



Volume 1

ON BEHALF OF  
Satnam Millennium Ltd

IN RESPECT OF

Outline application for a new residential neighbourhood including C2 and C3 uses; local employment (B1 use); local centre including food store up to 2000m<sup>2</sup>, A1-A5 (inclusive) and D1 use class units of up to 600m<sup>2</sup> total (with no single unit of more than 200m<sup>2</sup>) and family restaurant/pub of up to 800m<sup>2</sup> (A3/A4 use); site for primary school; open space including sports pitches with ancillary facilities; means of access and supporting infrastructure at Peel Hall, Warrington

AT PEEL HALL, WARRINGTON

ENVIRONMENTAL STATEMENT

NON TECHNICAL SUMMARY

July 2016

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# DOCUMENT CONTROL

**TITLE:** VOLUME 1 – Environmental Statement – Non Technical Summary

**PROJECT:** Peel Hall, Warrington

**JOB NO:** 1820

**CLIENT:** Satnam Millennium Ltd

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## Document

Status	Description	Rev / date	By	Approved by	Issued to	Issue date	Comments
FINAL	ENVIRONMENTAL STATEMENT – NON TECHNICAL SUMMARY	-	DA	DA/DJS	CG	07.07.16	

## Revisions to Final Document

Rev	Description	Rev date	By	Approved by	Issued to	Issue date	Comments

## 1.0 INTRODUCTION

### Purpose and Approach

- 1.1 Satnam Millennium Ltd propose to develop land at Peel Hall, Warrington. This document summarises a formal Environmental Statement prepared following consultations with Warrington Borough Council. The purpose of the Environmental Statement is to set out an assessment of the potential impacts of the proposed development on matters including landscape, ecology, archaeology, air quality, noise, traffic, the local economy and planning policies.
- 1.2 The Statement has been prepared due to the scale of the development proposed and the need for mitigation to minimise any potential adverse impacts identified both during the construction of the development and when it is completed. The delivery of good quality housing in Warrington Borough is a major objective at this time due to the Borough not being able to provide sufficient homes to provide a 5 year housing land supply which is a government requirement.
- 1.3 The application is based upon a Parameters Plan ref 1820/24 (**Appendix APP 6**) prepared by appletons, landscape architects and environmental consultants, which sets out areas for landscape retention, ecological features and proposed planting screen planting. It is intended that the reserved matters applications will be submitted in broad conformity with this parameters plan. A series of access plans ref 1107/10/K, 1107/12/O, 1107/11/J, 1107/09/K, 1107/08/N and 1107/30/E prepared by Highgate Transportation Ltd, traffic consultants. The parameters plan, would be used as a basis for designing the layout of the scheme which would be constructed in phases over a likely period of 14 years.
- 1.4 This document is a summary of Volume 2, the main section of the Environmental statement, using non-technical language. Volume 3 contains maps, plans and detailed reports etc. on which the assessment is based. Before the documents were prepared the scope of its content was agreed with the Local Authority and various other organisations were consulted in respect of the content of the different topic areas.
- 1.5 The proposals are for the construction of a new residential neighbourhood comprising up to 1200 houses, together with up to 2.3 hectares of employment uses, and a local centre including a food store and a family pub. The site will also contain a primary school site and open space provision including sports pitches with ancillary facilities, together with means of access and buffer planting zones. The total site area is circa 69 hectares (170.5 acres). The location of the site is shown on the attached **Appendix APP 6** is the landscape parameters plan. Approval is not sought for this plan at this stage but it is anticipated that a planning condition could be imposed which would require Reserved Matters applications to be broadly

in accordance with the plan. As part of the assessment process the proposed layout has undergone various amendments in response to information gathered. The proposed layout is therefore that which would inherently minimise some of the potential impacts identified especially in respect of habitats, protected species, visual amenity and landscape character.

### **Access**

- 1.8 The proposed vehicular access to the site would be taken off a number of roads around the perimeter of the site including Poplars Avenue to the South, Birch Avenue to the west and Blackbrook Avenue and Mill Lane to the east. Pedestrian access will be from footpath links from adjacent residential areas to the south, east and west as well as from new footpaths alongside the vehicular access ways. The PROW across the site and over the motorway will remain on its current alignment. The associated highways work will form a main spine road through the development allowing access via secondary roads into the various phases of residential development and employment uses. A separate vehicular access for the employment zone would be provided from Poplars Avenue.

## **2.0 DESCRIPTION OF THE SITE**

- 2.1 The site is generally open grassland and scrub vegetation with mature hedges and trees along field boundary drains. There is a small woodland coppice with further mature vegetation surrounding sports pitches towards the eastern and southern boundaries. The highest point of the site is to the east of Peel Hall. From that point the land falls to the North West boundary and to the Southern boundary. The general visual impression gained on the site is that it is predominantly flat without major undulations.

### **Buildings on Site**

- 2.2 Peel Cottage and Peel Hall are both located on Peel Cottage Lane which is located to the north west of the site. Neither of these properties are included in the application.

### **2.3 Land Use**

The site was formerly used for agriculture. It is not part of a registered agricultural holding and has not been farmed for over twenty years due to its isolated nature and the proximity to the settlement. Within the site there are areas of what is described as 'best and most versatile' soils but the amount is under the government's previous guideline and previous Inspectors have agreed this is not a reason to reconsider the principle of development on the site. Due to the need for housing development within Warrington there are no suitable alternative sites. If the development of housing does not occur on the site the land would continue to be un-

used for agriculture, and housing needs in Warrington under this do nothing scenario would remain unmet.

