to consist of a relatively low rise development (See Figure 2).

The main access will be onto A4538 Pershore Lane with a secondary access onto the B4636 Newtown Road.

The proposed development for Worcester, Bosch Group will provide in excess of 3000 jobs at the application site. The planning application is presented to enable the relocation of Worcester, Bosch Group to a larger site and thus fulfilling their overall plans for expansion. The company seeks to develop a first phase of development which could commence in 2012. An expansion of the first phase of operation is proposed and could commence in 2015.

The Worcester Technology Park provides potential for start-up and move on accommodation for investors. The offer of the Worcester Technology Park site and its relationship to Worcester, Bosch Group is foreseen to be an advantage to supply chain industries currently served by or having the potential to be linked to this major employer.
The Environmental Assessment Process

A scoping exercise for the proposed development was undertaken with Wychavon District Council with a formal EIA Scoping Report submitted in October 2008. In November 2008 a scoping opinion was issued to Wychavon District Council. As part of the environmental assessment process, discussions to agree the baseline and assessment content took place with various parties including, but not limited to:

- Worcestershire County Council;
- Wychavon District Council;
- Worcester City Council;
- The Environment Agency;
- Natural England;
- Worcester Wildlife Trust;
- Forestry Commission; and,
- Highways Agency.

Public consultation with stakeholders has also been undertaken and has informed the content of the environmental assessment process and the evolution of the development proposals.

Planning Policy Context

The proposals to develop a Strategic Employment Site to the east of the M5 are broadly consistent with national policy guidance. The proposals embrace sustainable development and support the development of a strengthened economic base. In terms of developing a Greenfield site, the proposals will have adverse impacts and these have been identified and compensated for within the proposals for the application site. The proposals are delivering a high standard of environment adapting and making improvements to the local highway infrastructure.

The planning application is presented to enable the relocation of Worcester, Bosch Group to a larger site and thus fulfilling their overall plans for expansion within South Worcestershire. The company’s current site at Warndon is not large enough to accommodate the proposed development floor space that forms the basis of the planning application. Other alternative sites have been researched and considered as part of the representations on the SWJCS. However, the application site is considered to be most suitable to meet the scale and nature of the Worcester, Bosch Group operations.

As there is policy support in a range of documents for the development of a high technology employment site in this location (including the Wychavon District Council’s own evidence base that supports the cross boundary allocation of 25 hectares of employment land) it is considered that special circumstances can be demonstrated.

The adopted Regional Spatial Strategy (RSS), the emerging RSS and the emerging SWJCS all support the growth of Worcester and recognise that cross boundary development will be required. The Worcester, Bosch Group proposals represent a significant opportunity to link the aspirations of SWJCS with a major local employer. The land allocated for the application site is not allocated in the SWJCS. The specific allocation of 25 hectares within the broad location is met by the Worcester technology park that is included within the whole site addressed in the ES. In relation to regional planning policy, the proposed development meets many objectives in that it aims to provide a number of new job opportunities in Worcester.

At a local level, the effects of the development proposals of the application site on an area of Ancient Woodland will be managed through demonstrating that an appropriate compensation scheme can be achieved in order to accord with Policy ENV 8 of the Wychavon District Local Plan.

In addition, the diversion of the watercourse will be complex and detailed discussions have taken place with a number of key stakeholders. Once completed, however, the diversion will create a lengthened watercourse and have profile features that reduce the risk of flooding downstream and improved water quality due to new habitats created along its length.

In terms of the impact of increased traffic within the locality, this will be mitigated through highways improvements, the Interim Travel Plan and S106 agreements in order to minimise the impacts on the local and strategic highways network.
Socio-Economic Effects

An assessment of the proposed development in context of the policy framework and socio economic profile of the application site and the wider whole site has been undertaken.

The proposed development of the application site will have long term significant beneficial impacts on the local economy. The proposals have the capacity to primarily create and/or protect a total of 3,195 gross jobs within the surrounding area as a result of the construction and operational activities. In a wider socio economic context, the development clearly has the potential to raise the neighbouring areas’ economic profile with regards to economic activity, employment and income. Overall, this will result in beneficial impacts on the socio-economic receptors, with the residual significance being major beneficial, with no mitigation measures required.

