



Volume 4

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

ADDENDUM TO NON TECHNICAL SUMMARY (*Volume 1*)

ADDENDUM TO NON TECHNICAL SUMMARY  
IN RESPECT OF 'OPTION A' AND 'OPTION B' HIGHWAYS LAYOUT

January 2018

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## DOCUMENT CONTROL

**TITLE:** VOLUME 4 – Environmental Statement – Non Technical Summary

**PROJECT:** Peel Hall, Warrington

**JOB NO:** 1820

**CLIENT:** Satnam Millennium Ltd

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### Document

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FINAL	ENVIRONMENTAL STATEMENT – NON TECHNICAL SUMMARY	-	DA	DA/DJS	CG/ PINs/CLM	31.01.2018	

### Revisions to Final Document

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## 1.0 INTRODUCTION

### Purpose and Approach

- 1.1 Satnam Millennium Ltd propose to develop land at Peel Hall, Warrington. 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. a formal Environmental Statement (ES) was prepared and submitted as part of the planning application in July 2016. 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. The planning application was refused and will be the subject of a public inquiry beginning on the 23<sup>rd</sup> April 2018. The purpose of an 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. The original ES has now been revised by the preparation of an Addendum and this document is a summary of Volume 2, the main section of the Addendum using non-technical language. Volume 3 is an appendix and contains maps, plans and detailed reports etc. on which the assessment is based.
- 1.2 This Addendum serves to up-date where necessary due to the passage of time, information contained within the submitted ES, particularly with regard to planning policy, highways, ecology and nature conservation. It also addresses a request made by the Planning Inspectorate for clarification of certain contents of the document together with some additional information in a letter dated the 2<sup>nd</sup> November 2017.
- 1.3 Since the original ES was prepared an alternative road layout and a change in the location of the neighbourhood centre has been proposed. As a result this summary covers two options, Option A and Option B. Option A is the submitted scheme, where the main spine road is not continuous and the district centre is located to the south of the site. With Option B a continuous spine road would be built through the site from east to west and the district centre would be moved to the north.
- 1.4 The location of the site is shown on the attached plan figure **APP1**. The submitted scheme, Option A is based upon a Parameters Plan ref 1820/24 (**Appendix APP 6A**) which sets out areas for landscape retention, ecological features and proposed planting screen planting. A copy is attached to this summary. A new Parameters Plan ref 1820/30 (**Appendix 6B**) has been prepared for the alternative Option B. A copy of this drawing is also attached. It is intended that for both options reserved matters applications (which are based on more detailed schemes for parts of the site) will be submitted in conformity with either of these parameters plans. A series of access plans ref 1107/10/N, 1107/12/Q, 1107/11/L, 1107/08/P and 1107/30/H have been prepared by Highgate Transportation Ltd, traffic consultants which

are applicable to both Option A and B. Access plans ref 1107/46/B and 1107/52/F are specific to Option B. The parameter plans would be used as a basis for designing the layout of the scheme which would be constructed in phases over a likely period of 10 years.

- 1.5 With both options 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 proposed layouts would minimise the potential impacts identified in respect of habitats, protected species, visual amenity and landscape character.

### **Access**

- 1.6 The proposed vehicular access to the site for both Options A and B 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 accesses. The public right of way across the site and over the motorway will remain on its current alignment. The associated highways work will result in a distributor road through the development allowing access via secondary roads into the various phases of residential development. A separate vehicular access for the employment zone would be provided from Poplars Avenue under Option A and via the distributor road via Option B. Option B also results in the signalisation of the junction of Poplars Avenue with the A49, and the relocation of the stopping up of Poplars Avenue some 90 metres to the east.

## **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 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.

### **Land Use**

- 2.3 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 known as 'best and most versatile' soils but this is not a reason to prevent development on the site. Much of the agricultural land surrounding Warrington is of a similar quality and there are insufficient brownfield sites to satisfy the necessary requirement for housing. 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**

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

- 3.1 National Planning Policy requires Local Authorities to have a five year supply plus buffer 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 but within the draft Local Plan it is identified as being available and suitable for housing development. 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.

