



JohnsonMowat

Planning & Development Consultants

**TAYLOR WIMPEY YORKSHIRE AND
PERSIMMON HOMES (WEST YORKSHIRE) LTD**

**EAST LEEDS EXTENSION
MIDDLE QUADRANT**

PART OF SAP ALLOCATION HG1-296

**IN SUPPORT OF OUTLINE APPLICATION FOR CIRCA 875 DWELLINGS
INCLUDING MEANS OF PRIMARY VEHICLE ACCESS AND CENTRAL SPINE
ROAD AND ASSOCIATED INFRASTRUCTURE WORKS.**

ENVIRONMENTAL STATEMENT

VOLUME 3

NON TECHNICAL SUMMARY



Taylor Wimpey Yorkshire and
Persimmon Homes (West Yorkshire) Ltd
East Leeds Extension – Middle Quadrant

Non Technical Summary
Main Text and Key Figures

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1.0 INTRODUCTION

- 1.1 Taylor Wimpey Yorkshire and Persimmon Homes (West Yorkshire) Ltd (the applicants) are applying for Outline Planning Permission for circa 875 dwellings including means of primary vehicle access and central Spine Road and associated infrastructure works on land pertaining to the Middle Quadrant of the East Leeds Extension (part of housing allocation site HG1-288). The extent of the application site covers 40.6 hectares (100.3 Acres).
- 1.2 The East Leeds Extension covers a much larger parcel of land to deliver circa 5,000 dwellings. The land has been allocated for housing since 2001. The ELE housing allocation is linked with the East Leeds Orbital Road (ELOR) which commenced
- 1.3 The application site forms part of a wider Masterplan and supporting Draft Masterplan Framework Document which also incorporate both the Middle and Southern Quadrants. Taylor Wimpey (Yorkshire) Ltd and Redrow Homes, will pursue an application on the Southern Quadrant which is 46 hectares, in the coming months. It is anticipated that application will be in outline for circa 925 dwellings including means of primary vehicle access and central Spine Road and associated infrastructure works and a 2.6 Ha Community Hub Facility (comprising primary school, convenience store and health provision).
- 1.4 An Environmental Statement (ES) has been prepared to support the planning application. An ES is a report of an Environmental Impact Statement (EIA) carried out as required by national law known as the “EIA Regulations”. This document is the Non Technical Summary of the ES and summarises the content and conclusions of the ES.

ES Availability

- 1.5 The ES Report is available for public viewing on the Leeds City Council ('LCC') website, the Council's contact details are:

Planning Services
Leeds City Council
Merrion House
110 Merrion Centre
Leeds, LS2 8BB

- 1.6 Alternatively a CD copy can be purchased from Johnson Mowat for £50. Email mark@johnsonmowat.co.uk. Paper copies of the Non Technical Summary are available upon request for a charge of £30.00.



2.0 EIA METHODOLOGY

Introduction

- 2.1 EIA determines and assesses the likely significant effects of a proposed development on the environment. It provides the Local Planning Authority (in this case LCC) with sufficient information about the potential environmental effects of the development to allow them to make a decision on the planning application in light of the environmental implications. Effects from the development may arise during the construction and/or operational phases.
- 2.2 The ES predicts what the significance of each environmental effect would be, which is determined by two factors:
- The sensitivity, importance and value of the environment (such as people or wildlife); and
 - The actual change taking place to the environment (i.e. the size and severity of change taking place).
- 2.3 Most environmental disciplines classify effects as negligible, adverse or beneficial, where effects are minor, moderate or major. Some disciplines use bespoke criteria based on published guidance. Each chapter of the ES states which effects are considered significant.
- 2.4 The ES includes a description of the current environmental conditions known as the baseline conditions, against which the likely significant environmental effects of the development are assessed.

