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Report Author ............................................ Alastair Cliffe
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# Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>4</td>
</tr>
<tr>
<td>EIA Process</td>
<td>4</td>
</tr>
<tr>
<td>Site Description</td>
<td>5</td>
</tr>
<tr>
<td>Development Description</td>
<td>6</td>
</tr>
<tr>
<td>Planning Policy Context</td>
<td>7</td>
</tr>
<tr>
<td>The Need</td>
<td>8</td>
</tr>
<tr>
<td>Consideration of Alternatives</td>
<td>9-10</td>
</tr>
<tr>
<td>Transportation</td>
<td>11</td>
</tr>
<tr>
<td>Air Quality</td>
<td>12</td>
</tr>
<tr>
<td>Socio- Economic</td>
<td>13</td>
</tr>
<tr>
<td>Interaction of Effects - Construction</td>
<td>14</td>
</tr>
<tr>
<td>Interaction of Effects - Operation</td>
<td>15</td>
</tr>
<tr>
<td>Cumulative Effects</td>
<td>16</td>
</tr>
<tr>
<td>Conclusion</td>
<td>17</td>
</tr>
</tbody>
</table>
Introduction

This is the non-technical summary for an Environmental Statement (ES) which has been prepared on behalf of Taylor Wimpey, to accompany a full planning application for residential development as part of the site allocation known as Ashfields, Wakefield.

This document is a summary of the ES that has been submitted as part of the full planning application having regard to the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. The report describes the physical characteristics of the development, its land use requirements, an outline of the main alternatives considered and a description of the effects on the environment which are likely to be effected by the development.

These include:
- Direct, indirect or secondary effects
- Cumulative effects
- Short, medium or long term effects
- Permanent or temporary effects
- Positive effects

The report also identifies any measures required to mitigate potential adverse impacts of the proposals within and around the application site. Full details can be found within the Environmental Statement.

EIA Process

Identify Proposed Development

Scoping Submission

LPA 5 Week Review Period

Review Response & Prepare EIA Report

Identify Baseline

Predict Impact on Environment

Assess Significance of Impacts

Consider mitigation

Prepare / Finalise Environmental Statement

Feedback and consideration of alternatives / Update and amend masterplan for site
The Application site is located in Normanton, which is within the district of Wakefield. The application site is situated to the north of Normanton Town Centre which is identified as within the urban area and is one of the five towns of Wakefield.

The A655 Wakefield / Castleford Road lies to the south of the site and provides access to Wakefield City Centre and the southern part of the Wakefield District. The A655 provides access to Wakefield City Centre, the southern part of the Wakefield District.

The railway line forms the western boundary with Normanton Railway Station located approximately 1km to the south west of the application site. The station is situated on the Hallam Line with services to Leeds, Castleford, Wakefield, Barnsley and Sheffield.

There are numerous bus routes within the vicinity of the site, along Wakefield / Castleford Road to the south of the site.

The site is located in an urban area and is well served by local facilities and services. The site is close to Normanton Town Centre which provides a range of food, retail and leisure facilities. Wakefield Europort and Normanton Industrial Estate are located nearby. Both of these employment zones provide significant job opportunities in the area.

The application site is approximately 10.4 hectares (25.8 acres) in extent and is within the ownership of Taylor Wimpey. The application site is part of the larger housing allocation known as Ashfields, Normanton (WMDC’s Site Specific Policies Local Plan (2012) allocation HS43). A comprehensive masterplan has been produced which shows how the proposed development acknowledges the wider housing allocation.

The Ashfields site is surrounded by residential development to the south and east, Ashfield Beck and the M62 to the north. The railway line is located due west of the site. The site itself comprises open agricultural (arable) land without any permanent buildings. The site slopes gently down to the west to Ashfield Beck with a strong hedge/tree line around the beck. The motorway and development to the north are visible from most parts of the site.