#### **Sustainability**

- 3.2 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 site 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 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. 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 bats. The site was further surveyed for bird activity in 2017. Most of the species previously recorded were common throughout the county and beyond.

### Habitats

- 4.2 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.

### Survey results

#### Badgers

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

#### Water Voles

- 4.4 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.

#### Breeding Birds

- 4.5 The study undertaken in 2015, 2016 and 2017 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. The site was also surveyed for the presence of barn owls or nesting sites and none were identified.



#### Great Crested Newt Evaluation

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

#### Bats

- 4.7 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.

#### Mitigation

- 4.8 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 adverse effect** on the adjacent Radley Plantation and Pond Local Wildlife site.
- 4.9 It is considered that there would be no difference in impact on matters of Ecology and Nature Conservation between Option A and Option B.

## **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.

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

- 5.6 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.
- 5.7 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 the 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.

#### **Proposed Foul Water Drainage Strategy**

- 5.8 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.
  
- 5.9 It is considered that there would be no material difference in impact on matter relating to hydrology, drainage and flood risk between Option A and Option B.

## 6.0 LANDSCAPE AND VISUAL IMPACT ASSESSMENT

### Introduction

- 6.1 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.

### Location and Context

- 6.2 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.

### Landscape Designations

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

### Character of the Site and Adjacent Land

- 6.4 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 than other sections of the motorway.

## **Landscape Impacts**

6.5 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**

### **Highways**

6.6.1 Users of the M62 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 generally 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.

### **Footpaths and open space**

6.6.2 It is considered that users of footpaths 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**.

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

- 6.6.3 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.

#### **Residential properties**

- 6.6.4 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 these would be private views and the change in view would not be so great as to create a loss of amenity to residents.

#### **Mitigation**

- 6.7 The construction of the development over 10 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**.
- 6.8 It is considered that there would be no difference in impact between Options A and B in terms of Landscape and Visual Impact.

## **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 Warrington transport network including pedestrian and cycle 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. The methodology used in the Transport Assessment generally follows the guidance set out in the Guidance on Transport Assessment published by DfT and DCLG.

### **Option A**

- 7.2 Option A is the submitted scheme and in this option the distributor road through the site is not provided as a through route (except for buses) and the local centre is located in the southern part of the site.
- 7.3 It is proposed that the main vehicular accesses to the development will be provided from the Mill Lane arm of the Blackbrook Avenue/ Ballater Drive/ Mill Lane/ Enfield Park Road roundabout junction and from Poplars Avenue. Additional access is provided from Mill Lane, Birch Avenue and a second access on Poplars Avenue to serve the employment area. Access to the sports pitches will be from Grasmere Avenue.

### **Option B**

- 7.4 Option B has a distributor road that is a through route for all traffic built through the site from east to west and the local centre would be moved to the north.
- 7.5 A through route across the site has been proposed between the new roundabout junction on Mill Lane and the A49 via a new signalised junction on Poplars Avenue. Four other accesses will serve smaller parcels of development from Mill Lane, Birch Avenue and for the sports pitches from Grasmere Avenue.

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

- 7.6 The study area covers Birchwood in the east to the A49 in the west and from the A50 long Lane/ A574 Birchwood Way in the south to Myddleton Lane in the north. 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.

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

- 7.7 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**

- 7.8 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**

- 7.9 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.



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

7.10 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.

#### **Option A**

7.11 Once the distributor road through the site is completed a bus gate will be provided to prevent the distributor road becoming a through route and a new bus service 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 also 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. Wider Highway Network with Mitigation – moderate beneficial significance
- iv. Wider Highway Network Not Requiring Mitigation – minor adverse significance
- v. Bus – major beneficial significance.
- vi. Pedestrians and Cyclists - moderate beneficial significance.
- vii. Residual - moderate to major beneficial significance.

#### **Option B**

7.12 Once the distributor road through the site is completed a bus gate will be provided to prevent the distributor road linking to Poplars Avenue in the south. 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 also 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. Wider Highway Network with Mitigation – moderate beneficial significance
- iv. Wider Highway Network Not Requiring Mitigation – minor adverse significance
- v. Bus – major beneficial significance.
- vi. Pedestrians and Cyclists - moderate beneficial significance.

vii. Residual - moderate to major beneficial significance.