The proposed development of the whole site (including the Worcester Technology Park) will have long term significant beneficial impacts on the local economy. The proposals have the capacity to primarily create and/or protect 5,038 gross jobs within the surrounding area as a result of the construction and operational activities. Most of these employment opportunities (3,000 gross jobs) are likely to be associated with the retention of existing and the creation of new jobs at Worcester, Bosch Group.

Furthermore, in a wider socio economic context, the development of the whole site has the potential to raise the neighbouring areas’ economic profile with regards to economic activity, employment and income, and positively influence their residents’ skills levels. Overall this will result in beneficial impacts on the socio-economic receptors, with the residual significance being major beneficial, with no mitigation measures required.

Biodiversity

An assessment of the ecology issues in respect of the proposed development at the application site and the whole site has been undertaken. The site has been assessed through ecological survey work in 2008 and 2009, and background data searches in 2008. The impact and assessment methodology and habitats and species evaluations are based on the guidance from the Institute of Ecology and Environmental Management (IEEM).

There are no nature conservation sites with statutory or non-statutory protection within the vicinity of the whole site with the potential to be affected by the proposed development. The ecological field surveys recorded the following main habitat types above the assessment value threshold of local value within the whole site: broadleaved semi-natural woodland; mixed semi-natural woodland; individual trees; hedgerow; marshy grassland; and a watercourse.

Detailed surveys have been undertaken for hedgerows, mature trees, marshy grassland, the watercourse, bats, water vole, reptiles, breeding birds, barn owl and terrestrial invertebrates.

Overall, the ecological interest of the whole site’s assessed habitat features are valued as being of between Local and County value. The assemblage of protected species within and adjacent to the whole site, such as bats and breeding birds, are assessed as being of no greater than District value. Impacts considered are those relating to loss and fragmentation of habitats, and disturbance and harm to protected species, both during the construction and operational phases.

Construction activities will be controlled by means of a Construction Environmental Management Plan (CEMP) which will prevent damage to protected species and retained habitats. Translocation (where possible) of habitats of County and District value (marshy grassland, and woodland), as well as habitat creation, will compensate for impacts to habitats and species in the long-term.

Potential impacts to bats will be mitigated through implementing measures such as bat boxes, bat houses and sensitive and controlled lighting, but loss and disturbance to six roosts will be subject to a Natural England European Protected Species License application. By these means the potential for significant adverse impacts to valuable resources such as protected species should be avoided. Management to deliver the long-term protection of features and maximise the wildlife benefits of the open space within the whole site will be undertaken for an agreed period of time. This will be specified in an Ecological Management Plan for the whole site.

Overall, provided the mitigation and compensation strategy is implemented in full, the proposed development of the whole site should avoid, mitigate or compensate for most potentially significant adverse impacts over the
long-term. The loss of mature trees will only be fully compensated for in the very long-term (approximately 100 years) due to the period of time that trees take to mature.

**Landscape & Visual**

An assessment of the likely landscape and visual effects of the proposed development of the application site and wider whole site has been undertaken. Where adverse impacts have been identified, mitigation measures are highlighted that will avoid, reduce or compensate for these impacts. The assessment considered the construction stages, completion of the development at year 1 (i.e. first year as fully operational) and the longer term effects at year 15.

The application site and the Worcester Technology Park site are not considered to be of high landscape value, although a number of the existing features on the whole site are protected under Tree Preservation Orders, due to the contribution these features make to the visual amenity of the areas and also because they are of landscape, historic and ecological interest. Such features and other trees and hedgerows warrant retention or protection, if possible, as part of the proposed development.

For the application site and the Worcester Technology Park, the impacts on the landscape during construction would be moderate adverse due the loss of sections of hedgerows and areas of high value/quality trees within the whole site, and changes to the watercourse and loss of existing habitats adjoining the watercourse. The effects on landscape character will be localised and generally contained within the whole site and immediate surrounding area, and the impacts on landscape character types and units will be minor adverse (due, in part, to the temporary nature of the construction activities). The assessment of other landscape receptors and character areas within the wider landscape all indicate that the likely impacts of construction works will have indirect impacts on views towards the whole site from these areas, primarily due to mobile crane activities.