The application site is within Flood Zone 1 (i.e. low risk of flooding) and is within the M62 designated Air Quality Management Area (AQMA). There is a Wildlife Habitat Network located to the north west of the application site.

There are a number of existing footpaths (footpath numbers) which run through the site and around the site, which provide good accessibility to Normanton Town Centre and can provide enhanced permeability between Normanton and Altofts.
Taylor Wimpey is proposing to develop the first phase of the site allocation known as Ashfields, Normanton (HS43). Taylor Wimpey is proposing to develop the site for residential purposes.

The description of development for this application is provided below:

Full planning application for residential development (up to 300 units), construction of accesses, drainage, earthworks, public open space, landscaping, acoustic barrier and associated works at land off Benson Lane, Normanton.
Planning Policy Context

Planning Policy supports schemes that will assist in regeneration and encourage growth and investment into Wakefield.

The statutory development plan for the consideration of this application comprises the Wakefield Local Development Framework (LDF):

- Core Strategy (CS), April 2009
- Development Policies (DP), April 2009
- Site Specifics Proposals Document (SSPD), 12 September 2012

The Council adopted the Site Specifics Policies – Local Plan Document (SSPD) on 12 September 2012. The SSPD provides a set of site allocations and proposals to meet the vision, objectives and development strategy of the Core Strategy. The document includes land allocations to meet anticipated development needs relating to housing development. These proposals replace equivalent allocations and designations in the saved UDP.

The SSPD identifies the application site as part of Housing Site 43 (HS43) – Ashfields, Normanton.

This is a greenfield extension to the settlement of Normanton, which is classed as an urban area and forms the initial part of the development of the Ashfields - Altofts Hall Farm area.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Improvements to pedestrian, cycle and local transport links, including bus penetration, will improve the accessibility of the site to town centre services. In addition to this requirement, the provision of facilities and services within the development and travel plans will also need to be explored. Ideally this site should be brought forward as part of a comprehensive development for the Ashfields - Altofts Hall Farm area and early phases of development may need to make developer contributions towards infrastructure required for the development of the whole including possible substantial longer term development to the west of the railway line. This could include the means of delivering vehicular link(s) between the areas on either side of the railway line. Development proposals should not prejudice the possible future development of land in the Ashfields - Altofts Hall Farm area.

A travel plan must accompany a transport assessment for this site in order to minimise the impact of traffic on the strategic road network. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. The phases within the plan period incorporate the provision of extensive enhanced open space provision for the community, including the parkland development of the former colliery tip, part of the Ashfield area, and avoid the concentration of higher value agricultural land in the Altofts Hall Farm part of the area.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. A kick-about and play area will be required on-site and off-site open space quality shortfalls will require a developer contribution. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Development proposals will need to take account of Ashfield Beck: there should be no increased surface water run-off from the site and a sustainable drainage solutions scheme should be considered. The development will provide a parkland area, the timing, development and financing of which will need to be agreed with the Council. The development will not adversely affect the Local Wildlife Site and the Wildlife Habitat Network area will need to be fully taken into account in development proposals. A noise assessment will be required. The site is grade 2 and 3a agricultural land but overall of lower value than land to the west of the railway. However, no comparable alternative site of lower agricultural grade land is available, and there are no known issues regarding viability of farm units. Phasing will be co-ordinated with any necessary upgrades at the waste water treatment works. Across the wider Ashfields - Altofts Hall Farm area, public rights of way should be improved and there should be improved pedestrian and cycle links between Normanton and Altofts. The viability of a bus route through the wider area should be investigated, and if necessary will require a developer contribution.
The Need

The application site forms part of a larger housing allocation. The allocation is HS43 in WMDC’s LDF Site Specific DPD.

