City Fields - Phases 1 and 2, Wakefield
Stretton Estates, Miller Homes, Grantley Developments Ltd

Environmental Statement Non Technical Summary
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Contents

Introduction ........................................................................................................................................... 4
EIA Process ........................................................................................................................................... 4
Site Description ................................................................................................................................... 5
Development Description .................................................................................................................... 6
Planning Policy Context ........................................................................................................................ 7
The Need ............................................................................................................................................... 8
Consideration of Alternatives ............................................................................................................... 9
Traffic and Transportation .................................................................................................................. 10
Ecology and Nature Conservation ..................................................................................................... 12
Flood Risk and Drainage ....................................................................................................................... 14
Air Quality ........................................................................................................................................... 15
Socio Economic .................................................................................................................................. 16
Utilities, Energy and Waste .................................................................................................................. 17
Noise and Vibration .............................................................................................................................. 18
Geology and Ground Conditions ......................................................................................................... 19
Cultural Heritage ................................................................................................................................. 20
Landscape and Visual Impact .............................................................................................................. 22
Interaction of Effects - Construction ................................................................................................... 24
Interaction of Effects - Operation ......................................................................................................... 25
Cumulative Effects ............................................................................................................................... 26
Conclusion ........................................................................................................................................... 27
Introduction

This is the non-technical summary for an Environmental Statement (ES) which has been prepared on behalf of The Wakefield East Consortium, which is made up of Miller Homes Ltd, Stretton Estates Wakefield Ltd and Grantley Developments Ltd, to accompany a hybrid planning application for the first and second phases of development at City Fields (formerly known as Wakefield East), Wakefield as part of the site allocation known as Wakefield East.

A hybrid planning application is one that seeks outline planning permission and full planning permission for different development proposals on the same site. This document is a summary of the ES that has been submitted as part of the hybrid 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.

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EIA Process

1. Identify Proposed Development
2. Scoping Submission
3. LPA 5 Week Review Period
4. Review Response & Prepare EIA Report
5. Identify Baseline
6. Predict Impact on Environment
7. Assess Significance of Impacts
8. Consider mitigation
9. Prepare / Finalise Environmental Statement

Feedback and consideration of alternatives / Update and amend masterplan for site
The application site forms the north-western part of the larger Special Policy Area allocation known as Wakefield East (WMDC’s Site Specific Policies Local Plan (2012) allocation SPA2) which stretches along the eastern extent of the urban area of Wakefield and is approximately 154 hectares (380 acres) in total.

The application site is 22.5 hectares (55.5 acres) in extent is located on the edge of the urban area with built development to the north, south, west and north-eastern boundaries. The application sited currently consists of arable fields (cereal crops) with an area of scrub land in the centre.

There are no Tree Preservation Orders (TPOs) within the application site. There are two hedgerows within the site marking field boundaries. There are a number of formal and informal footpaths across the application site and the wider site allocation. The north-western part of the application site is within the Wakefield City Air Quality Management Area (AQMA).

The Stanley Ferry Flash is the closest Local Wildlife site (WMDC’s Site Specific Policies Local Plan allocation LWS2), being located approximately 650m (0.4 miles) of the eastern boundary of the application site. It is also a Site of Special Interest (SSI).

The site is located to the east and south of Stanley Hall, a Grade II Listed Building now used for nurses’ accommodation. Wakefield Hospice is to the rear of Stanley Hall and to the northwest of the application site. Clarke Hall, a Grade II* Listed Building and an area of Special Archaeological Value (Policy AS81 in WMDC’s Site Specific Policies Local Plan) is located to the southwest of the site.
The planning application is a hybrid with part of the proposals for the site applied for in full and part in outline.

The hybrid planning application comprises up to 500 residential units, the first phase of the Wakefield Eastern Relief Road (Relief Road) with two accesses off Aberford Road, drainage features, retaining structures, landscaping and ecological works, public open space, two electrical substations, an acoustic barrier and vehicle, pedestrian and cycle circulation.

Matters in detail:

The full application comprises land remodeling to create development platforms, construction of 328 dwellings (C3), Phase 1 of the Wakefield Eastern Relief Road with two junctions onto Aberford Road, including a new roundabout junction to Bar Lane/Aberford Road with junctions to the application site and Stanley Hall, gabion structures, landscaping and ecological works, public open space, drainage features, two electrical substations, acoustic barriers, and vehicle, pedestrian and cycle circulation and change of use of agricultural land (sui generis) to land associated with hospice (C2).

Matters in outline:

The outline application comprises up to 172 dwellings (C3) and landscaping and ecological works, public open space, gabion structures, means of access, vehicle, pedestrian and cycle circulation and drainage features that relate specifically to the building areas that are being dealt with in outline.

For the outline element, all matters except for access are being reserved for consideration at a later date.
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 LDF replaces many of the policies in the Wakefield Unitary Development Plan First Alteration adopted January 2003 (UDP). However, the remaining saved policies of the UDP, including Retail, Leisure and Open Space policies, remain part of the statutory plan.

The Council adopted the Waste Development Plan Document on 9 December 2009 and as such it forms part of the LDF.

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, employment and mixed use development. These proposals replace equivalent allocations and designations in the saved UDP.

The SSPD was submitted to the Secretary of State in early 2011 and the Inspector held public hearing sessions during December 2011 and January 2012. The Council received the Inspector’s Report about the Examination of the SSPD on 8 June 2012. The Inspector concluded that in general terms, the SSPD is generally sound, and subject to the Council adopting the Inspector’s recommended modifications, the SSPD satisfies the criteria for soundness in accordance with the NPPF (which are: positively prepared, justified, effective and consistent with national policy).