At completion, the adverse impacts across parts of the application site and Worcester Technology Park as a result of the proposed development would result in a noticeable change to the existing farmland character and fabric of the whole site. However, the effects of the proposed development will be localised to the immediate area of the whole site due to the existing topography and structure of hedgerows and trees. The landscape effects of the proposed development on the application site and the Worcester Technology Park and adjoining area, during the later operational stages, would be mitigated by the compensatory measures including landscape planting, enhancements and increased tree cover, and habitats including new areas of open space, new watercourse habitats and areas of new planting, which would improve the local environment and add interest to the character of the area.

The visual impacts of the proposed development at the application site and Worcester Technology Park will vary depending on the vantage point and type of receptors experiencing the effect. During construction the majority of visual effects will be minor adverse with a small number of receptors experiencing moderate adverse effects. However, although construction works will be prominent features in the local views, such works will be temporary in nature and seen in the context of the existing M5 motorway and overhead power lines when looking in a westerly direction, and proposed fencing and hoarding will reduce the effects on such views.

Similar visual impacts will be experienced at completion of the proposed development at the application site and Worcester Technology Park. However, in the longer term, the adverse visual effects of the development of the whole site will reduce primarily due to users and residents being accustomed to the change in views and enhancements within the whole site and edges to the whole site, especially to the re-aligned watercourse corridor and open space provision. As new planting establishes and matures it would enhance the overall visual appearance of the proposed development, screening some views, increasing tree cover in the locality and integrating the new buildings within the surrounding landscape.

Overall, provided that the mitigation measures identified in the landscape and visual assessment are adhered to, the proposed development on the whole site is anticipated to have negligible impacts on landscape and visual receptors and in the long term result in minor beneficial effects on the immediate locality and wider surrounding landscape.

**Ground Conditions & Contamination**
An assessment of the potential impacts and effects of the application site and the whole site on ground conditions has been undertaken. The potential impact of identified contamination on the proposed development of the whole site has also been undertaken.

The geology at the whole site consists of Mercia Mudstone Group deposits. Alluvial sand and gravel deposits are locally present, associated with the watercourse which crosses the site. In addition, isolated Made Ground deposits have been identified on both the application site and the Worcester Technology Park site.

There are no Sites of Special Scientific Interest (SSSI’s), nor Regionally Important Geological and Geomorphological Sites (RIGS), nor confirmed mineral resources within either the application site boundary or the whole site boundary. Geology and soils have therefore been determined to be of low sensitivity and the magnitude of the impact has been determined to be negligible and have no significant effect.

A Phase 1 Geo-environmental Audit of the whole site identified a number of potential contaminant sources with the primary source being associated with the agricultural use of the land. However, results of chemical testing obtained during a ground investigation across the whole site did not identify any soil or groundwater contaminant concentrations which exceed guideline values and relevant standards. On this basis, the magnitude of the impact of potential contaminants on human health and controlled waters receptors is considered to be negligible and of no significant effect.

Ground gas generation has been assessed to be of minor to moderate significance to human health and building receptors respectively. However, with the use of appropriate and routinely available gas protection measures designed in accordance with the appropriate Construction Industry Research and Information Association (CIRIA) recommendations, the residual significance has been deemed to be negligible.

Sulphate attack on the building fabric has been identified as being of moderate significance. However, following best practice design guidance, as appropriate to the ground conditions, it is considered that the residual significance has been assessed to have no significant effect.

Overall, providing the mitigation measures identified in the assessment are adhered to, the proposed development of the application site and the wider whole site are anticipated to have a negligible impact on the ground condition and contamination.

### Waste Management

An assessment has been undertaken to consider the effect of waste arisings generated from the application site and wider whole site.

The proposed development is likely to generate waste arisings during the following three major phases of works:

- Site preparation and Earthworks;
- Wastes produced during the construction phase; and
- Wastes produced during the operational phase of the proposed development.

For the construction phase, the generation of waste arisings will be mitigated through the implementation of a Site Waste Management Plan (SWMP), achieving a cut and fill balance as part of the earthworks, careful management of the construction site and segregating key waste streams for re-use/recycling. Such best practice measures will result in no significant effects for the application site and a minor adverse significant effect for the whole site on waste management infrastructure in the region.

During the operational phase, the generation of waste will be mitigated through the implementation of a waste management strategy and the inclusion of appropriate storage and disposal facilities to maximise recycling. This will be supported by a waste education programme and the identification of a waste champion/team at the application site and Worcester Technology Park to promote waste awareness and the requirements of the waste management strategy. Overall, such measures will significantly reduce waste generated at the whole site resulting in no significant effects on waste management infrastructure in the region.