EIA Scope

- 2.5 EIA scoping involves focussing the ES on the likely significant effects of the development on the environment during the construction and operational phase. The results of the scoping exercise have identified that the following subject areas should be included in the ES:
- Socio-economics;
 - Transport;
 - Landscape and Visual Impact;
 - Drainage and Hydrogeology
 - Ecology;



- Heritage;
- Air Quality, Noise and Site Management; and,
- Ground Conditions.

Stakeholder Engagement and Public Consultation

- 2.6 The applicants have sought to actively engage the Leeds City Council including Ward Members and the local community prior to the submission of the application, discussions centred around the draft Masterplan (both the middle and southern quadrants) and included all developers and their consultants.
- 2.7 A number of initial engagement meetings with the Council and the development took place early last year, which concluded in a series of design and technical workshops in September, October and November 2019.
- 2.8 An informal meeting was held with the Council's Officers and Ward Members on 4th February 2020. General feedback was provided on the draft layout.
- 2.9 Two drop in community consultation events were held at Swarcliffe Community Centre on 3rd March 2020 and Barnbow Social Club on 9th March 2020. Prior to the events, invitations were sent via:-
- Direct invitations to Ward Members;
 - Direct invitations to Community Groups;
 - Lamppost notices in vicinity of the Masterplan Sites (put up on 24th February 2020);
 - Press release to the Yorkshire Post, Yorkshire Evening Post and Leeds Live (at the end of February 2020); and
 - Informing Balfour Beatty the contractor of ELOR.
- 2.10 Johnson's Mowat also had a dedicated webpage for the event and the information leaflet and exhibition material were made available prior and after the event.
- 2.11 The developer team met with Barwick and Scholes Parish Council on 16th March 2020. The discussion was wide ranging and included:-
- ELOR progress;
 - Links to Scholes;



- Impact on Scholes infrastructure; and
 - Sustainable construction.
- 2.12 A further meeting with Ward Members was scheduled for 30th March 2020 to review and assess the progress of the applications, with an intended discussion to cover matters such as landownerships, application boundaries, school provision, playing field provision and wider infrastructure. Unfortunately, due to the Coronavirus, the 30th March meeting was cancelled.
- 2.13 Throughout April and May 2020, the developer team have continued weekly dialogue with Leeds City Council via Skype. These discussions centred on:-
- ELOR construction programme;
 - Agreeing application boundaries;
 - Agreeing the role of Leeds City Council land in each quadrant;
 - Liaising on quantum of development;
 - Liaising on constraints;
 - Liaising on timing and impact on social infrastructure; and
 - Liaising on Greenspace and local links.
- 2.14 Updates on all the above have been provided to Ward Members on a monthly basis.
- 2.15 Informal pre-application discussion have also been regularly held with the Local Planning Authority regarding the development proposals.
- 2.16 Full details of the community consultation can be found in the supporting Statement of Community Involvement.

Cumulative Effects

- 2.17 An EIA must assess any potentially significant effects of a development that may arise cumulatively (when combined with) other major development with planning permission or under construction in the local area. Government guidance states that 'existing and approved' developments should be considered.
- 2.18 In producing their reports, all the Middle Quadrants consultants have been made aware of and had regard to the adjoining proposals at Northern Quadrant, Southern Quadrant and the ELOR highway project.



3.0 SITE & DEVELOPMENT DESCRIPTION

Introduction

- 3.1 The site is located to the eastern edge of the City of Leeds. The middle quadrant extends to 40.6 hectares and is located between York Road (to the north) and Leeds Road (to the south) and is to the east of the urban area of Swarcliffe. The Middle Quadrant will be bounded by East Leeds Orbital Route (ELOR) (to the east) which is under construction.
- 3.2 The site is allocated for housing in the Site Allocations Plan (adopted July 2019) as part of reference HG1-288 “East Leeds Extension”. The site was allocated for housing in the 2001 UDP and 2006 UDP Review (part of reference H3-A.33),
- 3.3 The area and general nature of this proposed development are displayed in the **five** parameters plans appended to this Non Technical Summary.