The SSPD identifies the application site as part of Special Policy Area 2 (SPA2) – Wakefield East, Wakefield. SPA2 states:

The site is a part brownfield/part greenfield extension to the settlement of Wakefield, which is classified as a sub-regional city. The allocation is located on the eastern edge of Wakefield and will form a sustainable urban extension. The allocation is one of the key proposals within the development strategy for Wakefield and the wider district. This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

The SSPD also includes policies relating to Transport. In particular, Policy TS2 – Wakefield Eastern Relief Road, Wakefield, is relevant to the application site and the wider site allocation. The supporting policy text identified that as part of the Wakefield East development, this new Relief Road is proposed to enable site development and provide congestion relief into and around the City Centre. TS2 states:

A Wakefield Eastern Relief Road would remove much of the through traffic from central Wakefield, alleviating heavy congestion and poor safety and environmental conditions along A638 Doncaster Road, A642 Aberford Road and A61 Leeds Road and routes through the city, and allowing scope for further measures to give priority to public transport, pedestrians and road safety. A scheme is currently being evaluated in accordance with Core Strategy policy CS9 which will become an integral part of SPA2.
The need for the development of the site and the wider Wakefield East site allocation can be categorised into development needs, regeneration needs and infrastructure needs. Together these needs justified the site’s allocation as a Special policy Area allocation within the LDF.

In respect of housing, there is a significant need to deliver housing in Wakefield. 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. In addition to this, the Leeds City Growth Point requires an additional 20% (i.e. 320 additional dwellings per annum and therefore 1,920 dwellings per annum (net)) between 2008 and 2017. Wakefield Metropolitan District Council’s (WMDC) 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. The site has been allocated to help meet the housing requirement as one of the sites considered appropriate to accommodate this growth. Wakefield is also the highest order settlement and a Sub Regional City and as such is the primary focus for growth and development in the District, with a need to accommodate at least 30% of the District’s housing requirement.

There are also significant regeneration needs that the wider site allocation can help to address. The Index of Multiple Deprivation for England (IMD 2010) ranks Wakefield as 67th most deprived out of 354 Local Authorities. 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).

An Economic Impact Assessment (prepared by Amion on behalf of WMDC, February 2012) (included as Appendix 6.1 of the Socio Economic ES Technical Paper within Part 2 of this ES) confirms the area’s deprivation and in respect of housing, the Wakefield East ward suffers from a limited number of detached housing and a large number of semi-detached houses. The report continues to conclude that there is a requirement for new employment and housing opportunities in order to stimulate sustained economic growth and regeneration. The application site is a first phase to achieving the transformational change that is needed in the area.

The statistics reveal East Wakefield ward suffers from significant deprivation and there is a pressing need for regeneration. The housing mix, housing tenure and the relationship to the employment activity suggests that Eastmoor is struggling to maintain the same levels of socio economic standing as other areas of Wakefield. Overall, these statistics suggest that Eastmoor and the ward of Wakefield East need to diversify the range of employment and housing opportunities within the area to encourage growth and regenerate the community. The dwellings proposed as the planning application would be the first step in achieving this diversification and growth to stimulate regeneration.

A further need is road infrastructure. Policy CS9 in WMDC’s Core Strategy (15 April 2009) identifies the need for further evaluation of a Wakefield Eastern By-pass and SPA2 for the wider site allocation specifically identifies the requirement for a Relief Road to link Doncaster Road to Aberford Road. The application site will therefore deliver the first phase of this road whilst helping to alleviate the congestion problems. In environmental terms, the road will help to address existing problems of congestion and associated air quality and noise issues and there will be significant socio economic benefits. Air Quality improvements are particularly important given Wakefield’s inclusion within an Air Quality Management Area (AQMA) as a result of high levels of pollutants. There are also environmental improvements to the immediate local area, with the resulting proposals to restrict access to the stretch of Aberford Road between the petrol filling station on Aberford Road and the Bar Lane/Aberford Road roundabout junction. These are in terms of air quality, noise and visual improvements. The wider site allocation is the only way to deliver this Relief Road.

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 emphasize the commitment to build out of the current economic difficulties which further emphasizes the need for development.
Consideration of Alternatives

The alternatives considered for the development of this site are set out below.

**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 would not be met through the development of the most sustainable sites. In addition to this, the first phase of the Relief Road would not be developed meaning the Relief Road connecting Doncaster Road and Aberford Road would not be able to be delivered in its entirety. The effect of this would be to sterilize 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, Site Allocations local Plan 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 and the reduction in the congestion in Wakefield through the delivery of the Relief Road and the redistribution of traffic, which has consequential noise and air quality benefits for the wider area, particularly given the Air Quality Management Area status afforded to much of Wakefield. The ability to secure long term management of the tree belts, provision of managed green infrastructure within the site and the enhancement of ecological habitats would be lost as would a managed drainage strategy for the site.

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 immediately to the east of the City of Wakefield, 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.

**Compliance with the Development Plan**

The site and the wider area are allocated for mixed use redevelopment (Special Policy SPA2). The application site and wider site allocation is a key site for the delivery of Wakefield’s housing requirements in a very sustainable location. Given this need and the sustainable location of this site, no other forms of development have been fully considered for the site. However, the proposals for the site have taken full consideration of the site’s context, constraints and the result of a number of technical assessments to ensure the preferred option minimizes its impact on the environment.

The original Vision for the wider site allocation (including the application site) was ‘to create a sustainable urban extension of Wakefield that will deliver social, environmental and economic benefits and improve the quality of life for its local population’.

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 and delivering the first phase of the Relief Road. Not only will this help to address congestion in Wakefield by redistributing traffic away from the centre of Wakefield, with consequential benefits for noise and air quality, it will also provide houses, in close proximity to jobs, services and facilities and hence will also help to reduce reliance on the private car. Benefits of ecological habitat creation and enhancement, longer term management of tree belts around the site and the creation of green links could be secured. This would not otherwise be possible if the site was left undeveloped or a less viable development option preferred.