### **3.0 PLANNING POLICY CONTEXT**

#### **3.1 National and Local Plan Policies**

National Planning Policy requires Local Authorities to have a five year supply of land but Warrington does not have this. The site is not within any area which is nationally or locally designated because of its historical, architectural or archaeological interest. The site is not afforded any international, national or local designations in respect of nature conservation or geological importance. The site is not proposed or notated for any use in the current Development Plan. The application site does not lie within a designated Green Belt, Green Wedge, Area of Separation or other open land designation in the Development Plan. The application proposals are compliant with the development plan for Warrington.

#### **3.2 Sustainability**

The site and the proposed development is sustainable. The site is in close proximity to and is within walking distances of local transportation routes, including buses and cycle routes, shopping and other everyday facilities, recreational areas. The proposals include the provision of a primary school and employment uses, and a local centre is proposed in the early phases of this development to increase opportunities to shop and seek local facilities within walking distance. The application proposals create no unacceptable environmental harm or concerns. The application for development will bring employment opportunities and large scale investment to an area needing such employment creation and investment.

## 4.0 ECOLOGY AND NATURE CONSERVATION

### Introduction

4.1 An ecological survey of the site was undertaken in 2013. The objective of the survey was to obtain information on sensitive wildlife habitats or species that may be affected by the development of the site. In 2015 it was re-evaluated to determine if any of the surveys required updating and in 2016 a further nesting bird survey was undertaken and an additional area of land surveyed for habitats. In addition to a survey of habitats surveys were undertaken for the following principle species: Birds: Bats, Badgers and Water Voles: Information was also gained by consulting existing wildlife records. Most of the species previously recorded were common throughout the county and beyond.

### 4.2 Habitats

The site is composed of large abandoned/unused/improved/arable fields sub-divided by ditches and largely fragmented hedgerows. Other habitats present include a small stand of mature broad-leaved plantation woodland and several small ponds. Substantial linear stands of immature broad-leaved plantation woodland occur on the southern boundary of the site. The open fields have been ploughed and left to grow rank and are now composed of a mixture of coarse grasses and tall ruderal herbs.

### 4.3 Survey results

#### Badgers

Surveys in 2013 and 2015 found no evidence of historic, recent or current use of the site by badgers for foraging, commuting or occupation.

### 4.4 Water Voles

Water vole surveys included examination of all ditches and ponds for the presence of burrows, feeding stations, latrines and runs. With the exception of the areas where constraints apply such as dense bankside vegetation the surveys revealed no evidence of current or historical occupation by water vole.

### 4.5 Breeding Birds

The study undertaken in 2015 and 2016 indicates that the site has become increasingly rank/coarse, thus reducing breeding potential for ground-nesting species skylark and possibly meadow pipit. As natural succession advances towards tall herb and scrub communities, the less suitable it becomes for those species which require shorter open grassland habitats for nesting. Barn owls are covered in volume 2 of the Environmental Statement.

### 4.7 Great Crested Newt Evaluation

A survey of all ponds and water courses was undertaken in 2012 and the species was not found to be present on site. The site was resurveyed in 2015 and none of the ponds were considered suitable for the species. Due to the barrier effect of the M62 Motorway it is unlikely that newts would migrate from that direction to the site. There is a single pond to the east

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within a golf course but because of distance commuting to the site is considered to be highly remote.

#### 4.8 Bats

Pipistrelle bats were identified commuting from nearby roosts into the site at four locations; commuting was from the east and from the south although numbers were not notably greater for any one observation point., Pipistrelle bats were found to forage predominantly in central and southern areas of the study site, specifically where woodland edge/linear tree and scrub/hedgerow is present. Other than Pipistrelle, no other bat species were recorded. Those parts of the study site that are concluded to be of high value for bats collectively form a favourable mosaic comprising woodland/woodland edge, scrub, tall grass/ruderal, hedgerow, sheltered lanes/paths, freshwater habitats such as running water (i.e. Spa Brook) and areas swamp. bats. Throughout the site lighting is largely absent within which mosaic of habitats provides a non-illuminated environment for bats.

#### 4.9 Mitigation

In addition to habitat retention/continuity and functionality for foraging/commuting bats across the site can be achieved through provision of access between newly erected units/housing, which could be formed by elements such as residential garden with associated tree/shrub, tree lined roads/pedestrian pathways. If required, low level lighting could be implemented where habitat is retained and/or created; lighting should be avoided or only installed when absolutely necessary and avoid woodland/linear tree that currently forms site boundaries. Moreover, at woodland edges a degree of retained rough grassland/tall ruderal and/or scrub/shrub will be beneficial in as much as it will provide a combined and suitable habitat for invertebrates, which in turn will provide a food resource for bats. Following mitigation it is anticipated that the impact of development on ecology will be **minor to moderate adverse**. There will be **No Effect** on the adjacent LWS Radley Plantation and Pond.

## **5.0 HYDROLOGY, DRAINAGE AND FLOOD RISK ASSESSMENT**

### **Existing Drainage Networks and Water Supply**

- 5.1 Sewer maps provided by United Utilities confirm an existing clean water supply pipe runs adjacent to Peel Cottage Lane and runs to Peel Hall kennels. According to this mapping there are also existing public sewers crossing the western end of the application site. Existing foul and surface water sewers are located to the east at Mill Lane and to the west within the existing residential development at Poplars Avenue.

### **River and Watercourses**

- 5.2 The Environment Agency flood maps and topographical surveys confirm that there are a series of minor watercourses, including the Spa Brook, located within the application boundary. The nearest major watercourse to the development is the Cinnamon Brook which is located approximately 125m to the east of the site

### **Flood Risk**

- 5.3 The Environment Agency confirms that the site is not at risk of fluvial flooding. The main sources of flooding in Warrington are the River Mersey and its 5 key tributaries (Sankey, Padgate, Spittle, Penketh and Whittle Brooks). The development is not within the vicinity of any of these sources

### **Overland Flooding arising from the development**

- 5.4 Surface water from the development will be managed on-site and will be restricted to Greenfield run-off rate; therefore the risk of overland flooding causing by the development is negligible. Surface water discharge from the site can be managed by the use of attenuation ponds.