Site Description and Land Uses

- 3.4 The site essentially forms an extension to this part of the settlement eastwards and will bound ELOR to the east. The site is predominately agricultural use with woodland and scrub along its western edge and a farm to the north. Historically the land has remained largely undeveloped save for the farm. The site is set amongst the settlement to the west and agricultural land to the east.
- 3.5 The site is predominately in Flood Zone 1 (the lowest category for flooding). Areas of Zone 2 and 3 Flood Risk in the site are excluded from development, this is mainly the Cock Beck corridor.
- 3.6 A number of public footpath pass through the site some of which are already affected by ELOR.

Description of Development

- 3.7 The formal description of the development is:-

“Outline application for circa 875 dwellings including means of primary vehicle access and central Spine Road and associated infrastructure works.”



Access

- 3.8 The detail of the proposed vehicular access points, from York Road and Leeds Road, for this is provided in Chapter 6 – Transport Assessment

Drainage

- 3.9 Chapter 7 of the ES will have regard to the provisions of the National Planning Policy Framework and technical guidance produced by the Environment Agency.

Energy, Sustainability and Climate Change

- 3.10 A Sustainable Energy Statement will be submitted with each Reserved Matters Stage and will consider methods for reducing consumption, energy consumption and alternative transport methods.



4.0 CONSTRUCTION METHODOLOGY AND PHASING

4.1 Planning for construction is broad at this outline application stage. It is assumed Taylor Wimpey UK Limited and Persimmon Homes Yorkshire to be the developers of the Middle Quadrant.

4.2 The Construction of the Development is anticipated to commence in 2021, subject to gaining planning permission and span 9 years for the middle quadrant. The Southern Quadrant (part of the masterplan area) is expected to span 10 years. Table 5.1 provides an indication of the duration and phases of construction as well as the anticipated timescales for the planning applications and also includes the southern quadrant.

Table 4.1 – Indicative Delivery Programme

Year	Activity	MQ 875 dwellings	SQ 925 dwellings
2020	Outline Application submitted	May	July
2020	Reserved Matters submitted	Dec	Dec
2021	Conditions, land purchase, Infrastructure and site commencement	Oct	Oct
2022	Residential development	75	25
2023	Residential development	100	100
2024	Residential development	100	100
2025	Residential development	100	100
2026	Residential development	100	100
2027	Residential development	100	100
2028	Residential development	100	100
2029	Residential development	100	100
2030	Residential development	100	100
2031	Residential development	0	100

4.3 Each phase of construction will include the following activities:-

- Enabling works;
- Drainage works;
- Construction of substructure;
- Construction of superstructure;



- Fit out buildings including electrics, plumbing etc; and
- Landscaping.



5.0 SOCIO ECONOMICS

5.1 Chapter 5 of the ES assesses the likely significant effects of the development on the environment with respect to socio-economic issues.

5.2 The socio-economic assessment focused on the following topics:-

- Creation of construction jobs, directly and indirectly.
- Employment generation once the development is complete and occupied.
- Effect on local economy.
- Provision of new homes and the subsequent effects on population.
- Demands on existing and future healthcare provision.
- Demands on existing and future education.

Construction Phase

5.3 During the 10 year construction period for both the Masterplan Area (the Middle and Southern Quadrant) (9 year construction period for Middle Quadrant), it is anticipated that approximately 530 construction jobs will be created with 800 supply chain jobs over the construction period (please see supporting Litchfields Economic Impacts Report).

5.4 Through the creation of these jobs, the local economy will benefit through the potential purchase of building supplies, local provision of meals and refreshments, fuel and temporary accommodation. Overall, the construction phase of the development (including both quadrant) is expected to have a beneficial effect on employment.

5.5 Construction materials and workforce will be sourced locally wherever possible and the employment of apprentices within the construction trade, throughout the build programme, will be supported.

Operational Phase

5.6 Overall, there is a minor beneficial effect on employment as a result of the land within the Southern Quadrant for a two form primary school, convenience store and potential healthcare facility. However it is acknowledged that these are not on the application site but will be to its benefit.