Development will also bring benefits for this part of Wakefield in social and economic terms. This is particularly important given Wakefield is the 8th most deprived District in Yorkshire and Humber within the English Indices of Deprivation (2010). Part of the Wakefield East ward (which adjoins the south of the site), and which the development will have an impact on, is in the top 5% of most deprived lower super output areas. The main benefits include construction jobs (750 direct jobs and further indirect jobs), increased expenditure in local services and facilities and inward investment. Net Gross Value Added (GVA) is calculated as over £12 million per annum as a result of the proposals. There are also benefits from the New Homes Bonus, which is money paid by Government to Local Authorities for creating additional homes in use in their area, which in this instance is in the region of over £3 million over six years.
The Traffic and Transportation Paper considers the effects of the proposed residential development upon the traffic and transportation conditions within the vicinity of the City Fields, Wakefield site.

This Technical Paper has considered the impacts of the proposals on a number of Traffic and Transport factors including driver delay, pedestrian delay and amenity, fear and intimidation, severance and accidents and safety.

The impacts of the proposals have been assessed both during its construction phase and also during the operational phase, when all of the houses have been built and occupied. The impacts of the proposals have been assessed through a comparison of the traffic and transport conditions within the surrounding area both without the development and with the development. A Transport Assessment (TA) has also been prepared to support the application and this provides more details of the potential impacts of the scheme on the surrounding road network.

Baseline data has been collected from a series of traffic surveys undertaken around Wakefield, with comprehensive measurements obtained through site visits and a range of other existing data sources, including traffic speeds and accident records. The analysis has considered the existing road network and also a future design year scenario of 2020, which reflects the end of the construction period for the proposals.

The scale of impacts identified through the assessment process has been defined for each of the traffic and transportation parameters and these have been categorised as impacts which are either substantial, high, moderate, minor or negligible based upon a set of appropriate assessment criteria.

The study area for the assessment of traffic and transportation impacts has been agreed with both highway authorities. This includes the local junctions surrounding the site including the A642 Aberford Road junctions with Bar Lane, Ferry Lane. Queen Elizabeth Road and Newmarket Lane/Castlegate and also the Bar Lane junctions with Ouchthorpe Lane, North Avenue and A650/A61. Further to this Junction 30 of M62 Motorway and Junction 41 of the M62 Motorway were assessed.

A large number of committed developments in the area have also been taken into consideration in the assessment, including a number of development sites within Wakefield City Centre and beyond.

The results of the baseline junction capacity assessments show that all of the junctions within the study area operate within their capacity under both the existing traffic flows and also under the future year baseline traffic flow scenarios.

It has been calculated that the traffic levels during the construction phase are significantly lower than the volume of traffic generated by the proposals during its operational phase and therefore the traffic-related environmental impacts associated with the proposals during the construction phase will therefore be lower than during the operational phase. The analysis has shown that all of the impacts during the construction phase will be negligible.

The traffic generated by the proposed development during its operational phase has been calculated using trip rates extracted from the document produced by WSP on behalf of WMDC entitled ‘Wakefield LDF Assessment’ (October 2011). This document calculates residential trip rates depending on size and accessibility of potential development sites and the proposed 500 residential units are forecast to generate 235 two-way vehicle trips in the AM peak hour and 270 vehicle trips in the PM peak hour.
The overall environmental impacts of the development proposals in traffic terms has been shown to range from negligible to minor adverse impacts across each of the potential impacts. The main negative impacts relate to increased driver delays at the Aberford Road/Ferry Lane. In addition to this, there will be some moderate positive impacts on pedestrian amenity, pedestrian delay, fear and intimidation and severance along Aberford Road, north of Bar Lane, as a result of decreased traffic levels along this section of highway.

Notwithstanding the fact that the operational impacts at the Aberford Road/Ferry Lane are not considered severe a mitigation scheme has been designed in order to reduce the impacts at this junction which includes the extension of the length of the right turn lane on the eastern arm of junction to provide additional storage. This junction improvement, which could be implemented as a result of the development proposals, is illustrated in more detail in the TA. Following the potential implementation of this mitigation package, it is considered that the impacts of the proposals will largely be negligible during the peak hours.

A cumulative assessment was also undertaken that assesses the impact of other developments in the area. A key consideration of the cumulative impacts is the delivery a relief road to link Doncaster Road to Aberford Road - the Wakefield Eastern Relief Road WERR and the wider Wakefield East Special Policy Area (SPA2).

The area within the scope of the cumulative assessment was agreed with WMDC and the Council’s traffic model (that was developed for their assessments of the LDF developments) was utilised to identify the area over which the WERR and development in the SPA has an impact.

In order to provide an overview of the likely impacts of the assessment scenarios and the associated increases of traffic flows on Transport related environmental factors the percentage changes in traffic flows and changes in traffic speed were considered.

Overall, the cumulative impact of the proposed residential proposals has been shown to be largely positive in the plus development scenario with a number of links showing decreases in traffic flows.
An ecological assessment has been undertaken to determine the ecological value of the application site at City Fields and to assess the potential impact of the proposed works on the habitats and species identified within the 2km Study Area.

The assessment was based on a desk-based study and numerous field surveys to identify key ecological features at the site. Surveys were undertaken for amphibians, badger, bats, birds (wintering and breeding), brown hare, invertebrates (butterflies and dragonflies), otter, reptiles and water vole, in addition to an Ecological Walkover and Extended Phase 1 Habitat Survey. Organisations such as West Yorkshire Ecology and Natural England have been consulted as part of the assessment process.

The application site is not subject to any statutory or non statutory nature conservation designations. However a number of non statutory sites are located within the 2km Study Area, including Stanley Ferry Flashes Local Wildlife Site (LWS) approximately 0.5km east of the application site and a section of the Wakefield Wildlife Habitat Network (WHN).

There will be a phased loss of arable, poor semi-improved grassland, scattered tree and species poor hedgerow habitats during the construction period which will have a Minor Adverse impact pre-mitigation.

The faunal species identified within the application site and adjacent areas which will be affected are grass snake, water vole, breeding/wintering birds and bats; a Negligible to Minor Adverse impact is anticipated on these species pre-mitigation. The impact of the proposed works during the operational phase has been assessed as between Moderate to Minor Adverse pre-mitigation. This is due to the increased disturbance (lighting, noise, pets), risk of pollution, potential changes in water levels in the adjacent LWS and fragmentation of habitats that will result from the development.