### **Surface Water Flooding**

- 5.5 The application site is at low risk of surface water flooding. Surface water from the development will be managed on-site via attenuation and will be restricted to the existing run-off rate.

### **5.6 Proposed Surface Water Drainage Strategy**

There are no public surface water sewers crossing the development site. The proposed options of surface water discharge include to an adequate soakaway/ infiltration system, a water course, and a sewer.5.8 As the site is also located within a groundwater source protection zone discussions with Environment Agency as the design progresses will need to

be undertaken in order to agree what areas could be utilised for soakaway drainage but at the same time protect the groundwater from contamination. There are existing ponds and minor watercourses located within the application site including the Spa Brook. It is proposed that surface water from the development will discharge to attenuation ponds which in turn will discharge to the existing watercourses and ditches within the site.

#### 5.7 Proposed Foul Water Drainage Strategy

Suitable foul water networks are located to the east at Mill Lane, to the west at Windermere Lane and to the west within the site boundary

## 6.0 LANDSCAPE AND VISUAL IMPACT ASSESSMENT

### 6.1 Introduction

Predictions and assessments of effects were made in the context of the proposed development set out by Appletons drawing **Appendix APP6**, and have been made in accordance with recognised guidelines.

### 6.2 Location and Context

The proposed site is located in north Warrington 1.2km from the southern outskirts of Winwick village to the north of the town centre. Other settlements are Newton Le Willows, 5.0 kilometres to the North West, Padgate, 2.5km to the South East and Birchwood at 4 kilometres due East. The site lies to the south of the M62, which is the main route from Manchester to Liverpool with links to the M6, M60 and M57. To the west is the A49 which is a key arterial route running northwards out of Warrington linking to the M62 and Winwick village beyond. To the north of the site beyond the M62 is open farmland with the settlement of Winwick located beyond to the North West. To the East and West the predominantly land use is residential, as is the south, though with areas of open space and playing fields.

### 6.3 Landscape Designations

No statutory or non-statutory landscape designations apply to the site or its surroundings

### 6.4 Character of the Site and Adjacent Land

The site is currently unused open land previously used for agriculture though this use has now ceased. The land includes a small plantation of trees and unmanaged hedgerows, though the land is generally open in character. A network of ditches is present on the site. The character of the Site itself is considered to be urban fringe. The predominant use and character to the south, east and west of the site is residential. The land to the north beyond the M62 is rural in character. There would be **neutral** impact on the character of the residential areas. The impact of the development on land to the north, which is already visually influenced by the M62 motorway would be mitigated by screen mounds and planting undertaken during the early stages of development and would be negligible. The land to the west of the site is distinctly urban fringe in character. The central area of the site is more open. It is heavily influenced both in visual terms and audibly by the M62 motorway which is at grade at this point. The motorway is illuminated and the lighting columns and traffic using the motorway dominate. The eastern zone is by contrast with the other two is smaller in scale due to the size of redundant field parcels and enclosure given by tree and hedge cover. The motorway is in cutting at that point and traffic noise and visual intrusion is less

## 6.5 Landscape Impacts

Landscape impacts include the loss of vegetation and change in land use. There would be a loss of agricultural land which would be irreversible. The loss of best and most versatile agricultural land can be considered to be **'moderate' adverse**. It is considered however that this loss would be balanced by the planning benefits of housing provision in accordance with current policy contained within the NPPF. The land is no longer farmed however, and in mitigation a soil conservation strategy would be put in place to maximise the re-use of top soil resources. In terms of other landscape features such as watercourses and vegetation they would be retained and enhanced. The residual impact for those features would be therefore **neutral**.

## 6.6 Visual Impact

### 6.6.1 Highways

Users of the M 62 motorway would be aware of construction works to the central area of the northern part of the site, where it is at grade and where clear views are possible for the period of the formation of screen mounds. However motorists and their passengers would be travelling at speed and would have oblique views. In any event views from roads are not considered to be 'sensitive'. The phasing of onsite operations would ensure that proposed screening and assimilation features, such as mounds and tree planting to the northern boundary to give visual screening to the motorway would be undertaken at the earliest practicable opportunity and within year 1 of commencement of the construction phase. The residual impact on highway users is considered to be **minor** prior to mitigation and **negligible** after the construction of the screen mounds.

### 6.6.2 Footpaths and open space

It is considered that users of footpath are sensitive. as views gained would be of a slow passing nature and more sensitive than vehicle users who are travelling at speed. There is no authorised pedestrian access to the main body of the site other than the public right of way which crosses the motorway and follows Peel Cottage Lane in the north east corner. Views of the site from the pedestrian over-bridge to the M62 motorway are panoramic of the whole the site. These views would be very difficult to screen. but this would be a short experience of a longer route. In the length leading to the motorway footbridge the track is well screened and views are limited. Beyond the motorway to the north possible views of the site diminish with distance. Views of the site from that direction are restricted to the central area of the site. To the east and west the site is screened by motorway embankment and mature trees within the curtilage of the motorway itself. After the screen mounds have been constructed views from

the north would be obscured. It is considered that the residual visual impact on public footpaths would be **minor**.

#### 6.6.3 Users of the Amenity Space/Playing Fields to the East and South of the Site

Users of open space and playing fields are considered to be sensitive visual receptors. As part of the development the existing playing fields to the east would be developed as part of the scheme and consolidated with the playing field to the south east. The proposed and existing playing fields would be subject to appropriate landscape treatment to assimilate them into the new development.