- 5.7 Likewise the provision of land for a community hub including a two form primary school and potential healthcare facility would generate a capacity above and beyond that to cater for the development alone (albeit located on the southern quadrant). The increase in capacity of both is considered to be a moderate beneficial effect.
- 5.8 The masterplan development (inclusive of the southern quadrant) will generate substantial residents' expenditure, with a first occupational expenditure of circa £9.9 million and an annual resident's expenditure in the local area of circa £33.9 million.



6.0 TRAFFIC & TRANSPORT

- 6.1 This chapter of the ES examines the environmental impact of the traffic to be generated by the proposed development on receptors on both the Strategic Road Network and the surrounding local highway network. The accompanying Transport Assessment and Travel Plan have comprehensively assessed the existing highway network including existing traffic flows and junction capacity. The Transport Assessment covers both the Middle and Southern Quadrants. A dedicated Travel Plan has been produced for solely the Middle Quadrant.
- 6.2 The development proposals will be accessible by a range of travel modes including public transport modes of bus and rail (Cross Gates Railway Station). Pedestrian and cycles links are also provided within the site. A key range of facilities and services, including employment, retail, health and education can be accessed from the site (including as part of the proposals on the southern quadrant).
- 6.3 Regard is also had for the East Leeds Orbital Route (ELOR) which is close to the east of the site, alongside junction improvements will provide significant mitigation to ELE.
- 6.4 The planning application for ELOR was supported by a Transport Assessment (dated 2017) prepared by Mouchel. The TA included strategic modelling of ELOR including the proposed new junctions, existing local highway network and Strategic Road Network (SRN) for a 2036 design year. Although not forming part of the ELOR application, the capacity assessments undertaken included traffic generated by the whole of ELE (including traffic generated by the Middle and Southern Quadrant application sites), other housing allocations and committed developments.
- 6.5 The TA concluded that ELOR will result in a beneficial effect on traffic in the east of Leeds and will enable the delivery of the ELE. The reassignment of traffic from the A6120 will allow the Ring Road to be utilised for a greater number of non-car trips by being re-designed to accommodate more pedestrian, cycle and public transport trips.
- 6.6 Detailed assessments of the local highway network confirmed that ELOR (including ELE traffic, other housing allocations and committed developments) will have a beneficial or negligible impact on the majority of existing junctions. Improvements are proposed to mitigate more significant impacts at the following three junctions:



- A64 York Road/Scholes Lane;
- Leeds Road/Main Street; and
- A58 Easterly Road/Wetherby Road/Boggart Hill Drive.

6.7 Planning permission for ELOR was granted in December 2017 under application reference 17/04351/LA. Off-site Phase 1 works commenced at the A6120/Roundhay Park Lane and A6120/A61 Harrogate Road junctions in summer 2018 and were completed in November 2019.

6.8 Construction commenced on the main ELOR contract towards the end of 2019 and the dual carriageway is programmed to be completed and operational by the end of 2021.

6.9 It is concluded that the development proposals will not have a significant adverse impact on the surrounding highway network.

Construction Phase

6.10 All construction impacts of the development proposals are concluded to be negligible with no requirement for mitigation.

Operational Phase

6.11 All impacts during the occupation phase are also concluded to be negligible, subject to the delivery of ELOR and the associated junction improvements which clearly provides significant mitigation to ELE, then the existing local highway network and new ELOR infrastructure can satisfactorily accommodate the impact of 2,000 dwellings generated by both the Middle and Southern Quadrants. The only additional mitigation measure required to accommodate either the MQ of the SQ is to undertake alterations to the signal timings at the Eastwood Lane/Barwick Road/Church Lane crossroads junction.

6.12 Overall it is concluded that there would be no residual major or severe adverse environmental impacts as a result of the development proposals.