With the implementation of mitigation measures, the impact of the proposed development works on the local ecology of the site will be reduced. The bat roost identified will be retained and measures implemented to avoid its disturbance. Habitat removal will be the minimum required to facilitate the works and retained vegetation will be protected. Works will be timed to avoid the most vulnerable periods for protected species identified on site and measures will be implemented to ensure that protected species are avoided or moved out of the working area before works commence. Mitigation will also include ‘gapping-up’ retained hedgerows and the provision of green space and infrastructure creating green corridors to retain connectivity of habitats within the site and with the surrounding areas; native species found locally in the area will be used in the landscaping wherever possible.

In conclusion, with mitigation measures implemented, the overall ecological significance of the impacts of the proposed development are assessed as being between Minor Adverse and Negligible for the construction phase, and Negligible for the operation phase.

The cumulative impacts associated with known relevant planning applications in the 2km Study Area have been considered and it is concluded that there will not be a significant negative cumulative impact on ecological receptors providing that appropriate mitigation measures are implemented for each application.
Flood Risk and Drainage

During preparation of the environmental statement, the phase 1 flood risk assessment (FRA), and the drainage strategy, consultation has been held with:

- The Environment Agency
- Yorkshire Water Ltd
- Wakefield MDC Drainage Engineer

The development receptors which are discussed in the paper include:

- Sewerage Treatment Works
- Ground Aquifer
- Existing water bodies and drainage ditches.
- Existing properties in the vicinity of the site.
- Proposed properties on the development.

The base line state of each receptor has been identified, and used to assess the potential impact of proposed development during both the construction phase and the completed scheme (operation phase). Prior to mitigation the significance of impacts during construction range from minor adverse to moderate adverse and during operation negligible to moderate adverse.

Mitigation measures have then been identified to address the adverse impacts, with the aim of reducing flood risk. The mitigation measures which are discussed in the technical paper and the FRA, include:

- Restriction of surface water discharge from the proposed sewers, at a rate which mimics the Greenfield site. This will require storage of rain water in basins and underground structures, which has been discussed with both YWL and Wakefield MDC Drainage Engineer.

- Compliance with all YWL requirements relating to the design and installation of drainage systems, and also within the capacity of existing drainage which has been identified by YWL. Compliance with YWL will ensure that the existing sewage network is not overwhelmed, and that the proposed sewer network exceeds current standards.

- Stipulating that the construction site must use suitable fuel storage facilities, complete with bunding and wash down facilities.

- Protection of existing water bodies during the construction stage, with measures to prevent construction debris and overland flows running into the existing bodies.

These measures reduce the significance of the impact of the development to negligible at both construction and operation phases, except for the increase in foul flow which remains minor adverse, although measures will be in place to ensure capacities within the public sewer network are not exceeded.

The flood risk and drainage paper also considers how the development may impact on any future development (the cumulative effects). The application of a drainage strategy for phase 1, which adopts the mitigation measures as agreed with YWL and WMDC has been shown to have a negligible impact on the cumulative development. This negligible impact is justified due to the aim of mimicking the way in which the undeveloped site deals with surface water drainage.
The potential effects of the proposed development with proposed mitigation on local air quality sensitive receptors are considered with respect to existing planning policies. Additional mitigation measures have been recommended where appropriate in order to minimise the potential for adverse residual effects from being experienced by sensitive receptors during the construction and operational phases of the proposed development.

In general, construction activities have the potential to generate fugitive dust emissions as a result of demolition, construction, earth works or trackout of material. For the proposed development, the concentrations of any airborne particulate matter generated by these activities would be controlled using on site management practices to the extent that the proposed development should give rise to minor adverse to negligible effects on dust deposition rates at the nearest sensitive receptors. The impact of fugitive emissions of PM10 at these receptors with proposed mitigation applied would also be minor adverse to negligible. Overall the effect of fugitive emissions of particulate matter (dust and PM10) from the proposed works is considered to be not significant with respect to potential effects on health and amenity.

For Phase 1 and 2, in the proposed opening year, there are no predicted exceedances of the annual mean objective values for nitrogen dioxide, particulate matter or fine particulates, nor does the predicted number of days where the 24 hour PM10 concentration is above 50 µg/m3, exceed the objective at any receptor.

The overall impact of the proposed development on local air quality at Phase 1 and 2 is not considered to be significant. As such the development is unlikely to contravene Wakefield Metropolitan District Council’s local planning policy.

For the Cumulative Phase in 2031, while there are some large beneficial and medium adverse changes across the model domain, the NO2 concentrations are well below the annual mean objective, and as such these changes are not considered to be significant. Vehicle fleet information used to derive the emission factors for the modelled year (2031) is highly uncertain. In addition to this, the change in road traffic that has been assessed includes all LDF schemes and other major developments as well as Cityfields and the WERR. Therefore the results of this assessment are indicative and do not reflect the impacts of the Cityfields scheme alone.
The proposed residential development brings a series of significant benefits to the Wakefield East and Stanley & Outwood East wards, 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 Wakefield East and Stanley & Outwood East wards 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 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 an 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 750 temporary direct jobs (construction) and a range of spin off jobs. 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 £12,747,000 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 £10,662,600 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 £3,646,578 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 £515,509.05 in additional Council Tax payments to Wakefield Council.

The development would provide Phase 1 of the Wakefield East Relief Road which will reduce congestion in central Wakefield. The scheme opens the Wakefield East and Stanley & Outwood East wards and presents its assets to the wider area which could in turn benefit the local economy.

The creation of a series of new footpaths and cycleways and the provision of new areas of public open space for use by both the existing community and new residents to the site will encourage activity, walking and cycling.

The redevelopment of the site for 500 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 wider City Fields masterplan identifies proposed land made available for a primary school and opportunities for Health facilities to be accommodated within the City Fields wider site allocation.