#### 6.6.4 Residential properties

Views from private properties are mostly from the rear elevations and or gardens. In total 171 properties would have a change in view. Properties in close proximity to the site may gain views of a static nature and therefore changes would be more readily perceivable, however any assessment in this regard must consider that there is no right to a view within planning law.

#### 6.7 Mitigation

The construction of the development over 12-15 years would allow the establishment of the screen mounds and planting prior to the entire site being operational. It is anticipated that detailed mitigation proposals would be subject to planning conditions imposed on Reserved Matters planning applications for individual development parcels. The overall residual impact of the proposals when mitigation has taken place is considered to be **minor adverse**.

## **7.0 TRANSPORTATION AND HIGHWAYS**

### **Introduction**

- 7.1 A Transport Assessment has been carried out and considers all modes of travel and the demands that the proposed development will place on transport infrastructure. The study area covered a large part of the local transport network including pedestrian and cyclist links to the surrounding areas as well as public transport services and facilities. In transport terms the guiding principles in the development of the scheme have been to encourage the use of sustainable modes of transport, (The bus network will be enhanced.) to contain trips within the development as far as possible and to prevent the creation of an attractive through route across the site for general traffic. The methodology used in the Transport Assessment generally follows the guidance set out in the Guidance on Transport Assessment published by DfT and DCLG.

### **Access**

- 7.2 It is proposed that the main vehicular access to the development will be provided from the Mill Lane arm of the Blackbrook Avenue/ Ballater Drive/ Mill Lane/ Enfield Park Road roundabout junction with additional access from Birch Avenue to the west; two locations on Poplars Avenue to the south; and Mill Lane to the north east.

### **Baseline Conditions – Existing Network**

- 7.3 Existing conditions have been examined and this has included a review of the existing transport network comprising public transport, pedestrian and cyclist facilities as well as the existing public rights of way and local access in the vicinity of the site. Existing traffic movements and vehicle speeds have been obtained from survey work and the accident records analysed. Existing pedestrian access into the site is from Mill Lane, Radley Lane and Peel Cottage Lane in the east; and Birch Avenue and Elm Road in the west. There is a footbridge across the M62 which links with A49 and Winwick to the north of the site via a Public Right of Way. Local cycling facilities comprise off-road segregated cycleways and footways along the A49 Winwick Road from the junction with Long Lane to the town centre

### **7.4 Impact Assessment – Construction Phase**

The development will generate construction traffic throughout its development period and this will have an impact on the local highway network in the immediate vicinity of each of the site accesses. In reality each site access and associated area of development will have its own timetable and impact although there will be overlapping. During the construction phase each site access junction is expected to have HGV construction traffic associated with it. The anticipated route for construction traffic is expected to be via M62 Junction 9, A49 Winwick Road, A50 Long Lane, Birchwood Way, then either Poplars Avenue or Blackbrook Avenue and Mill Lane. Birch Avenue will be accessed from A49 Winwick Road. During the construction phase the predicted impact is expected to be:

- i. Highway – **minor adverse** significance.
- ii. Bus – **minor beneficial** significance.
- iii. Pedestrians and Cyclists - **minor to moderate** adverse significance.
- iv. Residual - **minor adverse** significance.

### **Mitigation Measures**

- 7.5 It is intended that most excavated material will be retained on site, however, there will be a need for building materials to be brought to the site. In order to ensure that appropriate controls will be implemented to protect safety and the environment is proposed that one of the planning conditions will require a Construction Management Plan to be prepared. This will cover each phase of the development and include details of lorry routing, wheel washing facilities, road cleaning procedures and hours of site operation.

### **The Residual Impacts**

- 7.6 The sensitivity of existing and future drivers/bus passengers/cyclists and pedestrians to any long term residual effects of the construction phase is expected to have a **negligible to minor negative** significance.. The sensitivity of the existing local community to the long term effects of any severance that occurs during the construction phase is to have **minor to moderate** negative significance.

### **7.7 Impact Assessment – Operational Phase**

The development will give rise to an overall increase in travel demand in the area increasing traffic flows on the surrounding highway network, increasing demand for public transport, increasing the use of walking and cycling routes and increasing the potential for road traffic accidents. Without the development there will be an increase in traffic flow generally on the highway network due to natural growth. There will be an increase in the use of the bus, pedestrian and cycle networks in the area for a variety of purposes including employment, shopping, educational and recreational related trips. Once the distributor road through the site is completed a new bus service will be provided that will connect the development with the town centre to the south and with Birchwood to the east. A high level of connectivity for pedestrians and cyclists will be provided through the site and connections will be made to the existing pedestrian routes around the site, and enhanced by the additional accesses at Poplars Avenue and Mill Lane/Blackbrook Avenue. The predicted residual impacts are as follows:

- i.Highway Links Adjacent to Site – moderate to minor adverse significance.
- ii.Site Access Junctions – minor adverse significance.
- iii.Bus – major beneficial significance.
- iv.Pedestrians and Cyclists - moderate beneficial significance.

## 8.0 CULTURAL HERITAGE AND ARCHAEOLOGY

### Methodology

8.1 The cultural heritage and archaeological assessment was derived from an examination of data related to designated and undesignated archaeological sites and monuments, historic landscape, hedgerows, historic buildings, historic parks and gardens, Conservation Areas, Registered Battlefields and World Heritage Sites and benefits from asset mapping drawn from detailed on-site observations, documentary research and on-site investigations

### 8.2 Guidance

The relevant guidance for this assessment includes *Guidelines for Environmental Impact Assessment*<sup>12</sup>, the Chartered Institute for Archaeologists *Standard and Guidance for Historic Environment Desk-Based Assessment*<sup>3</sup>, *Standard and Guidance for Archaeological Geophysical Survey*<sup>4</sup> and *Standard and Guidance for Archaeological Field Evaluation*<sup>5</sup>.