In respect of housing, there is a significant need to deliver housing in Wakefield and this has been confirmed within the evidence base for the LDF. As a District, Wakefield’s housing requirements, originally set out in the Regional Strategy (2008), are reflected in the LDF as a minimum of 1,600 dwellings per annum up until 2026. WMDC’s housing objectives are to provide an adequate and continuous supply of housing in sustainable locations to meet the housing requirement set out in the LDF. In addition to this there is a need for a range of housing types, sizes and affordability that is appropriate for its location. The site has been allocated to help meet the housing requirement as one of the sites considered appropriate to accommodate this growth.

Normanton is a key settlement in the Five Town’s area of Wakefield and as such is a focus for growth and development in the District. As an Urban Area in the settlement hierarchy Normanton needs to accommodate share of at least 25% of the District’s housing requirement.

The need for the application site to come forward for housing has therefore been fully considered through the LDF where the application site and wider site allocation have been considered to be a key element of the housing delivery necessary to meet Wakefield’s needs. The LDF is also supported by evidence contained within the Strategic Housing Market Assessment and Strategic Housing Land Availability Assessment produced by WMDC for the District both of which are updated regularly.

The site is identified in the Normanton Delivery Plan and there are significant regeneration needs that the site allocation can help to address. The application is the first phase in starting to achieve this. The Index of Multiple Deprivation for England (IMD 2010) ranks Wakefield as 67th most deprived out of 354 Local Authorities. Therefore people in the District are living in neighbourhoods among the top 10% most deprived in England and which accounts for 12.5% of Wakefield’s population. When considering the local area to the application site, it is within the top 5% most deprived in England (in terms of Lower Layer Super Output Area, LSOA, 2010). This therefore supports the need for regeneration which, without significant levels of public funding, can only come as a result of further growth and development.

There is a compelling need for the development of the application site which, whilst supported through the allocation of the site for housing and the wider site allocation for mixed use development, is also supported by the Government’s Planning for Growth strategy which requires significantly more development in suitable and viable locations with an expectation that the answer to growth should be ‘yes’ except where it compromises key sustainable development principles. The National Planning Policy Framework (NPPF, 2012) also supports this with an extremely strong emphasis on sustainable development and growth with a clear presumption in favour of sustainable development. The Government continues to emphasise the commitment to build out of the current economic difficulties which further emphasises the need for development.
Consideration of Alternatives

**Do Nothing**

To do nothing with the site would mean the site was retained as existing and therefore as agricultural fields and scrub land. This would mean that the housing needs in Wakefield District and Normanton would not be met through the development of the most sustainable sites. The effect of this would be to sterilise the redevelopment of sustainably located sites. This would therefore not allow the significant need for new housing to be met, which would be contrary to local and national planning policy as well as fundamentally contrary to the Core Strategy and NPPF.

Whilst the retention of the site as agricultural fields may have some environmental benefits, there are a number of environmental improvements that would not be secured. These include the socio economic and regeneration benefits of the proposals, which are much needed in the area.

The alternative to the redevelopment of the application site would mean that development would have to be provided elsewhere. Given the significant sustainability of the site, with its location adjacent to Normanton and close to Normanton town centre, development elsewhere would ultimately be in a less sustainable location and would put pressure on further Green Belt release. This would lead to increased impacts on the environment, especially from those associated with traffic, noise and air quality with the development of less sustainable sites and potentially greater impacts on ecology and the landscape.

**Preferred Option Compliance with Development Plan**

The site and the wider area are allocated for residential redevelopment (HS43). There is a significant need for development and growth in Wakefield to provide the houses and jobs needed as well as to secure the much needed regeneration and city renaissance. The application site and wider site allocation is a key site for the delivery of Wakefield’s housing numbers in a very sustainable location. The environmental merits of this have been given considerable consideration through the evolution of the LDF. Given this need and the sustainable location of this site, no other forms of development have been fully considered for the site.