Please Note

6.13 Please note that the report and its assessment of traffic pre-date the COVID-19 pandemic. It is unknown in the long term if traffic will move back to pre-Covid levels due to the potential trend to working from home. In addition it remains unknown if there will be a likely increase in traffic from cars in the short term as advice is to avoid public transport.



7.0 DRAINAGE / HYDROGEOLOGY

- 7.1 Chapter 7 of the ES assesses the likely significant effects of the development on the environment with respect to flood risk, drainage and hydrogeology.
- 7.2 The proposed development area of the site is within Flood Zone 1. The residual risk is considered to be low.
- 7.3 The site is not located in an area at risk of fluvial flooding nor tidal flood risk. The residual risk is considered to be low.
- 7.4 In relation to pluvial flooding the Environmental Agency mapping shows a number of areas of pluvial flood crossing the site. These areas will be removed by the construction of ELOR and its associated drainage system. The residual risk is considered to be low.
- 7.5 In relation to artificial sources, there is no significant flood risks from reservoirs and low flood risk from sewers can be mitigated. The residual risk is considered to be low.
- 7.6 The Groundwater level has not been confirmed however it is expected to be a minimum of 2m beneath the site and therefore will not pose a risk during development. Groundwater is to be checked during future ground investigation works. The residual risk is considered to be low.
- 7.7 Surface water runoff discharged from the development will be restricted to 4.7 l/sec per hectare of the net developed areas in accordance with LFFA Policy to watercourse. Surface water in excess of this rate will be attenuated on site for up to the 100 year storm event plus a factor of climate change of 30%. The residual risk is considered to be low.



8.0 ECOLOGY

8.1 This chapter of the ES assesses the likely significant effects of the development on the environment with respect to ecology and nature conservation. Chapter 8.A relates to the northern part of the Middle Quadrant. Chapter 8.B relates to the southern part of the Middle Quadrant.

8.A – Northern Part of Middle Quadrant

8.2 The proposals have engaged with the NPPF Mitigation Hierarchy and been able to avoid most potential significant effects at the Site. Potential features which could be impacted have been identified including woodland, Grimes Dyke, native hedgerows, veteran trees, low value habitat, bats (roosting, foraging and commuting), riparian species, invasive non native species and the Leeds Wildlife Habitat Network.

8.3 Most residual significant effects can be mitigated and compensated on site and secured via standard conditions provided in British Standard BS:42020. Recommendations are made for a BS:42020 Biodiversity Management Plan, a BS:42020 Construction Management Plan and an Invasive Weed Management Plan to be secured via planning condition.

8.4 A residual minor negative effect remains for habitat loss, in spite of the proposed mitigation, as much of the Site will be given over to development.

8.5 A major negative residual impact is predicted for the loss of a transition veteran oak tree along the northern boundary. This habitat is considered irreplaceable, and in accordance with the effect cannot be mitigated. The LPA will need to consider the cumulative effects of the wider ELE project and link road, as the effects of these developments will work in combination with effects expressed by this development.

8.B – Southern Part of Middle Quadrant

8.6 The chapter is informed by a suite of ecological surveys undertaken between April 2019 and June 2020, comprising: Extended Phase 1 Habitat, great crested newt, reptile presence/absence, breeding bird, bat roosting and foraging, water vole, white-clawed crayfish, badger and otter surveys.

8.7 The majority of the development footprint comprises arable habitat, of low intrinsic nature conservation value. A number of habitats of local ecological importance are present



including semi-natural broad-leaved woodland, hedgerows, mature trees, semi-improved neutral grassland and a watercourse (Cock Beck). Part of the Site also lies within the Leeds Wildlife Habitat Network (LWHN).