### 8.3 Assessment Site and Area

All designated and non-designated cultural heritage and archaeological assets, both within the proposed development site and within approximately 500m of the site boundary of the proposed development) have been identified. The cultural heritage and archaeological assets in the Assessment Area have been identified and considered assessment area is considered adequate for assessment purposes. However, certain assets which, although located beyond the Assessment Area, have also been taken into account and have been considered during this assessment process using professional judgment and discrimination

8.4 The baseline conditions have been established from a range of sources, which include a comprehensive walk-over of the Site, a desk-based assessment<sup>6</sup>, and an archaeological evaluation by means of trial trenching. A preliminary survey of source material was undertaken by means of consultation with a variety of data holders

### 8.5 Baseline Conditions

A total of 95 cultural heritage archaeological assets has been identified within the Assessment Site, the Assessment Area and in close proximity to the Assessment Area. Indices of these assets are maintained by a variety of organisations and in order to simplify reporting the entire asset group has been brought together in a gazetteer, with each asset receiving a unique gazetteer number. A total of 34 undesignated heritage and archaeological sites (also known as monuments but identified as archaeological assets for the purpose of reporting) were

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<sup>6</sup> CPM Environmental Planning and Design, 1999. *Desk-Based Assessment - Land at Peel Hall, Warrington, Cheshire.*

identified for the purpose of assessment. Several of these assets are wholly or partially within the Assessment Site.

Gaz. No. 11 – Peel Hall Manor House and Moat – specifically the moat and the footprints of now-demolished buildings is within the Assessment Site. The current building at Peel Hall itself is out with the Assessment Site in an enclave, but the location of the moat and some now-demolished ancillary outbuildings are within the Assessment Site.

Gaz. No. 32: Cottage and Garden

Gaz. No. 33: Trackway

Gaz. No. 34: Marl Pits/Ponds/Turbary Pits

- 8.6 9 archaeological events were identified within the Assessment Area – these are archaeological investigations and surveys and of these two are intimately associated with the Assessment Site – an archaeological desk –based assessment conducted in 1999 and an archaeological trial trench evaluation conducted in 2001. It should be noted that the Site is not wholly or partly within an Area of Special Archaeological Potential, an Area of Archaeological Potential or an Area of Archaeological Importance as recorded by the CHER.

#### **Historic Landscape Character**

- 8.7 14 individual Historic Landscape Character parcels were identified for the purpose of assessment. The vast majority of the Assessment Site is identified as an expanse of a single Character parcel recorded as 20<sup>th</sup> century field systems with a small area identified as post-edieval woodland plantation

#### **Historic Buildings and Structures**

- 8.8 A total of 17 Listed Buildings was identified for the purpose of assessment. None of these buildings is within the Assessment Site. A total of 14 Locally Listed Buildings was identified for the purpose of assessment. None of these buildings is located within the Assessment Site.  
Hedgerows

- 8.9 There are two internal hedgerows within the Site of particular interest. Both of these extend approximately north-south across the Site. One is a length of hedgerow defining the relict boundary between the historic Townships of Arbury and Houghton and the other is a hedgerow defining the relict boundary between the historic Townships of Arbury and Winwick. On the basis that these two hedgerows have existed for longer than 29 years and mark part of the boundaries, of at least three historic townships, then they qualify as important.

#### **Other heritage assets – associations and significance**

- 8.11 The archaeological and cultural heritage assets in and around the Site have demonstrable historical association with known events relating to the political, economic, industrial, social,

and cultural history on a local and regional scale. On the basis of the desk-based research, walk-over survey, and trial trench evaluation it is concluded that the Site has an archaeological potential, but as a consequence of ploughing, the potential of the Site is lessened for archaeological remains pre-dating the 20<sup>th</sup> century. Any remains, should they be present, would be of local and possibly regional significance.

### **Mitigation**

- 8.12 The proposals will incorporate the following mitigation in respect of heritage issues
- Re-instating the former alignment of important hedgerows where appropriate.
  - Setting back of the development envelope in the parts of the site which would provide separation from the immediate settings of designated cultural heritage assets to ensure that potential impacts are minimised.
  - Preparing a detailed programme for mitigation works for the known and potential cultural heritage and archaeological assets that would be directly impacted upon as part of the process of discharge of conditions accompanying any planning permission. archiving may compensate for the loss of cultural heritage and archaeological assets where the proposed development affects them.
- 8.13 The recommended mitigation for the proposed development would take the form of an archaeological excavation and/or watching brief on areas where historic data, the walk-over survey and the trial trench evaluation have indicated the presence or likely presence of archaeological remains. This would be followed by analysis of the findings, publication and dissemination of the results and deposition of the archive in line with archaeological practice. The archaeological excavation would be configured with reference to the standard and guidance published by the Chartered Institute for Archaeologists<sup>7</sup> with a contingency to respond to findings.

### **Predicted Impacts to Cultural Heritage and Archaeological Assets (Construction)**

- 8.14 The construction stage will include activities associated with a typical construction programme sequence. The following cultural heritage and archaeological assets will be Impacted upon.