Whilst the development will have impacts on the environment, some of which may be adverse, their significance will be reduced through suitable mitigation. The proposals will provide significant benefits in terms of providing development in a sustainable location, delivery of much needed housing and contribute towards the regeneration of Normanton. This would not otherwise not be possible if the site was left undeveloped or a less viable development option preferred.
Preferred Option – Design Evolution

Following the confirmation of the preferred use for the site, the detailed layout for the site has evolved, with consideration of the technical constraints and environmental impacts being key to the design evolution. The Development Team established a series of design principles early, which have been adhered to throughout the masterplanning process. These included:

· Transport and highways
· Drainage and flood attenuation
· Green infrastructure and biodiversity
· Pedestrian permeability

The evolution of the layout and scheme design is explained in detail in the Design and Access Statement accompanying the application.

Key aspects within the design were the approach to the creation of the development, a positive aspect towards the Ashfield Beck, drainage and open space, whilst creating connectivity and interlinking with the wider residential allocations at Ashfields. This approach ensured a design that was considerate of the site’s surrounding context and therefore respects neighbouring residential amenities.

The proposed development reflects the vernacular of the local area and is predominately 2 storey. The three storey units are located towards the centre of the site or are away from neighbouring properties. The proposed development provides for 300 dwellings which develops the site at approximately 33 dwellings per hectare. This approach makes the most efficient use of land and addresses the housing need in the area, whilst respecting the character of the surrounding area. The proposed access off Benson Lane is restricted to 300 dwellings and therefore a more intensive form of development is not feasible, whilst a fewer number of dwellings would not assist in meeting the significant need for housing and affordable housing and therefore would not accord with national guidance or local development plan.

The need to accommodate noise attenuation around the northern edge of the site adjusted the initial proposals significantly. Due to the presence of design constraints, including the Ashfield Beck and the detention basin a number of approaches were considered including the use of certain property types or a fence along the M62 boundary with the site. However, the most appropriate in terms of design and noise attenuation is a 2m high bund with 2.5m fence on top. The accommodation of this bund which is 8m wide and landscaped altered the orientation of plots, house types and approach towards green infrastructure.

In addition to this, the evolution has taken account of the following in terms of reducing the environmental impact of the development:

Consideration of the development of the site within the context of the wider masterplan to ensure that the development connects and fully integrates with the comprehensive scheme especially with regard to environmental and technical considerations and the ability to secure the future development. In this respect the alignment of the spine road was fully considered and pedestrian/cycle connectivity incorporated within the scheme.

Careful consideration has been given to the development platforms within the site and the re-use and stock piling of material in order to manage the need to export and import material. This reduces the potential adverse environmental impacts associated with traffic movements and associated air quality impacts whilst maximising the sustainable re-use of material on site.

The access road into the site where it adjoins Benson Lane has been widened by 1m to allow the potential for local residence in the narrower part of Benson Lane to park nearby on-street. This would alleviate any potential conflicts in relation to passing vehicles.
The Transportation section of the Environmental Statement (Part 2) has been produced by i-Transport LLP and examines the environmental impacts of the traffic that will be generated by the proposed 300 dwelling residential development off Benson Lane, Normanton during the construction and operational phases.

Scoping discussions were undertaken with Wakefield Metropolitan District Council and the Highways Agency regarding impacts on the local and strategic road networks prior to the preparation of the Environmental Statement.

Potential effects of the proposal scheme during the construction and operational phases could include impacts on driver delay; pedestrian delay and amenity; fear and intimidation; severance; accidents and road safety; and public transport users.

Baseline data has been collected from a series of traffic surveys undertaken around the site, observations made through site visits and a range of other existing data sources, including collision data records.

Maximum levels of construction traffic are predicted to occur in the initial six months of 2017, during the enabling construction works. The operational phase has been assessed once the site is considered to be fully developed, in the future forecast year of 2024.

The impacts of the construction vehicles upon the traffic and transport-related environmental factors are anticipated to be negligible or minor adverse. The impacts of construction traffic will be managed through the implementation of a Construction Management Plan (CTP). The CTP will support the proposed development and will seek to minimise the level of disruption caused during the construction phase of the scheme.