- 8.8 The linear vegetated features such as Cock Beck, the disused railway line, and the double hedgerow and tree line along Wood Lane, were found to be well used by commuting/foraging bats, particularly common pipistrelle. Otter field evidence was not recorded within the Site itself, however field evidence, including an occasionally used holt, were found on the Cock Beck, downstream of the Site, and it is concluded that the Site forms the upstream end of the otter territory, and that otter is likely to pass along Cock Beck on the western boundary of the Site on a fairly regular basis. Great crested newt, reptiles, white-clawed crayfish and water vole were found to be absent from the Site. Badger activity has not been recorded within the Site itself, but this species is present in the wider area.
- 8.9 No significant effects are predicted upon statutory and non-statutory designated sites for nature conservation.
- 8.10 The scheme has been designed to incorporate a wide development-free buffer along Cock Beck, to minimise hedgerow and tree loss, and to avoid woodland in the siting of Sustainable Drainage System (SuDS) basins.
- 8.11 The proposals would result in the small-scale loss of woodland, hedgerows and trees, specifically at proposed road crossing points including small amounts of habitat forming part of the LWHN (where the spine road crosses the disused railway and Wood Lane). These small-scale habitat loss and fragmentation effects, as well as potential effects resulting from increased recreational pressure, would be mitigated for by woodland, tree and hedgerow planting which is significantly greater than that which would be lost. New planting and habitat creation in landscape buffers and Public Open Space would create a series of interconnected networks, thereby strengthening and extending existing corridors, such as along Cock Beck, and creating new corridors for wildlife movement along the eastern boundary, linking up with landscape planting proposed for the East Leeds Orbital Road (ELOR) which is in the process of being constructed. In addition, existing habitats would also be enhanced through long-term positive management, including Himalayan balsam control, the creation of habitat piles, tree thinning in dense areas to encourage a more diverse woodland ground flora, and positive hedgerow management. The strengthening of buffer planting along Cock Beck would reduce potential disturbance effects to otter.



- 8.12 Further mitigation measures shall include the adoption of a sensitive lighting scheme, sensitive timing of vegetation clearance where possible, the undertaking of appropriate pre-construction surveys, sensitive tree felling and Ecological Clerk of Works supervision, to minimise disturbance and ensure compliance with wildlife legislation.
- 8.13 A number of ecological enhancements will also take place, including the provision of bird and bat boxes on retained trees as well as on a number of the new properties, the inclusion of hedgehog highways within the development, the creation of areas of wildflower grassland and construction of sizeable SuDS basins.
- 8.14 Overall, it is concluded that with the implementation of the mitigation and enhancement measures, the scheme is unlikely to result in any residual significant negative effect upon important ecological receptors, and indeed that the scheme would be likely to have a positive net impact upon a number of receptors.



9.0 AIR QUALITY

9.1 Chapter of the ES assesses the likely significant effects of the development on the environment in respect of the associated air quality impacts associated with the development.

Construction Phase

9.2 With regard to potential impacts on air quality during the construction phase, these have been identified as dust emissions associated with construction works, Heavy Duty Vehicle (HDV) trips anticipated during the construction phase of the development and emissions from plant/NRMM on site.

9.3 In relation to dust through good practice and implementation of appropriate mitigation measures it is anticipated that the release of dust would be effectively controlled and mitigated, with resulting impacts considered to be 'not significant'. It is considered that all dust impacts are temporary and short term in nature.

9.4 It is anticipated that there will be a low additional number of HDV trips during the construction phase of the development, these are predicted to result in an 'insignificant' effect on air quality from road vehicle emissions. In relation to plant/NRMM on site it is predicted to result in a 'not significant' impact on air quality.

Operational Phase

9.5 Additional development trips arising during the operational phase of the scheme equating to the 2027 interim opening year scenario (on both the Middle and Southern Quadrants) the overall effect of the development is not considered to be significant. Specifically it is predicted that:-

- A 'negligible' impact on annual mean NO₂ and PM₁₀ concentrations at considered existing human receptor locations.
- No predicted exceedences of the annual mean NO₂ or PM₁₀ AQALs at any existing receptors as a result of additional operational phase development trips.
- No predicted risk of exceedence of the 1-hour mean NO₂ or 24-hour mean PM₁₀ AQALs as a result of the development proposals.