## 8.0 CULTURAL HERITAGE AND ARCHAEOLOGY

### Introduction

- 8.1 The topics of cultural heritage and archaeology have been included within the ES because the development has the potential to give rise to impacts on cultural heritage and archaeological assets, therefore, the impact of the development on cultural heritage and archaeological assets has been considered along with the potential for that impact to have significant environment effects.

### Methodology

- 8.2 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.

### Guidance

- 8.3 The relevant guidance for this assessment includes *Guidelines for Environmental Impact Assessment*, the Chartered Institute for Archaeologists *Standard and Guidance for Historic Environment Desk-Based Assessment*, *Standard and Guidance for Archaeological Geophysical Survey* and *Standard and Guidance for Archaeological Field Evaluation*.

### Assessment Site and Area

- 8.4 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. The 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.
- 8.5 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>1</sup>, and an archaeological evaluation by means of trial trenching<sup>2</sup>. A survey of source material was undertaken by means of consultation with a variety of data holders.

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<sup>1</sup> CPM Environmental Planning and Design, 1999. *Desk-Based Assessment - Land at Peel Hall, Warrington, Cheshire*.

<sup>2</sup> Lancaster University Archaeological Unit, 2001, Peel Hall, Warrington, Cheshire – Evaluation Report

### **Baseline Conditions**

- 8.6 A total of 96no. cultural heritage archaeological assets has been identified within the Assessment Site, the Assessment Area and in close proximity to the Assessment Area. The entire asset group has been brought together in a gazetteer, with each asset receiving a unique gazetteer number. Undesignated heritage and archaeological sites were identified for the purpose of assessment. Several of these assets are wholly or partially within the Assessment Site.
- 8.7 Gaz. No. 11 – Peel Hall Manor House and Moat  
Gaz. No. 32: Cottage and Garden  
Gaz. No. 33: Trackway  
Gaz. No. 34: Marl Pits/ Ponds/ Turbary Pits  
Gaz. No. 41: undated ditches extending over an area of c. 50m by 50m  
Gaz. No. 89: Hedgerow  
Gaz. No. 90: Hedgerow
- 8.8 Nine 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 Cheshire Historic Environment Record.

### **Historic Landscape Character**

- 8.9 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-medieval woodland plantation.

### **Historic Buildings and Structures**

- 8.10 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**

- 8.11 There are two internal hedgerows within the Site. 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, they qualify as important.

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

- 8.12 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. Any archaeological remains, should they be present, would be of local and possibly regional significance.

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

- 8.13 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 – indirect impact

Gaz. No. 32: Trackway – direct impact

Gaz. No. 33: Cottage and Garden - direct impact

Gaz. No. 34: Marl Pits/Ponds/Turbary Pits - direct impact

Gaz. No. 41: undated ditches extending over an area of c. 50m by 50m - direct impact

Gaz. No. 89: Hedgerow - direct impact

Gaz. No. 90: Hedgerow - direct impact

- 8.14 The Proposed Development would have direct and indirect impacts upon archaeological assets which are known or predicted to exist. Should archaeological remains survive the impact upon them during construction would constitute a significant environmental effect.

#### **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 considered according to the planning framework in force at the time of any future applications.

#### **Assessment of Effect**

- 8.16 The unmitigated environmental effect for the cultural heritage and archaeological assets upon which an impact has been predicted is as follows:

Gaz. No. 11: Peel Hall Manor House and Moat – slight negative

Gaz. No. 32: Trackway – slight negative/neutral

Gaz. No. 33: Cottage and Garden – slight negative/moderate negative

Gaz. No. 34: Marl Pits/Ponds/Turbary Pits – slight negative

Gaz. No. 41: undated ditches extending over an area of c. 50m by 50m - slight negative/moderate negative

Gaz. No. 89: Hedgerow – slight negative neutral

Gaz. No. 90: Hedgerow – slight negative/neutral

### **Mitigation**

8.17 The construction impacts on archaeological remains are permanent and can be mitigated both by the inherent mitigation encapsulated within the broad development parameters and a programme of active mitigation in the form of a suite of responses commonly utilised within the heritage and construction sectors to mitigate effects on archaeological assets. The overall residual effect would be reduced as a consequence of the mitigation actions and the application proposals therefore comply with the spirit and intent of local and national planning policy considerations.