The level of traffic generated by the proposal scheme during the operational phase will be greater than the construction phase, though the impacts of the operational vehicles upon the traffic and transport-related environmental factors are also anticipated to be negligible or minor adverse. A series of inherent mitigation measures are therefore proposed to address the potential impacts of the proposals. These measures include the following:

- Implementation of a Travel Plan (TP) with measures to encourage the use of public transport, walking and cycling;
- The internal development layout has also been designed to encourage walking and cycling;
- Improvements to existing bus stops in the vicinity of the site;
- The TP commits to providing a walking bus from the site, if necessary, which will reduce any potential increases in traffic around the Normanton Common school;
- The existing public right of way between Benson Lane and Altofts, across the site, will be resurfaced and lit; and
- The Castleford Road/Benson Lane junctions will be amended to improve capacity at the junction.

Following implementation of the mitigation measures, it is considered that the impacts of the proposed development will be negligible during the construction and operational phases.

An additional cumulative assessment has been undertaken, to consider the combined impact of the residential proposals, the current committed developments together with the impacts of allocated sites within Normanton. The full comprehensive residential scheme at Ashfields will provide two additional accesses onto Castleford Road at Mill Lane and School Lane. These additional accesses to the site will result in a reduction in traffic flows on Benson Lane. The level of traffic generated by the proposal scheme during the cumulative assessment will have impacts upon the traffic and transport-related environmental factors that are also anticipated to be negligible.
This assessment has considered the impact on air quality that would occur as a result of the construction and operation of the Proposed Development in terms of traffic.

The proposals would have the potential to increase levels of airborne dust and PM$_{10}$ particulate matter during the construction phase. Specifically, there is potential for properties on Falmouth Avenue, Redruth Drive, Ashgap Lane, Mackinnon Avenue, Benson Lane and Albert Street, to experience short-term and temporary increase in the dust soiling rates during construction works close to the site boundary. These will be infrequent and will last for the duration of the construction phase. The application of normal mitigation measures associated with construction works of this type would reduce the generation of dust such that the risk of off-site effects is not significant (minor adverse).

The proposed development will result in an increase in traffic movements on the local highway network once the development is complete. The emissions from the additional traffic movements have the potential to increase pollutant mean concentrations at nearby residential properties. The effect of changes in air quality due to road traffic flows associated with the operation of the Proposed Development would not be significant (negligible) at all receptors.

The Proposed Development and other cumulative schemes were also assessed in terms of the increase in traffic movements on the local highway network. The effect of changes in air quality due to road traffic flows would not be significant (minor adverse) at receptors near to the north east section of Castleford Road. Other receptors in the study area are predicted to have a not significant (negligible) change in air quality.

The overall construction and operational effect of the proposed development is not considered to be significant for air quality and is also considered to be consistent with relevant planning policies for air quality.
The proposed residential development brings a series of significant benefits to the Normanton ward, Lower Super Output Areas Wakefield 009A and Wakefield 009C, Wakefield and the Region. The overall impact of the proposal in terms of socio-economic issues is considered to be negligible to minor / moderate beneficial due to the delivery of new homes and affordable housing the positive effects that the development will have to the local community and economy.

The provision of new housing within the Normanton ward could have a moderate beneficial impact upon the current migration rates and expected levels of population growth as more homes will be made available to the local population. The delivery of a range of housetypes predominately detached and semi-detached dwellings (212 detached and semi-detached dwellings) will be provided on the site to respond to the existing housing market need within the area which again provides a positive impact on the need for housing within the area. Delivery of a potential affordable housing contribution if viable could assist in addressing the need within the area.

Employment opportunities for the local population will be provided through the proposed residential scheme. The Technical Paper indicates that it is expected that the scheme will deliver 450 temporary direct jobs (construction) and a range of spin off jobs whilst 690 extra jobs could be created in the wider economy for the houses constructed. The proposed development generates additional demand for local services which would have a potential positive impact on the employment of additional staff by existing businesses in the locality. The proposed project could generate £8,236,800 of net additional Gross Value Added within Wakefield per annum. This relates to construction jobs which will be for a finite period.