Gaz. No. 11: Peel Hall Manor House and Moat

Gaz. No. 32: Trackway

Gaz. No. 33: Cottage and Garden

Gaz. No. 34: Marl Pits/Ponds/Turbary Pits

Gaz. No. 89: Hedgerow

Gaz. No. 90: Hedgerow

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<sup>7</sup> Chartered Institute for Archaeologists, 2008, *Standard and Guidance for Archaeological Excavation*

#### Predicted Impacts to Archaeological Assets (Operation)

- 8.15 There is scope for some direct impacts to archaeological assets during the use of the development as archaeological remains may be disturbed during building operations for extensions or further new buildings, roads and services. However, these impacts would be dealt with by planning conditions at the reserved matters stage. The mitigation measures and the advancement of understanding compensates for the loss of any cultural heritage and archaeological assets. With respect to the Assessment Site the investigation and recording of any cultural heritage and archaeological assets would lead to an overall residual adverse effect that is **Negligible** for all directly impacted assets.

## 9.0 NOISE AND VIBRATION

### Introduction

9.1 In preparing the assessment the following areas were taken into account.

- The impact of the changes in road traffic flows on the noise levels at nearby sensitive receptors;
- The impact of proposed plant on the noise levels at nearby sensitive receptors;
- The impact of construction noise and vibration at nearby sensitive receptors; and
- The constraints that the existing noise and vibration environment has on the proposed scheme, given its location adjacent to the M 62 motorway, including details of mitigation to ensure suitable noise levels both internally and at outdoor amenity space.

### Methodology

9.2 All noise measurements were conducted in accordance with BS 7445-2: 1991 'Description and measurement of environmental noise Part 2: Guide to the acquisition of data pertinent to land use', with the assessment methodology used to assess noise ingress into the proposed development conducted in accordance with BS 8233: 2014 'Guidance on sound insulation and noise reduction for buildings', and the National Planning Policy Framework.

### Assessment Criteria

9.3 The assessment was carried out in accordance with the recommendations contained within the 2014 edition of BS 8233 .which indicates that to control external noise ingress into a proposed development, a number of planning stages should occur as follows:

*"a) Assess the site, identify significant existing and potential noise sources, measure or estimate noise levels, and evaluate layout options.*

*b) Determine design noise levels for spaces in and around the building(s).*

*c) Determine sound insulation of the building envelope, including the ventilation strategy".*

The British Standard suggests design noise levels for various types of building. The guidance suggests that "In general, for steady external noise sources, it is desirable that the internal ambient noise level does not exceed the guideline values".

### Baseline conditions

9.4 In order to determine the extent to which the site is affected by noise and how noise may change as a consequence of the proposed development, a detailed noise measurement study was carried out at the proposed development site and its environs.

- 9.5 The noise monitoring was conducted in accordance with the guidance set out in BS 7445-2: 1991 The monitoring positions were placed in two categories:
1. Locations representative of new dwellings within the proposed development (i.e. on-site measurements); and
  2. Locations representative of sensitive receptors that could be affected by the proposed development (i.e. off-site measurements).

Noise monitoring data from Category 1 sites were used to determine the whether the noise environment of the site constrains the development of the site, whereas Category 2 sites were used to determine the impacts of the proposed development on surrounding sites.

### **Off-Site Measurements**

- 9.6 To assess the impact of changes in road traffic as a consequence of a development, it is common to use the  $LA_{10, 18hr}$  noise descriptor as this is used to describe daytime road traffic noise levels The LA 10 is the noise level just exceeded for 10% of the measurement period. It has been possible to estimate the  $LA_{10, 18hr}$  for the locations representative of sensitive receptors likely to experience a change in traffic flows as a consequence of the proposed development.
- 9.7 The assessment shows that proposed development site is characterised mainly by road traffic noise, primarily from the M 62 which bounds the proposed development site to the north. To the east, south and west of the site, the noise environment is also characterised by noise from surrounding roads; however generally, the M 62 remains the dominant source across the whole site and is ever present.
- 9.8 The constraints of the proposed development site show that suitable internal noise levels in accordance with BS 8233 can be achieved through the provision of suitable glazing. At distances of between 50m and 110m from the M62, gardens may experience noise levels in excess of current guidelines.. It is recommended that detailed modelling of garden noise is carried out for distances up to 110m from the M62 when detailed planning applications are submitted and appropriate mitigation is implemented accordingly.
- 9.9 The impacts of the proposed development have been assessed. The impacts of construction noise and vibration will need to be carefully considered and managed and appropriate site specific mitigation implemented. Traffic generation is likely to increase noise levels on surrounding roads. However, the assessment has shown that at worst, the impact of the increase in traffic noise levels will be imperceptible. According to the criteria contained within the 2014 IEMA Guidelines for Environmental Noise Assessment, this level of impact would be considered to be **Minor** and as such, the impact is considered to be not significant.
- 9.10 The proposed development meets current guidance for sound insulation and noise reduction for buildings , Since it has been shown that in terms of noise, the proposals adhere to local and national planning policy, it is considered that noise **should not be a constraint** on the proposed residential development.

## **10.0 AIR QUALITY**

10.1 The constraints which existing air quality may have on the proposed development have been considered and forms part of this assessment together with the impacts of the development on the air quality of surrounding properties.

### **Planning Policy**

10.2 The NPPF talks specifically about air quality stating that “Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan. Policy QE 6 of Warrington Borough Council’s Local Plan Core Strategy (Adopted July 2014) states that “The Council, in consultation with other Agencies, will only support development which would not lead to an adverse impact on the environment or amenity of future occupiers or those currently occupying adjoining or nearby properties, or does not have an unacceptable impact on the surrounding area.

### **Methodology**

10.3 In order to determine the extent to which air quality issues will affect the development of the site and its environs, the study has considered the following:

- a review of the most recent progress reports on air quality carried out by the Local Authority for the area, as submitted to the Department for the Environment, Food and Rural Affairs (Defra);
- An assessment of whether the site is situated within a designated Air Quality Management Area;
- t local air quality monitoring within the area of the development site
- A review the Environment Agency’s register of industrial sites to determine whether industrial sources of air pollution could be affecting the site;
- A review the Local Authority’s list of premises to determine whether any other sources of air pollution could be affecting the site;
- A prediction of concentrations of air pollutants onsite within the baseline year.