The residential development would have an overall beneficial effect in terms of Wakefield East and Stanley & Outwood East wards socio economic impact due to the local and borough wide benefits which would be delivered.
The environmental impacts and effects of the Utilities and Energy including waste impacts associated with the proposed development have been considered.

A comprehensive service search was carried out to check the location of existing services apparatus in the vicinity of the site following which enquiries were made to obtain proposals for new services supplies (electricity, gas, water, telecommunications and foul water drainage) for the development as well as any possible diversions and to enable an assessment to be made of the environmental impacts. The conclusion of this exercise was that, after taking into account the measures envisaged, the effects of utilities both during construction and operation were considered to be negligible.

A CO2 Emissions Reduction assessment was undertaken and the conclusion of this exercise was that with the construction of properties using a combination of embedded fabric efficiency measures this would reduce carbon emissions such that the environmental impact of the services infrastructure and energy would be negligible. Such measures will include:

- reduction through fabric first improvement measures
- ‘Soft landings’ approach to handover
- Energy monitoring
- Voltage optimization

An investigation into Water Reduction Measures was carried out which concluded that water efficiency measures would provide betterment over Building Regulations requirements and significantly reduce water usage by incorporating low water use fixtures and fittings within dwellings and thus promote resource conservation.
To determine the existing noise climate at the new site, ambient noise monitoring was undertaken at six long-term locations and three short-term locations representative of either the existing or the proposed residential receptors.

With mitigation, the significance of construction noise effects was generally rated as negligible or minor adverse for the majority of activities at the chosen receptors, and it should be noted that these effects are temporary by their very nature.

The predicted vibration level from piling fall well below the criteria for building damage at the closest sensitive receptor. This level of vibration level is unlikely to be perceptible. The predictions were based on the closest approach; therefore they should be treated as a worst-case scenario and should be reviewed once the final method of piling is known. Sources of vibration introduced to the site during construction work will last only for the duration of the construction period.

Acceptable daytime noise levels in rear gardens can be achieved in the majority of proposed plots. Certain plots require mitigation in the form of 1.8m boundary fencing, and a small number remain requiring additional mitigation.

Internal noise levels within the proposed residential properties can be reduced to an acceptable range and comply with the criteria given in the relevant guidance. In the majority of cases this can be achieved using standard double-glazing, and acoustic trickle ventilation. Glazing and ventilation of a higher specification has been recommended for certain properties fronting onto the proposed Relief Road.

No acoustic data for the 2no. substations associated with Phase 1 of the development was available. However, limits for fixed plant noise at surrounding sensitive receptors were set, based on the methodology provided in BS 4142 and the measured data. The required rating level at the closest receptor would be 45 dB $L_{Aeq}$ during the daytime, 40 dB $L_{Aeq}$ during the night-time.

For the majority of road links, the operation of the Phase 1 development results in no potentially significant changes in road traffic flows. All but one links with the development in place for Phase 1 have negligible increases in noise levels. The exception is Parkside Lane with a significance of minor adverse at the worst affected property due to operation of the first phase of the Relief Road. Mitigation in the form of a 2.5m bund/barrier along the Relief Road will reduce the significance to no greater than minor adverse.

For the majority of road links, the operation of the Phase 2 development results in no potentially significant changes in road traffic flows. The worst case effects are no greater than minor adverse.

The indication is that no permanent sources of environmental vibration will be introduced at the development. Consequently there will be no residual vibration impacts.
With the exception of a possible pit/quarry in the wets historically no significant development has taken place at the site. Middle Coal Measures strata (undifferentiated mudstone, siltstone and sandstone) underlie the majority of the site with Crigglestone Rock (sandstone) in the south-west. Made ground typically comprising Ash & Clinker and Granular strata is predominantly restricted to, and deepest in, areas of backfilled ponds and a former pit/quarry in the west of the site. Natural Ground on the site is typically firm or stiff clays (Weathered Coal Measures) which grade into Mudstone, Sandstone or Siltstone at shallow depth, typically from around 2m to 3m. Inorganic contamination has been recorded within the made ground encountered in the north-west of the site together with the identification of trace quantities of asbestos fibres.

A former colliery was located immediately south-east of the application site. The Coal Authority Mining Report for the wider site area states that the site is within the zone of influence of 6 seams of coal between 70m and 510m depth last worked in 1978. Movement from these workings should have ceased by now. No shallow seams of economic significance are believed to underlie the application site. In terms of hazardous gas, no methane was detected within any of the monitoring wells.

Conventional reinforced strip foundations placed within the natural deposits (minimum 600mm in granular strata and 900mm in cohesive soils) are considered the most feasible founding solution for proposed two storey dwellings at this site. Deeper trenchfill footings or piles will be required where localised deep made ground is encountered (north-west of the site) although this is likely to affect a relatively small number of plots. Piles are also recommended for plots in the north-east of the site underlain by First River Terrace deposits due to localised soft clays/silts, the high water table and presence of running sands. Foundation depths may be reduced to 450mm depth where competent rock is encountered.

Groundwater seepages were recorded in 28 of the exploratory holes between 0.6m and 6.3m depth predominantly in the First River Terrace Deposits in the north-east of the site where running sand was encountered. Any seepages within the Coal Measure strata across the remainder of the site are likely to be slow due to lower permeability, although any excavations left open for a significant period of time may become waterlogged.

There is a negligible effect to both surface and ground water both during construction and in the operational phase. No sources of mobile contamination have been identified and the nearest receptors are some distance from the site. Care will be required during construction to minimise surface run-off. Operational highway drains will require interceptors.

Minor contamination has been noted in isolated locations on site. During construction dust suppression and appropriate personal protective equipment will reduce the impact to negligible levels. The impact on the operational phase is also negligible as contaminated soils will be isolated.