The total household expenditure the scheme can achieve is £6,594,120 however this would not be additional expenditure as some people would not be completely new households. The proposed development could provide the Local Authority with £2,264,745 over 6 years as part of the New Homes Bonus which could assist in delivering housing growth within Wakefield. The scheme has the potential to generate £311,797.36 in additional Council Tax payments to Wakefield Council.

The provision of public open space, retention and enhancement of formal public right of ways and the provision of walking routes for existing and new members of the local community to existing and future housing development areas, recreational facilities and retail amenities.

The redevelopment of the site for 300 new homes within Wakefield will inevitably impact upon community infrastructure within the locality in particularly in terms of the of available health and education services. Whilst there is some health capacity at present, further discussions will be needed with health providers in the longer term. Delivery of an education contribution will assist in addressing education capacity issues within the area. The comprehensive masterplan for Ashfields, Normanton identifies proposed land made available for a primary school extension to Normanton Common Primary School.

The residential development would have an overall beneficial effect in terms of the Normanton wards socio economic impact due to the local and District wide benefits which would be delivered.
Interaction of Effects of Construction

**TOPIC**

Socio Economic

Earth works and construction activity

Air Quality

**IMPACT**

- Creation of construction jobs / indirect jobs
- Increased expenditure and demand for local services
- Population increase
- Emissions to air, including deposition of dust
- Impacts from mud, debris and/or dust on local road network
- Increase in construction traffic
- Change in traffic emissions
- Disturbance to local community
- Pedestrian and Road safety
- Temporary closure of public right of way

**MITIGATION**

- Beneficial so no mitigation proposed
- Provision of a Construction Management Plan
- Minimising dust generating activities and dust suppression
- Re-use of material on site
- Implement construction Best Practice Measures
Interaction of Effects of Operational

**TOPIC**

- Development:
  - Up to 300 residential dwellings
  - Vehicular and pedestrian access from Benson Lane
  - Emergency vehicular and pedestrian access from Ashgap Lane
  - Pedestrian links through the site
  - Public open space
  - Connectivity provided to the adjacent woodland area
  - Acoustic barrier
  - Earthworks
  - Drainage

**IMPACT**

- Highway Safety
- Increased traffic flows / traffic on network
- Driver Stress
- Traffic emissions
- Increase in population
- Increased employment opportunities
- Provision of housing to meet demand
- Increased GVA
- New Homes bonus
- Increased Council tax Payments
- Increased household expenditure
- Increased demand for existing facilities and services
- Creation of new open space
- Impact on Education and Health provision

**MITIGATION**

- Production of a Travel Plan
- Junction improvements
- Improved pedestrian / cycle linkages
- Bus stop improvements
- Walking bus contribution
- Improved linkages throughout the site to wider area
- Beneficial impact no mitigation proposed
- Education Contribution

- Increased population
- Increased employment opportunities
- Provision of housing to meet demand
- Increased GVA
- New Homes bonus
- Increased Council tax Payments
- Increased household expenditure
- Increased demand for existing facilities and services
- Creation of new open space
- Impact on Education and Health provision

- Beneficial impact no mitigation proposed
- Education Contribution
Cumulative Effects

There are a number of developments that need considering given the likely impact they will have cumulatively with the application development. These include developments with planning permission but which are not yet built; sites allocated for development or any other known future proposals. The following list have been agreed with the Council as part of the Scoping process. The developments considered as cumulative are set out below:

- Site HS43 – the application proposals form part of residential allocation HS43. The remainder of the allocation could accommodate approximately 250 dwellings.
- Site HS44 – Residential allocation which forms part of the wider Ashfields development site. The allocation could accommodate approximately 141 dwellings.
- Site HS45 – Residential allocation which forms part of the wider Ashfields development site. The allocation could accommodate approximately 27 dwellings.
- Normanton Station Area – allocated in the Site Specific Proposals Local Plan as a Special Policy Area (SPA9). The SPA is a mixed-use allocation and includes the Normanton Depot site.
- Site HS46 – the brownfield residential allocation is a Former Brickworks and could accommodate approximately 105 dwellings.