8.18 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. Investigation, recording, assessment, analysis, publication, dissemination and archiving may compensate for the loss of cultural heritage and archaeological assets where the proposed development affects them. Any archaeological attendances should be configured with reference to the standards and guidance published by the Chartered Institute for Archaeologists.
- The archaeological remains (should they survive) of a cottage and garden, a trackway, marl pits/ ponds/ turbary pits are however, of insufficient interest to warrant the application of mitigation proposals as the cost of any archaeological investigation would be disproportionate in respect of the knowledge gain and public benefit that may result. The area of undated ditches is, however, of sufficient interest and should permission be granted it would be appropriate for a programme of formal mitigation to be specified.

### **Residual Effect**

8.19 The effects upon cultural heritage and archaeological assets for which a significant effect has been identified will be reduced through the completion of the mitigation measures and the residual effect will be less significant, or will have been suitably compensated for, than would be the case in the absence of mitigation.

8.20 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 a residual adverse effect that is Slight Adverse/ Neutral for all directly impacted assets.

8.21 The residual effect would be reduced as a consequence of the mitigation actions and the application proposals therefore comply with the spirit and intent of local and national planning policy considerations.

#### **Option B**

8.22 The Cultural Heritage and Archaeology Chapter of the Environmental Statement (ES) assessed the likely significant effects of the proposed development with respect to cultural heritage and archaeological assets. This has been reviewed with reference to Option B for the proposed development and the residual effect remains as reported in the Environmental Assessment and the ES Addendum (10.19).

8.23 It is considered that there would be no difference in impact on matters of Cultural Heritage and Archaeology between Option A and Option B.

## 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  $L_{A10, 18hr}$  noise descriptor as this is used to describe daytime road traffic noise levels. The  $L_{A10}$  is the noise level just exceeded for 10% of the measurement period. It has been possible to estimate the  $L_{A10, 18hr}$  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 M62 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 M62 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.
- 9.11 Option B of the proposed development will result in variations in traffic flow patterns, when compared to Option A. Whilst this will result in some local roads receiving more traffic with Option B than with Option A and vice-versa, any increase in traffic flows as a consequence of Option B would still result in increases in noise levels that would be considered to be “negligible” or at worst “minor” and therefore the impact of Option B would not be considered to be significant.
- 9.12 There would be no difference in terms of noise and vibration impacts between options A and B.

## **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 refers specifically to 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;
- 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 exposed 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**

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

- 10.4 Predictions of pollutant concentrations show that in 2021, 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.

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

- 10.5 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.
- 10.7 Option B of the proposed development will result in variations in traffic flow patterns, when compared to Option A. Whilst this will result in some local roads receiving more traffic with Option B than with Option A and vice-versa, any increase in traffic flows as a consequence of Option B would still result in increases in pollutant concentrations that would be considered to be “negligible” and therefore the impact of Option B would not be significant.

10.8 There would be no difference in impact between Options A and B.

## 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 during operation;
- 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.

### **Assessment Criteria**

11.2 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.

### **Economic Effects**

11.3 In considering the socio-economic effects of the proposed development, the following points are of note:

- Investment of approximately £150 million over the 11 year development period;
- Creation of 129 FTE construction jobs over the duration of the development phase;
- Once complete, the development of 7,500 sqm (GIA) of B1b/c employment space, up to 2,000 sqm (GIA) retail foodstore, 600 sqm (GIA) of A2/A3/A5 floorspace in a new Local Centre, a 800 sqm (GIA) pub/restaurant, Primary School and a 60 bed residential Care Homes has the potential to provide 332 net additional FTE jobs locally;
- New residents in the area are likely to spend an additional £13 million per year (net) on average locally, which has the potential to sustain a further 126 local FTE jobs in retail, leisure, hospital and other service based industries;
- The provision of 1,200 new homes over the next 15 years has the potential to generate £7.3 million of New Homes Bonus award over a 4 year period. This income would also be enhanced by an additional Council Tax income of approximately £1.7 million per annum in perpetuity following the schemes completion (based on 2017/18 rates).