### Water Resources

An assessment of the application site and whole site in relation to flooding, watercourse morphology, groundwater and surface water quality issues has been undertaken as a desktop study in line with current best practice.
All impacts identified will be mitigated against or minimised through implementing best practice techniques, innovative scheme design and provision of a drainage strategy, use of sustainable drainage solutions and adhering to the CEMP and the Environment Agency’s Pollution Prevention Guidelines.

However the realignment and re-grading of the watercourse will result in a residual effect of minor adverse significance due to the artificial modification of the watercourse. Conversely, however, the re-grading of the watercourse will reduce flood risk giving a moderate beneficial residual effect.

Providing the mitigation measures identified in this assessment are adhered to, the proposed development at the application site and wider whole site is anticipated to have a minor adverse and moderate beneficial impact on Water Resources. Improvements to the existing watercourse and the implementation of SuDS will have a net beneficial impact on water quality and quantity in the long term.

Appropriate mitigation, once implemented, will avoid, mitigate or compensate for all potentially significant adverse impacts.

### Transport, Movement & Access

A Transport Assessment has been prepared by Phil Jones Associates (March 2009) following discussions with Worcestershire County Council and the Highways Agency to support the outline planning application.

The vehicular traffic associated with the construction phase of the application site and the whole site on the local road network per average day and average weekday has been assessed, and is likely to have a minor adverse to no significant effect.

The operational phase will create some adverse effects due to the increase in traffic volumes; however, the mitigation strategy of improved pedestrian and cycle links to the application site and wider whole site, provision of infrastructure for bus-based public transport and bespoke bus services for the application site, car parking management, all encompassed within a Travel Plan will have moderate beneficial effects, as part of the overall development proposals.

The proposed highway improvements and new accesses will also have an overall negligible effect upon the local network and in some locations will have a minor beneficial effect on highways safety.

### Cultural Heritage

The application site has been assessed through the production of an Archaeological Desk Based Assessment undertaken in 2008.

Archaeological baseline information has been collected and presented by historical and archaeological periods. There are no sites or structures with statutory protection within the site area. However, there is potential for archaeological remains to exist within the application site dating to the prehistoric, Romano-British and medieval periods.

Consultation with Worcestershire County Council Archaeological advisors has confirmed that a programme of archaeological field investigation (evaluation) will be required to support any planning application made. This is in line with the policy requirements of the Worcestershire County Council Local Plan.

Currently this investigative and evaluation work is scheduled to take place in the spring/summer of 2010, in accordance with the requirements of Worcestershire County Council archaeological advisors. The results will be used to determine an appropriate mitigation strategy to be included in an addendum to the ES.

### Noise & Vibration

An assessment has been undertaken to consider the effect that the existing noise climate will have on noise-sensitive elements of the development proposals and the potential for both construction and operational impacts to arise at off-site receptors as a result of the proposed development.

Baseline noise surveys were undertaken at thirteen locations to determine the existing ambient noise levels at the application site. Noise measurements were carried out over several weekdays and nights to obtain representative noise levels. Monitoring was undertaken at two of these locations over the weekend period to measure baseline levels over the quieter Sunday period.

The assessment has found that noise levels at the application site are suitable for the proposed uses. However, mitigation measures may be
required for development close to the application site boundary with the M5 Motorway, A4538 Pershore Lane and the B4636.

The key potential impacts associated with the development proposals include the following:

- noise and vibration from activities during the construction stage;
- the effect on noise levels due to changes in traffic flow on the surrounding road network; and
- noise from activities and equipment within the site affecting identified sensitive receptors.

It is inevitable that there will be some disturbance caused to those residents living nearby during the construction phase of the proposed development. There are few sensitive receptors in close proximity to the application site and the existing noise climate in the area is dominated by traffic noise from the M5 motorway. Therefore, for the majority of the receptors these changes will be barely perceptible leading to a negligible impact and no significant effect, with the exception of Coneybury Cottage, where a minor adverse impact will give rise to a minor significant effect when site preparation works are being carried out close to the application site boundary opposite the property.

The consideration of future road traffic noise has indicated that a barely perceptible change will arise adjacent to the majority of the surrounding road network, leading to a negligible impact with no significant effect.