It is considered that the cumulative effects will be at their greatest during the short and medium term during the development and construction phases, which is the time when site development will be intensive. However, it is considered that with a scheme of suitable mitigation resolved through a Construction Management Plan that the effects will generally be minor adverse to negligible.

During the short and medium term it is expected that the cumulative development will provide a variety of temporary jobs including opportunities for local people. The influx of workers is likely to have a beneficial impact on the local area.

In the longer term, the full comprehensive residential scheme at Ashfields will provide two additional accesses onto Castleford Road at Mill Lane and School Lane. These additional accesses to the site will result in a reduction in traffic flows on Benson Lane. The level of traffic generated by the proposal scheme during the cumulative assessment will have impacts upon the traffic and transport-related environmental factors that are anticipated to be negligible.

With regards to air quality the cumulative developments in the longer term are likely to increase traffic movements on the local highway network. However, the cumulative assessment concludes that the effect of changes in air quality due to road traffic flows would not be significant (minor adverse) at receptors near to the north east section of Castleford Road. Other receptors in the study area are also predicted to have a not significant (negligible) change in air quality.

In the longer term, positive benefits will result from the development. The development of the sites will generate further net additional GVA within Normanton per annum. The development of the residential sites will contribute to the economic growth and employment and services in Wakefield and the local area. The provision of additional employment opportunities could result in a higher demand for housing with more people choosing to live in the area which they work.

Overall, it is concluded that the cumulative development would have an overall beneficial effect due to the local and borough wide benefits which would be delivered.
Conclusion

The main purpose of the ES is to provide an objective assessment of the Environmental Impacts of the proposed development. This Non-Technical Summary provides a summary of the main issues identified within the ES Part 1 and ES Part 2.

The ES Part 1 Report presents a detailed project description of the proposals to develop the application site. It sets out the methodology which the Study Team has followed, the alternatives which were considered and the legislative/planning context.

The Technical Papers in Part 2 of the Environmental Statement provide more detail of this impact of the development during the construction and operational phases against a range of topics including

- Traffic and Transportation
- Air Quality
- Socio Economic

These separate papers contain the detailed analysis of impacts and mitigation and should be referred to for the complete assessment of impact. The ES Part 1 report aims to provide an overview of the predicted effects and how it is proposed to mitigate the impacts. It should be noted that the information submitted for this planning application is extensive given the nature of the site, however, the detailed mitigation strategies will be controlled via the use of planning conditions and the Section 106 Agreement.

As a whole, the majority of potential environmental impacts is negligible or minor adverse. Other impacts are considered to be beneficial in terms of socio economic impacts such as population increase, increased GVA, increased expenditure, job creation, Council Tax, New Homes Bonus and provision of housing.

The report also assesses the potential for the interaction of effects and concludes that the adverse interaction of impacts in and around the site will occur at its greatest during the construction period. It is however considered that the mitigation proposed as part of this environmental assessment is sufficient to deal with these impacts which would be controlled by the use of planning conditions and S106 legal agreement should planning permission be granted. Benefits in the construction phase relate to direct and indirect employment opportunities. During the operation phase there are benefits from the proposal relating to the provision of housing to meet need and increase in population and positive impact on local services and facilities as more demand is generated assisting in the regeneration of the area.

Cumulative impacts are not considered to be significant and in the majority of cases are negligible. There are positive cumulative impacts in terms of socio-economic and overall, it is concluded that the cumulative development would have an overall beneficial effect due to the local and borough wide benefits which would be delivered.

There are therefore not considered to be any potential environmental impacts that cannot be suitably mitigated and which would prevent the proposals from being granted planning permission.