- 11.4 Taking the above into account, the development proposals are considered to have a positive and moderate effect with respect to the construction and operational stages. Therefore no mitigation measures are required and the residual effect is considered to be **beneficial and moderate**.

#### **Housing Provision**

- 11.5 Delivery of up to 1,200 new C3 dwellings will help to meet 5.4% of the housing target for the Borough over the plan period, improve the level of housing choice (by increasing the level of affordable housing) within the local area and reduce affordability issues. Specifically, the 30% of dwellings allocated as affordable housing (360 in total) will help to increase the mix of housing available within the Borough and improve resident's access to much needed social housing in the area. The Care Home facilities will bring benefits to the increasing proportion of elderly residents who reside in the Borough. It will also release some existing housing that is currently under-occupied onto the wider market, thereby making more efficient use of the existing housing stock.
- 11.6 As such, no mitigation measures are required and the residual effect is considered to be **beneficial and moderate** in effect.

#### **Education Provision**

- 11.7 There is currently a surplus of both primary and secondary school places within the Warrington Central area. The Council estimates that going forward, both primary and secondary schools in the local area will continue to have a modest surplus capacity of places by 2021/22, although there would be a deficit for both if the likely pupil generation from Peel Hall's 1,200 dwellings is included in the figures.
- 11.8 Land will be made available for a 1FE Primary School as part of the Peel Hall proposals. Any residual shortfall in primary school provision would be mitigated through appropriate Section 106 financial contributions to be agreed in consultation with the Council.
- 11.9 A moderate adverse effect of the proposed development scheme, relating to the shortfall in secondary school provision, could give rise to the need for financial contributions from the developer. This could be mitigated through appropriate Section 106 contributions which would be agreed in consultation with the Council.
- 11.10 These mitigation measures will enable the primary and secondary education impacts of the proposed development to be reduced from adverse, of **minor/moderate** scale, to **neutral**.

### **Health Provision**

- 11.11 Any development that generates additional housing and population locally will also have an impact on requirements for health and dental clinics. There currently exists a modest surplus capacity in the provision of GPs within the local impact area, relative to typical provision standards. 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 15 dental clinics located within the local impact area, of whom 10 are currently accepting new patients.
- 11.12 The Council is in discussion with Warrington Clinical Care Commissioning Group (CCG) and NHS England regarding future options to expand two of the proposed development's nearest GP Practices, Fearnhead Medical Centre and Padgate Medical Centre. Any remaining adverse impacts can be most easily addressed through suitable s106 contributions by the developer. Space for healthcare uses is able to be created in the local centre if on-site provision is required. These mitigation measures will enable the impacts of the proposed development on Healthcare Facilities to be reduced from adverse, of a minor scale, to **neutral**.

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

- 11.13 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 Outdoor 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.
- 11.14 The proposed development will therefore include suitable on-site open space provision and significant improvements to current sub-standard sports fields to the south of Windermere Avenue, at a significantly higher quality than currently exists. It therefore provides adequate mitigation for the increased demand for open space and recreational areas which the proposed development may incur.
- 11.15 Any remaining adverse impacts, including any residual need to address a shortfall in swimming pool facilities as a result of the proposed development, can be most easily mitigated through appropriate Section 106 financial contributions to be agreed in consultation with the Council.
- 11.16 These mitigation measures will enable the impacts of the proposed development on Open Space and Recreation facilities to be reduced from adverse, of a minor scale, to **neutral**.

### **Option B**

- 11.17 No change from Option A.