### **Impacts of the Local Area on the Development**

- A prediction of concentrations of air pollutants onsite within proposed opening year;
- An assessment of whether future residents within the proposed development are likely to be expose to levels of air pollution in excess of the National Air Quality Objectives;

### **Impacts of the Development on the Local Area**

- A prediction of changes in air pollutant concentrations in the vicinity of the site as a consequence of changes in traffic, including the cumulative impacts of the proposed development;
- An assessment of the likelihood on impacts arising from combustion emissions from onsite plant;
- An assessment of the likelihood of issues relating to dust emissions during the construction phase of the project.

### **Evaluation of significance**

#### 10.4 Impacts of the Local Area on the Development

Predictions of pollutant concentrations show that in 2019, the opening year of the development, the whole development site will experience concentrations of all pollutants below the National Air Quality Objective levels; therefore, onsite pollutant concentrations are not considered to be a significant constraint upon the development of the site for residential purposes.

#### 10.5 **Impacts of the Development on the Local Area**

The evaluation of key impacts has shown that providing suitable precautions are made in the planning and execution of the construction phase of the development, significant impacts can be avoided. The assessment has shown that any increases in pollutant concentrations as a consequence of the proposed development will be considered to be “**negligible**” and therefore would not be considered to be significant.

### **Mitigation**

10.6 As a consequence of the proposed development, there will not be a significant increase in pollutant concentrations and therefore mitigation is not seen to be necessary, other than those routinely used to control construction dust, as detailed in the previous section. Similarly, concentrations of all pollutants are below the National Air Quality Objectives at the development site and therefore it is not necessary to implement mitigation to reduce the exposure from NO<sub>2</sub> or any other pollutant to future occupiers of the proposed development.

## **11.0 SOCIO ECONOMIC ASSESSMENT**

11.1 The main socio-economic issues covered included the following:

- 1 The extent of the local impact area of the proposed development;
- 2 Prevailing socio-economic and labour market conditions, and provision of open space, sport and recreation facilities, within relevant impact areas;
- 3 Temporary construction employment likely to be generated by the proposed development;
- 4 Direct employment likely to be associated with the proposed development;
- 5 Impacts on the local population and labour market arising from the proposed development;
- 6 Contribution of the scheme to local housing provision; and
- 7 The effect of the development on the provision of open space, sport and recreation facilities, education, health and community facilities within the local impact area.

### **11.2 Assessment Criteria**

The assessment established the development's area of impact, defining this in terms of its economic and labour market conditions, before examining the potential impacts of the various elements of the proposed development. Opportunities for the mitigation of any adverse effects, and the enhancement of positive effects, were then examined. The assessment drew upon published Government and Local Authority statistics and economic strategy documents relating to the area.

### **11.3 Education Provision**

Whilst there appears to be ample secondary school capacity within the area at present, there is currently a small shortfall of capacity within primary schools in the area. The Council estimates that both primary and secondary will have a shortfall in places by 2021/22 with the situation worsening by 2029/30.. The Fearnhead settlement, located within the local area, is home to the Warrington campus of the University of Chester. Land has been safeguarded as part of the proposed development site for a primary school if, during the phased development of the site, additional educational infrastructure is required. The proposed development is estimated to create a demand for an additional 216 secondary school places. It is considered that the proposed development would have an adverse, moderate impact on the educational capacity in the area without mitigation. This could give rise to the need for financial contributions from

the developer and specific effects could be subject to appropriate Section 106 contributions which would be agreed in consultation with the Council. These mitigation measures will enable the primary and secondary education impacts of the proposed development to be reduced from **adverse**, of **moderate** scale, to **neutral**.

### **Health Provision**

- 11.6 Any development that generates additional housing and population locally will also have an impact on requirements for health and dental clinics. GP surgeries within the local area are already operating at capacity. The local area also accommodates the NHS's Warrington Hospital, situated around fifteen minutes' drive from the Peel Hall site., and there are also currently 10 dental clinics located within the local impact area. Six of these clinics indicated that they are currently accepting new patients and this suggests that there remains some capacity at existing dental clinics to accept additional patients... Because there exists a slight shortfall with regard to the number of GP patient provision, the increased demand resulting from the proposed Peel Hall development is likely to have an **adverse** but **minor** impact. Any remaining adverse impacts can be addressed through suitable financial contributions by the developer. These mitigation measures will enable the impacts of the proposed development on Healthcare Facilities to be reduced from **adverse**, of **minor** scale, to **neutral**.

### **Sport, Open Space and Recreation**

- 11.7 The Council's most recent Open Space Audit, demonstrates that there is a broad range of Open Space and Sports Facilities in and around the proposed development site, including an Outdoors Sports facility directly to the east of the site .These playing fields will be developed for housing as part of the scheme and re-provided within the scheme. Natural/Semi-Natural Green Space (Radley Plantation) is present and Parks and Gardens (Peel Hall Park and Radley Common) are located to the south east of the proposed development. The proposed development, however by increasing the demand for local open space, recreation and community facilities, is therefore considered to have an **adverse** but **minor** impact upon open space and recreation provision within the area of impact.

### **11.8 Population**

The additional resident population that would arise from the development would amount to 2,693 persons for the 1,200 dwellings, and a further 60 persons from the Care Home units, equalling 2,753 residents in total. The implied level of growth in the resident population of the local impact area does not signify a significant change to existing population levels. The additional income and expenditure of these new residents within the economy will deliver positive benefits to the local area. These impacts are assessed as follows.