Mitigation measures have been recommended in the assessment, following consultation with the WDC Environmental Health Department. These include suggested noise limits for the design of fixed items of plant, and the inclusion of glazing and ventilation requirements for proposed buildings where these are required to meet internal noise level standards.

Compliance with these requirements will result in a negligible impact with no significant effect at sensitive receptors adjacent to the application site.

- A review of local existing air quality monitoring data;
- Qualitative assessment of the effect of the construction phase; and
- Quantitative assessment of the operational impact of the proposals using the latest DMRB screening tool methodology.

Particular attention has been given to the potential effect of the additional traffic on air quality in the vicinity of the application site and wider whole site.

Best Practical Means will be employed during the construction phase. Potential dust impacts are assessed to be temporary, of minor significance with no residual adverse impacts anticipated.

Traffic-derived nitrogen dioxide (NO₂) and particulate (PM₁₀) concentrations will both achieve national objectives at the building facades of all sensitive receptors in the vicinity of the application site and wider whole site during the year of opening and future years.

The proposed development is predicted to have a minor impact on local pollutant concentrations; however, such impacts are judged to be insignificant with no residual adverse effects on local air quality.

Nevertheless, air quality enhancement opportunities will be sought through appropriate traffic management, the implementation of a Green Travel Plan and building efficiency measures, which will minimise air emissions from energy production.

### Sustainability

An assessment has been made with regard to the sustainability potential of the proposed development. Sustainable development is a key driver of national and regional planning policies.

The development of the application site and wider whole site will contribute to social, environmental and economic aspects of sustainable development. The key benefit of the proposed development is the retention and expansion of a major local and regional employer. The investment in the application site will act as a catalyst to South Worcestershire and the Midlands region.

Employment provision and the attraction of new and diversified uses within the District will have a supportive impact on the local economy.
and community, providing jobs and boosting the economic growth of Worcester and Wychavon.

The benefits of locating a major employer within South Worcestershire and the potential for new investment to locate alongside the application site, subject to the Worcester Technology Park being brought forward, will increase inter-relationships between both sites and improve the commercial viability of the whole site.

The implementation of a landscape strategy will deliver a structured environment, facilitating improved public access to this environment. The proposals seek to deliver a new network of footpaths, designed to enhance the walkers’ experience as they navigate through a series of environments, ranging from meadow grassland to woodland planting.

An Interim Travel Plan site has been developed for the application site and will seek to improve the provision and uptake of more sustainable modes of transport for employees within the Worcester, Bosch Group and those delegates attending training courses on the site. The opportunities for cycling, walking and using public transport will reduce the impact of the proposed development, including the impacts on congestion, pollutants/emissions and bring health-related benefits to employees choosing to travel by foot or cycle.

Buildings will be designed to the principles detailed within the Design and Access Statement. High environmental standards will underpin the design and buildings will strive to achieve BREEAM ‘Very Good’ standards and aspire to achieve BREEAM ‘Excellent’. An energy strategy is also in place which will improve energy efficiency through effective design of the building fabric and services and incorporating renewable energy measures.

A CEMP will also look to ensure the protection of the environment throughout the construction phase of the site.

Overall, the development proposals offer a strong emphasis on providing a suitable and high quality site, and on providing an efficient and a healthy built environment in which to work. By considering sustainable design and acknowledging the principles of sustainability at this outline stage in the development process, the whole site will aim to provide a comfortable, high quality, and valuable strategic employment site solution. The proposed achievement of the BREEAM standard adds further weight and robustness to the sustainability performance of the whole site.

**Summary**

The proposal for the application site has been subject to an EIA in accordance with the *Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999* (as amended).

A specialist assessment has been undertaken for each of the key environmental topic areas in the ES and, for any adverse impacts identified, mitigation measures have been provided to either reduce or remove the impacts, where possible. In some circumstances the opportunity for improvement has been highlighted and incorporated into the design of the proposed development.

Further details relating to the Environmental Assessment of the proposed development of the application site and wider whole site are provided in the ES.

**Further details and contact information**

Further details relating to the Environmental Assessment of the scheme are provided in the Environmental Statement.

Additional copies of the Environmental Statement can be obtained at the cost of printing or on CD at a cost of £10, by writing to the following address:

**Halcrow Group Limited**
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For the Attention of the EIA Team

For details of your nearest Halcrow office, and the full scope of the Halcrow services, please visit our website [http://www.halcrow.com/](http://www.halcrow.com/)
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