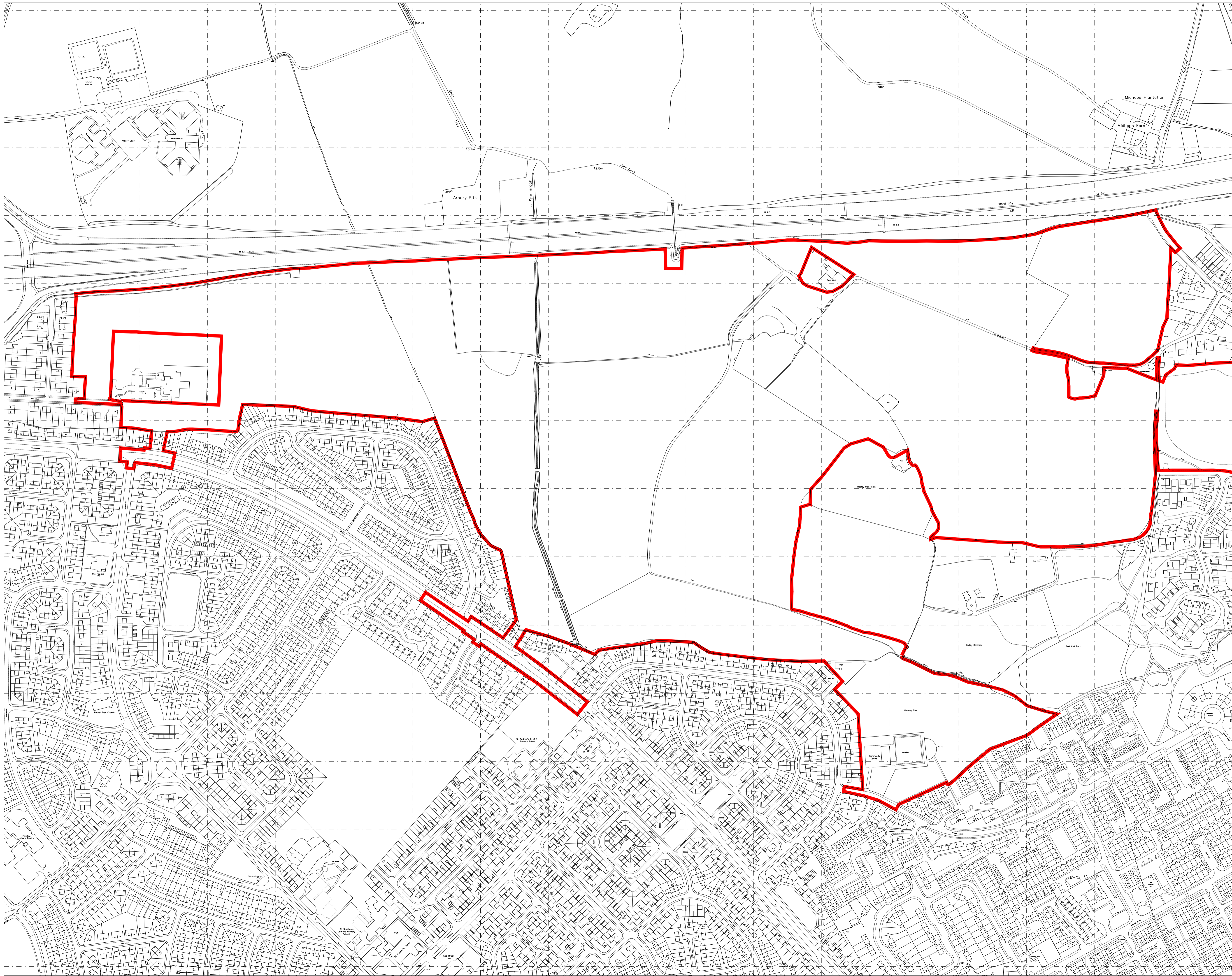
## 12.0 CONCLUSIONS

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 impact on 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
Education	Neutral
Open space	Neutral
Employment	Moderate beneficial
Expenditure by new residents	Moderate beneficial

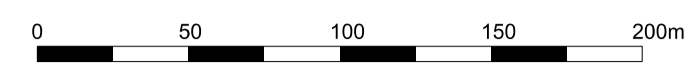
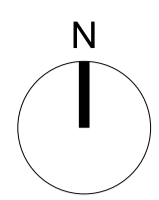
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**Notes**

Do not scale from this drawing.  
 All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.  
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**AREAS**  
**TOTAL AREA** 639,255 m<sup>2</sup>  
 156.97 acres  
 Note, all areas based on OS data, not measured surveys.