The effects are negligible in both the construction and operational phases. During construction gas will be freely venting to atmosphere, operational buildings will be constructed with suitable gas protection measures. Earthworks during the construction phase may create dust that will be suppressed.
The potential effects of the proposed development (with mitigation) on the identified cultural heritage resource are considered with respect to legislation, guidance documents and existing planning policies. Mitigation measures have been recommended where appropriate in order to minimise the effect on sensitive receptors during the construction and operational phases of the proposed development.

No designated assets have been recorded within Phase 1 and 2 of the development area but a number have been recorded within the wider area including Stanley Ferry Aqueduct which is classed as a scheduled monument and is listed at Grade I. This is located to the east and was constructed to carry the Aire and Calder Navigation Cut over the River Calder. A total of 14 listed buildings/structures lie within the area surrounding the application site which are listed at Grade I, II or Grade II*. These largely relate to the stately homes or halls and the Aire and Calder Navigation System to the east. None of the assets recorded lie within a Conservation Area.

Situated adjacent to the western boundary of the application area are two listed buildings namely Clarke Hall and Stanley Hall. The grade II* listed Clarke Hall which is associated with grade II listed forecourt walls and mounting block dates to the late 17th century. The building is a set within gardens extending to the south which are surrounded by flanking walls. To the north are a number of outbuildings, converted to office use.

A short distance to the north of Clarke Hall is Stanley Hall which is listed at grade II. The present hall represents a rebuilding of 1804-7 by its new owner Benjamin Heywood who purchased the site in 1802 after a devastating fire. When built, it was situated within a large area of parkland extending to the east into the application site. This area is now in agricultural use and the building is in use as a nurses’ home.

Three listed assets namely Clarke Hall, its forecourt walls and Stanley Hall will be indirectly affected as construction will generate visual impacts on the assets. There will also be an associated increase in noise levels resulting from construction traffic and activities. This is reduced to some extent by the retention of the existing vegetation screening; however, the impact on Clarke Hall and Stanley Hall remains as minor negative. The impact would be temporary. The effect is therefore considered to be moderate adverse. The effect from operation is also assessed to be moderate adverse.

The proposals will involve the development of previously open ground which will impact on the setting of the hall through the erosion of the previously open landscape and the introduction of new noise impacts. This is mitigated to some extent by the ‘village’ design, with new buildings balanced alongside areas of open greenspace. Any impacts should also be seen in the context of the existing erosion of land immediately adjacent to the hall, however, there remains a minor negative impact from development, resulting in a moderate adverse effect.

To protect the historic buildings adjacent to the application site during construction, hoardings will be erected which will reduce the effects of dust and noise pollution. However, it is not anticipated that these will decrease the overall effect of the works.

The design of the proposed development has taken into consideration the sensitivity of its location. In particular, the inclusion of a formal park area between Clarke Hall and Stanley Hall are effective in retaining the relationship between the two historic assets. Efforts have also been made to retain existing vegetation where this provides a screen to the proposed development. The development has been assessed with these measures already incorporated; therefore, no specific mitigation is proposed.
Construction within the wider allocation site is not expected to commence until after 2020. On this basis there will be no cumulative impacts on the identified built heritage resource. A total of 31 non-designated assets have been identified within the study area. In addition to this a number of archaeological features have been identified from the geophysical survey undertaken within the application site.

Assessment of a range of sources including those held by the West Yorkshire Historic Environments Record and local depositories have determined that within the study area there is some prehistoric/ Roman activity. To assess the possibility of such evidence occurring within the site a geophysical survey was undertaken by Phase Site Investigation between May and June 2013. Recorded were number of archaeological features some of which are likely to relate to prehistoric settlement and agricultural activities based on their character. Others are indicative of Roman agricultural field systems and possible associated settlement activity.

The prehistoric/ Roman archaeology revealed within the application site will be directly affected by construction activities. This is rated as a high adverse effect, however, with mitigation this will be reduced to moderate adverse. The ponds associated with Stanley Hall will also be directly impacted but with mitigation this results in a minor adverse effect.

The aim of the aforementioned mitigation is to preserve the archaeology identified by record. To further inform the strategy for this additional evaluation will be undertaken. The scope of these works will be agreed with the West Yorkshire Archaeology Advisory Service (WYAAS) through the provision of a Written Scheme of Investigation which will be agreed in advance with WYAAS.

The geophysical survey undertaken along the Wakefield East Relief Road Extension and the suds drainage corridor has identified the presence of archaeological features. These are likely to be associated with those recorded within the application site. Subsequently development associated with the wider allocation site will result in a direct cumulative impact on the identified archaeological remains. The resultant loss of the resource is not considered to represent an impact above that for the application site and thus is considered to remain as moderate adverse.
The Landscape and Visual Impact Assessment assesses the potential effects of the proposed Development on the character of the landscape for the immediate site and the wider landscape context, and also the visual amenity of receptors with views of the proposed Development.

A methodology for the approach to this assessment has been prepared in accordance with current professional best practice, and types of receptors are assessed as either potential impacts to the landscape as a resource or to views and visual amenity. The number and type of identified landscape and visual receptors were agreed with the local planning authority and Natural England who are statutory consultee for landscape and visual matters.

The identified landscape and visual receptors have been assessed for their sensitivity to change by the proposed development. The degree of change caused by the proposed Development to either the landscape or visual receptor has been assessed in relation to the existing situation during construction and operation (when the residential properties are being lived in).

The potential impacts have been assessed with regard to their importance (or value) ranging from international (e.g. World Heritage Site) to local/neighbourhood importance scale. Where significant impacts are predicted during construction or operation, mitigation measures are proposed to reduce the impacts. In the context of Environmental Impact Assessment, significant impacts which remain following mitigation are recorded as Residual Impacts.

Landscape receptors identified include; National Character Areas, Local Character Assessments and the Character of the Application Site. Visual receptors identified include; Views from residential properties, Recreation Receptors, Place of work receptors, and Views from Roads.

During the construction phase (prior to mitigation) there were no landscape receptors identified as having significant effects. Visual Receptors R1, R2 (residential) and R5 (public footpath) were identified as having moderate adverse significant effects and therefore deemed significant and requiring mitigation measures.