## Impacts during Construction

### Direct Employment

- 11.9 It is estimated that the development would this would support 111 temporary construction jobs per annum on average during the construction phase, or 167 full time equivalent jobs.<sup>8</sup> This will help to provide employment opportunities for some of the registered job seek allowance claimants in the local area that are seeking work.

### Indirect Employment

- 11.10 Housing construction also involves purchases from a range of suppliers who, in turn, purchase from their own suppliers via the supply-chain. It is anticipated that businesses within Warrington would benefit from trade linkages established during the construction phase of the proposed development. As a result, further indirect jobs would be supported within the area through the suppliers of construction materials and equipment. In addition, businesses would also be expected to benefit to some degree from temporary growth in expenditure linked to the direct and indirect employment effects of the construction phase. It would be expected that the local economy would gain a significant temporary boost from the wage spending of workers within local shops, bars and restaurants, and other services and facilities. Research undertaken on behalf of the National Housing Federation indicates the construction industry has an indirect and induced employment multiplier of 2.51.<sup>9</sup> Applying this employment multiplier to the 111 direct construction jobs each year derived above indicates an additional 168 jobs could be supported each year of construction, or 252 FTE jobs, by the proposed development in sectors throughout the UK economy. This is in addition to the 167 FTE jobs discussed earlier.
- 11.11 In summary, it is considered that the impact of the construction employment generated by the proposed development is **beneficial** and of **moderate** magnitude across the local impact area.

### Occupational and Operational Impacts

#### 11.12 Direct Employment

Alongside residential uses, the development scheme at Peel Hall will contain some commercial uses that will generate employment and expenditure within the local area (i.e. once the scheme is fully built-out and operational). The non-residential elements of the proposed mixed-use development will include light industry space, a retirement home, a retail food store and a local centre, all of which are likely to generate employment. There are no existing jobs on the site of the proposed development, therefore no jobs will be lost as a result

of the construction stage of the proposed development. This has to be balanced by those new residents who commute to employment locations outside the Borough.

### **Displacement Effects**

- 11.12 Some of the new employment generated on the site may comprise jobs displaced from elsewhere in the local area. Net employment impacts in the local and regional area have been estimated by considering the extent to which the proposed development is likely to displace some jobs from existing local businesses by taking into account typical job displacement factors for these uses. After allowing for such displacement effects, the total net direct jobs resulting from the proposed development is estimated to be in the order of 388 jobs (307 FTEs) at the local level,

### **Expenditure by New Residents**

- 11.13 Recent research suggests that the average homeowner spends approximately £5,000 to make their house 'feel like home' within a year and a half of moving into a property. On that basis it is estimated that the new residents of the 1,200 proposed dwellings could generate £6 million of first occupation expenditure. This injection of expenditure within the local economy will help to support local businesses and increase employment prospects in the area. In addition the new residents could also generate annual total gross expenditure of around £26.7 million per annum though there would probably be a displacement of expenditure from elsewhere. Taking these factors into consideration, it is estimated that total net additional expenditure of around **£15.7 million per year** on average will be created by new residents to the area, and be retained within the wider impact area. This net additional expenditure will support the vitality and viability of local businesses, and could encourage other businesses to relocate to the market. It is also expected that this extra resident expenditure could generate a further 173 local full time equivalent jobs in retail, leisure, hospitality and other service-based sectors. In summary it is considered that the impacts of the increased resident expenditure generated by the proposed development is **beneficial** and of **moderate** magnitude across the local impact area.
- 11.14 Housing research undertaken for Warrington Borough states that there is currently a supply deficit of Residential Care units (relative to demand) within the Borough, with a current supply of 540 units set against a current demand of 1,008 units (equivalent to a deficit of 46%). This current demand is projected to increase to 1,690 by 2030, approximately when the proposed development will be almost completed.<sup>10</sup>The impact of the creation of both housing and care home units will be to enhance the quality of housing choice in the local market. The impact of market, care and affordable housing is therefore considered to be **beneficial**, and of **major** magnitude in relation to the local impact area and Warrington Borough as a whole.

## Deprivation Impacts

- 11.15 Despite the area surrounding the proposed development site at Peel Hall being fairly prosperous the area does still lie within an area that exhibits some deprivation issues by delivering greater housing choice and increased employment opportunities the proposed scheme will create significant deprivation benefits to the local area. The benefits of the proposed housing-led development scheme could therefore be expected to improve not only the socio-economic outcomes of the area in the immediate vicinity of the site, but improve the prosperity of other areas in the wider t area of Warrington Borough. For these reasons, it is expected that the mixed-use development scheme would have a **beneficial** effect of **minor** scale, as it will increase housing supply in Poplars and Hulme (the ward in which the Peel Hall site is located), help to reduce any affordability difficulties that exist within the wider impact area and provide employment opportunities.

## 12.0 CONCLUSIONS

The overall conclusion of this environmental statement is that any impact that exists can be mitigated against; and that all mitigation matters can be conditioned as part of subsequent detailed planning applications for the site. A summary table of residual impacts is set out below.

<b>TOPIC AREA</b>	<b>SIGNIFICANCE OF IMPACT AFTER MITIGATION</b>
Planning Policy	Sustainable development compliant with Development Plan
Ecology	Minor to Moderate adverse
Hydrology	No risk of flooding. Sewers available
Landscape	Minor adverse
Highways and transportation	Negligible to minor adverse
Cultural heritage	Minor adverse /neutral
Noise and vibration	Minor adverse, not a constraint on development
Air Quality	Negligible, no need for mitigation
Health care	Neutral following on site provision
Open space	Minor adverse
Employment	Moderate beneficial
Expenditure by new residents	Moderate beneficial
Mixed use/employment provision	Major beneficial