A 31.01.18 Red line boundary updated MD  
 A 07.07.16 Issued for Planning JHD  
**ISSUED FOR PLANNING**  
 Revisions

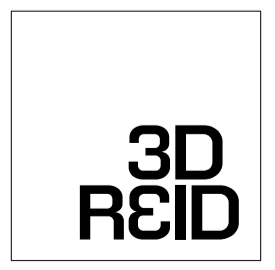
Client  
**Satnam Millennium Ltd**

Project  
**Peel Hall Masterplan**

Title  
**Site Location Plan**

Scale	Size	Date	Drawn	Checked
1:2500	A1	June'16	JHD	DB

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Architecture Conservation  
 Interiors Masterplanning  
 Partnerships Sustainability

Drawing No.	Rev.
140367 - D - 002	B



**KEYS**

Site Boundary	Boundary between the historic townships of Arbury and Winwick (Important Hedgerow)	Existing Culvert	10m Foraging bat corridor	Location for Care Home	Location for Community Facility	Area suitable for apartments with mechanical ventilation	Proposed wildlife corridor
Areas within Site boundary and excluded from the development	Peel Hall Manor Farm Moat Area (Archeological Feature)	Existing hedgerows to be retained	40m Bufferzone to M62 (Air Quality & Noise)	Location for Local Centre	Location for Bus Gate	Radley Common	Agreed Buffer with Woodland Trust to Radley Wood
Public right of way	Gas Main and Easement	Existing Pond to be retained	Developable Land to include for pedestrian and cycle links between plots.	Location for Employment Area	Proposed Tree/ Shrub Planting	Existing areas of off site vegetation	
Boundary between the historic townships of Arbury and Houghton (Important Hedgerow)	8m Water Vole buffer zone to Spa Brook.	Existing areas of woodland trees and vegetation to be retained.	Indicative Road Line	Location for Primary School	Proposed Sports Pitches/ Public Open Space		

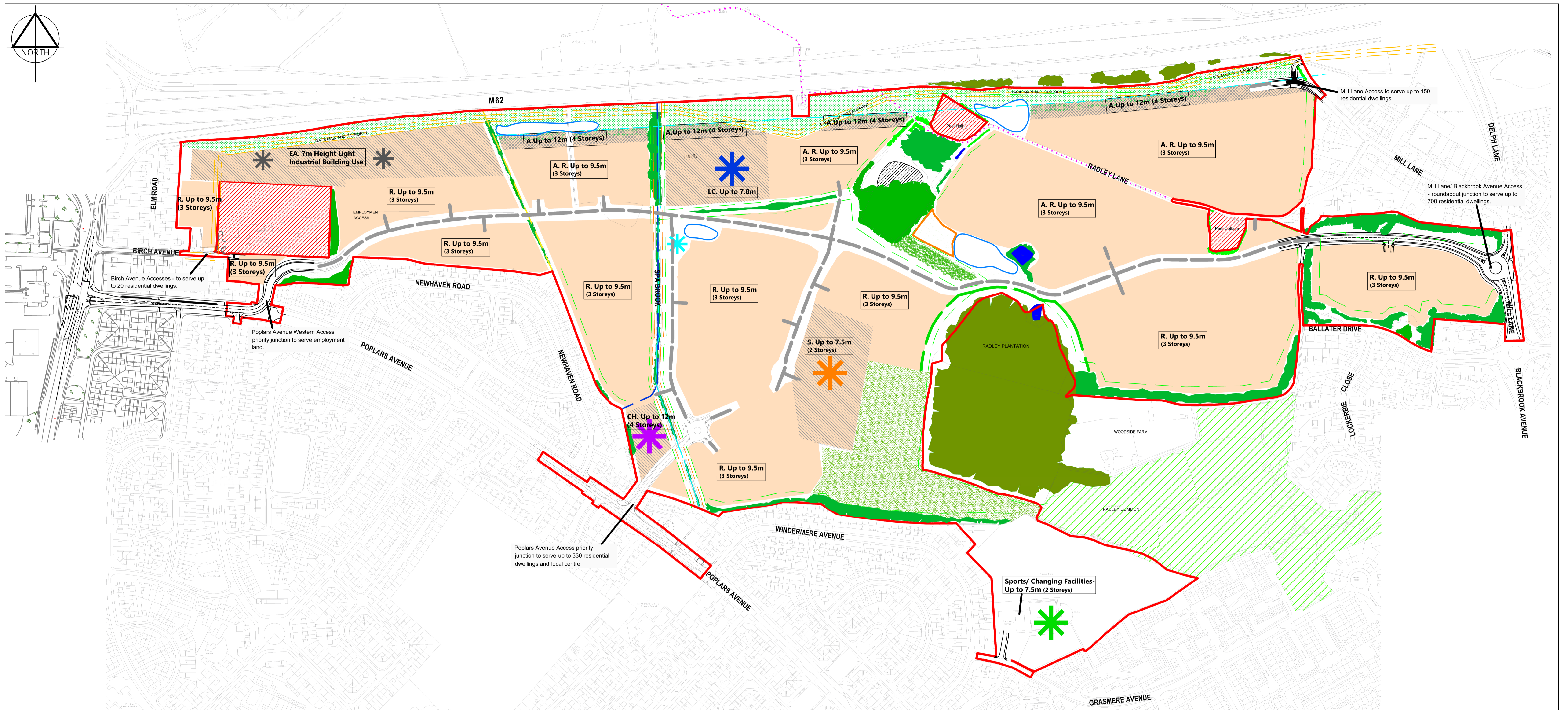
\*Note: Heights shown are proposed from ground level. Heights shown are fixed and take precedent over number of storeys shown.