During the operational phase (prior to mitigation) there were no landscape receptors identified as having significant effects. Visual Receptor R1 was identified to remain to experience a moderate adverse effect and therefore an effect deemed significant and requiring mitigation measures.

Where moderate adverse or above significance of effects are assessed (either during construction or operation) mitigation is required. The mitigation proposed for both the construction and operation phases include tree planting, buffer planting and woodland understorey planting.

It is proposed that mitigation measures and infrastructure planting are implemented during the construction phase, however due to the nature of the mitigation in the form vegetative screening mitigation will take several years as the planting grows and establishes. Therefore there will remain significant residual impacts for visual receptors R1, R2 and R5 during construction.
Landscape and Visual Impact

It is considered that following the implementation of the mitigation proposals during the construction phase and the subsequent growth of the vegetation during the construction phase that the mitigation will become effective for the operational phase and therefore there will be no significant residual impacts remaining to the visual receptors during the operational phase.

The proposed Development will change the existing agricultural fields to a residential area. Important trees and hedgerows will be retained and enhanced as part of a comprehensive landscape infrastructure planting strategy, which will also help to soften the built form and assimilate the development into the wider landscape context. There will be a large change to the nature of the proposed Application site, although this will occur over phases. During this period the implementation of soft landscaping works as each phase will be completed, will further help to assimilate the Development into the wider landscape context. This will be further aided by the implementation of advanced planting works within the public open space in advance of phases yet to be constructed. These planting proposals will also reduce potential impacts to the visual amenity of residential and footpath users with views towards the site from the east on higher topography. There will be no residual landscape or visual impacts.

All key receptors associated with landscape and visual impact are identified on the plan within Appendix 10.
## Interaction of Effects of Construction

<table>
<thead>
<tr>
<th>TOPIC</th>
<th>IMPACT</th>
<th>MITIGATION</th>
</tr>
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<tbody>
<tr>
<td>Socio Economic</td>
<td>Creation of construction jobs / indirect jobs</td>
<td>Beneficial so no mitigation proposed</td>
</tr>
<tr>
<td>Earth works and construction activity</td>
<td>Dust</td>
<td>Provision of a Construction Management Plan</td>
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<td></td>
<td>Noise and vibration due to construction works</td>
<td>Minimising dust generating activities and dust suppression</td>
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<tr>
<td></td>
<td>Increase in construction traffic</td>
<td>Re-use of material on site</td>
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<td></td>
<td>Change in traffic emissions</td>
<td>Gas protection measures to housing</td>
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<td></td>
<td>Disturbance to local community</td>
<td>Best Practice Measures</td>
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<td></td>
<td>Road safety</td>
<td>Implementation of EA Pollution Prevention Guidance</td>
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<td></td>
<td>Structural damage</td>
<td>Site screening / hoardings</td>
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<tr>
<td></td>
<td>Disturbance and spread of Himalayan balsam</td>
<td>Early provision of acoustic barrier to boundary with the Hospice building</td>
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<td></td>
<td>Ground gas</td>
<td>Services to be designed and installed in common trenches</td>
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<td></td>
<td>Waste</td>
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<td></td>
<td>Water pollution</td>
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<td></td>
<td>Flood risk</td>
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<td></td>
<td>Modification of drains</td>
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<tr>
<td>Utilities</td>
<td>Changes in water level at the Stanley Ferry Flash</td>
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<tr>
<td>Noise and Air Quality</td>
<td>Loss and disturbance of trees and vegetation</td>
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<td></td>
<td>Loss and fragmentation of habitats</td>
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<td></td>
<td>Loss of arable land</td>
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<td></td>
<td>Storage of materials</td>
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<td></td>
<td>Fragmentation of habitats</td>
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<td></td>
<td>Disturbance of species</td>
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<tr>
<td>Flood Risk / Drainage</td>
<td>Changes in views</td>
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<tr>
<td></td>
<td>Impact on listed buildings / structures (setting of Stanley Hall, Clarke Hall and Forecourt walls to Clarke Hall)</td>
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<td></td>
<td>Impact on Prehistoric / Roman agriculture and settlement activity</td>
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<tr>
<td>Ecology</td>
<td>Changes in views</td>
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<tr>
<td></td>
<td>Impact on listed buildings / structures</td>
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<td></td>
<td>Impact on Prehistoric / Roman</td>
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<tr>
<td>Landscape and Visual Impact</td>
<td>Impact on listed buildings / structures</td>
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<tr>
<td></td>
<td>Impact on Prehistoric / Roman</td>
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<tr>
<td>Cultural Heritage and Archaeology</td>
<td>Impact on Prehistoric / Roman</td>
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<td></td>
<td>Impact on Prehistoric / Roman</td>
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</table>
### Interaction of Effects of Operational

#### Development:
- Up to 500 residential dwellings
- New access road (including first phase of Relief Road)
- Two junctions onto Aberford Road, including a new roundabout junction
- Public Open Space
- Landscaping and ecological works
- Gabion Structures
- Drainage features
- Two electrical substations
- Acoustic barrier
- Vehicle, pedestrian and cycle circulation
- Change of use of agricultural land to land associated with hospice