Project <b>PEEL HALL, WARRINGTON</b>	
Title <b>Parameters Plan- Option A</b>	
Client Satnam Millennium Ltd	
Date 21.10.15	Scale 1:2,500@A1
Drawn SW/ DS	Drawing No. 1820_24
Checked DA/ DS	Revision Y
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# PEEL HALL, WARRINGTON

## Parameters Plan- Option A

**FIGURE APP 6A**



**KEYS**

- |   |  |   |   |                              |  |  |  |
|---|--|---|---|------------------------------|--|--|--|
| Site Boundary   | Boundary between the historic townships of Arbury and Winwick (Important Hedgerow) | Existing Culvert  | 10m Foraging bat corridor   | Location for Care Home       | Location for Community Facility            | Proposed Tree/ Shrub Planting                            | Agreed Buffer with Woodland Trust to Radley Wood |
| Areas within Site boundary and excluded from the development                        | Peel Hall Manor Farm Moat Area (Archeological Feature)                             | Existing hedgerows to be retained                               | 40m Bufferzone to M62 (Air Quality & Noise)                               | Location for Local Centre    | Location for Bus Gate                      | Existing areas of off site vegetation                    |  |
| Public right of way   | Gas Main and Easement  | Existing Pond to be retained                                    | Developable Land to include for pedestrian and cycle links between plots. | Location for Employment Area | Proposed Sports Pitches/ Public Open Space | Area suitable for apartments with mechanical ventilation |  |
| Boundary between the historic townships of Arbury and Houghton (Important Hedgerow) | 8m Water Vole buffer zone to Spa Brook.  | Existing areas of woodland trees and vegetation to be retained. | Indicative Road Line  | Location for Primary School  | Proposed wildlife corridor                 | Radley Common  |  |

\*Note: Heights shown are proposed from ground level. Heights shown are fixed and take precedent over number of storeys shown.

# PEEL HALL, WARRINGTON

## Parameters Plan- Option B

**FIGURE APP 6B**

Project <b>PEEL HALL, WARRINGTON</b>		
Title <b>Parameters Plan- Option B</b>		
Client Satnam Millennium Ltd		Scale 1:2,500@A1
Date September 2017	Drawn SW/ DS	
Checked DA/ DS	Revision B	
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