#### Impact

<table>
<thead>
<tr>
<th>Topic</th>
<th>Impact</th>
<th>Mitigation</th>
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<tbody>
<tr>
<td>Highway Safety</td>
<td>Increased traffic flows / traffic on network</td>
<td>Production of a Travel Plan</td>
</tr>
<tr>
<td>Driver Stress</td>
<td>Increased traffic on local network</td>
<td>Proposed Infrastructure Improvements</td>
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<tr>
<td>Traffic emissions</td>
<td></td>
<td>Improved pedestrian / cycle linkages</td>
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<td></td>
<td>Increased demand on water supply</td>
<td>Diversion of bus through the site</td>
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<td></td>
<td>Increase demand in foul water disposal</td>
<td>Provision of bus stops within the site</td>
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<td></td>
<td>Flood risk</td>
<td>Improved linkages throughout the site to wider area</td>
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<td></td>
<td>Risk of pollution to Stanley Ferry Flash</td>
<td>Off-site highway improvements</td>
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<td></td>
<td>Change in water levels to Stanley Ferry Flash</td>
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<td></td>
<td>Increase in hard surfaces – increased surface water run off</td>
<td>SUDs and drainage strategy including on-site attenuation</td>
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<td></td>
<td>Water quality</td>
<td>Restricted surface water run off rates</td>
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<tr>
<td></td>
<td>Increased demand on water supply</td>
<td>The two stages of water treatment will include the use of trapped gullies, attenuation which will promote sediment settlement.</td>
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<tr>
<td></td>
<td>Increase demand in foul water disposal</td>
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<td></td>
<td>Flood risk</td>
<td>Beneficial impact no mitigation proposed</td>
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<tr>
<td></td>
<td>Risk of pollution to Stanley Ferry Flash</td>
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<td></td>
<td>Change in water levels to Stanley Ferry Flash</td>
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<td></td>
<td>Increase in population</td>
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<td></td>
<td>Reduced out migration for employment</td>
<td>Education Contribution</td>
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<td></td>
<td>Increased employment opportunities</td>
<td>Habitat protection, maintenance and retention</td>
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<td></td>
<td>Provision of housing to meet demand</td>
<td>Tree retention and new planting</td>
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<td></td>
<td>Increased GVA</td>
<td>Control and eradication</td>
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<td></td>
<td>Retail provision</td>
<td>Appropriate landscaping</td>
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<td>New Homes bonus</td>
<td>Management Company</td>
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<td></td>
<td>Increased Council tax Payments</td>
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<td></td>
<td>Increased household expenditure</td>
<td>Boundary screening and façade treatments</td>
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<td></td>
<td>Increased demand for existing facilities and services</td>
<td>Acoustic barriers</td>
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<td></td>
<td>Creation of new open space</td>
<td>Consideration of site design, layout and orientation of dwellings</td>
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<td>Waste Management Plan</td>
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<td>Waste bins</td>
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<td>Fabric efficiency and water reduction measures designed into dwellings</td>
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<td></td>
<td>Impact on Education and Health provision</td>
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<td></td>
<td>Disturbance to habitats / loss of habitat</td>
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<td>Fragmentation of habitats</td>
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<td>Pollution or damage to habitat</td>
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<td></td>
<td>Spread of invasive species</td>
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<td></td>
<td>Change to landscape and views</td>
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<td></td>
<td>Impact on setting of Listed Buildings (Clarke Hall, Clarke Hall Walls and Stanley Hall)</td>
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<td>Impact on existing residential amenities</td>
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<td></td>
<td>Increased load on local utility services</td>
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<td></td>
<td>Increase waste to go to landfill</td>
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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:

- Wider site allocation Special Policy SPA2, Wakefield East
- Land at Snow Hill, Wakefield Special Policy SPA1
- Land East of Newton Hill Junior and Infants School, Newton Hill (Fieldhead) Policy HS1
- Pinderfields Hospital (West), Wakefield Policy HS2
- Ivy Lane, Eastmoor Policy HS3
- North of Ruskin Avenue and Adjoining Land, Wrenthorpe Policy HS20
- Land at Leeds Road, Newton Hill Policy HS75
- Victoria Way, Outwood Policy HS74
- Former Newmarket Colliery, Stanley Policy ES10
- Cold Store, Newmarket, Rothwell
- Welbeck Landfill Restoration
- City Centre Action Plan Areas
- Remaining Phases of Merchant Gate Policy CW20
- Remaining Phases of Wakefield Waterfront Policy CW21
- Other LDF Development Sites (identified within the Site Specific Policies Local Plan (September 2012))

The Applicants are aware of the Government’s HS2 proposals which are currently at consultation stage. However the HS2 proposals are not a material planning consideration in determining any planning applications until such time as a Safeguarding Direction is issued. Such a Safeguarding Direction is unlikely to come forward for the next 18 months to two years. The HS2 proposals are not therefore to be considered in terms of the cumulative impact at this stage.

Overall it is considered that the cumulative development, post mitigation, would have an overall beneficial effect due to the local and borough wide benefits which would be delivered, including increased employment and expenditure in the area and opportunities for regeneration and investment.
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 separate Technical Papers within the ES Part 2 of the Environmental Statement provides a detailed analysis of impacts and mitigation of the development during the construction and operational phases against a range of topics including:

- Geology and Ground Conditions
- Traffic and Transportation
- Flood Risk and Drainage
- Landscape and Visual Impact
- Ecology and Nature Conservation
- Socio-economic
- Noise
- Air Quality
- Cultural Heritage
- Utilities, Energy and Waste

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, any potential environmental impacts are negligible or beneficial and at worst minor adverse. Where these are during construction, these potential environmental impacts will be temporary and largely intermittent as the site is developed. Where the impacts are greater, they are no more than moderate adverse. This is in respect of landscape and visual impact during construction for some of the views from neighbouring properties and public footpaths; as well as cultural heritage and the impact on pre-historic / Roman agricultural and settlement activity during construction and the impact on the setting of the adjacent Listed Buildings, Clarke Hall and Stanley Hall during both construction and operation. However mitigation is inherent in the design of the proposals and is to be implemented during construction and operation to minimise the impacts of the proposals as far as possible.

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 short term period (construction and initial phase of operation). 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 short term relate to direct and indirect employment related to the construction industry. In the longer term, there are benefits resulting from the proposals such as the remediation of a contaminated site, provision of housing to meet need and encouragement of inward investment.

Cumulative impacts are not considered to be significant and in the majority of cases, negligible. There are positive cumulative impacts in terms of socio economic, traffic and transportation. Noise and cultural heritage impacts will be the greatest cumulative impacts, but these will be no greater than those assessed for the application site (minor adverse and moderate adverse respectively) and measures would be put in place to mitigate impacts as far as possible to keep the resulting environmental impacts to a minimum.

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.