9.6 Additional development trips arising during the operational phase of the scheme equating to the 2031 complete development scenario (southern and middle quadrants) the overall effect is considered to not be significant. Specifically it is predicted that:-

- A 'negligible' impact on annual mean NO₂ and PM₁₀ concentrations at considered existing human receptor locations.
- No predicted exceedences of the annual mean NO₂ or PM₁₀ AQALs at any existing receptors as a result of additional operational phase development trips.
- No predicted risk of exceedence of the 1-hour mean NO₂ or 24-hour mean PM₁₀ AQALs as a result of the development proposals. This include cumulative assessment of both the Middle Quadrant and Southern Quadrant schemes.

9.7 It is considered that both the Middle and Southern Quadrant schemes do not represent a development constraint or require embedded design mitigation into the scheme. The overall effect on air quality as a result of the site-suitability assessment is considered 'not significant' in accordance with the stated guidance.



10.0 NOISE

10.1 Chapter 10 of the ES assesses the likely significant effects of the development on the environment in respect of noise. The report whilst to specific to Middle Quadrant. The chapter assesses:-

- Assessment 1: An assessment of environmental noise arising from noise sources in the vicinity of the Site incident upon the proposed residential Receptors.
- Assessment 2: An assessment of existing commercial/industrial noise incident upon the Site.
- Assessment 3: An assessment of the potential for playing field noise from the Grimes Dyke Primary School to impact upon the Site.
- Assessment 4: An assessment of the noise impact of development related traffic movements on existing sensitive receptors adjacent to transport links to and from the Site.

10.2 A baseline noise survey was undertaken to assess baseline noise levels at existing and proposed receptors. In addition to a baseline environment, a modelled development environment had to be undertaken to take account for future traffic along ELOR. A noise model of the site existing day and night and future day and night was also undertaken of the site.

Operational Phase

10.3 With regard to potential effect during the operational phase considers the assessment areas identified as 1 to 4.

Assessment One: Environmental noise arising from noise sources in the vicinity of the Site incident upon the proposed residential Receptors.

10.4 It is considered that with the mitigation proposed, it is expected the effect in external amenity areas be designed (through a Reserved Matters application) to reduce the level of impact to a worst Minor. Inside, in habitable rooms it is expected that subject to appropriate glazing, the effect may be mitigated to a Negligible level.

Assessment Two: Existing commercial/industrial noise incident upon the Site.



- 10.5 The receptor is considered to be proposed residential uses. It is considered that with the mitigation through careful layout design, it is expected the noise Effect on the Site would be at worst Minor.

Assessment Three: Potential for playing field noise from the Primary School to impact upon the Site.

- 10.6 The receptor is considered to be proposed residential uses Receptors at the Site. It is considered that with the mitigation through layout design, it is expected the noise Effect on the Site would be at worst Negligible.

Assessment Four: Noise impact of development related traffic movements on existing sensitive receptors adjacent to transport links to and from the Site.

- 10.7 The existing receptors. Mitigation of development related traffic is not required the residual effect is considered to be negligible.



11.0 HERITAGE

- 11.1 Chapter 11 of the ES assesses the likely significant effects of the development on cultural heritage.
- 11.2 There are no designated heritage assets that fall within the site however there are a number of assets within the vicinity of the site. In the majority of cases the site, due to distance and intervening landscape and built, it is not considered to form a significant element contributing to the setting of these assets.
- 11.3 It is considered that the site forms part of the historic landscape setting, evidence past agricultural use, of Morwick Hall, a Grade II Listed Building, and the Scholes Conservation Area located to the north and east. The proposed development will not impact substantively upon the key elements which contribute positively to these assets although some harm, which is less than substantial, is identified given loss of wider historic setting and openness. This harm should however be considered having regard to the impact of the ELOR road construction which will introduce a substantial visual and physical boundary to the east of the development site. Subject to mitigation through landscape treatment it is anticipated that development impact will be minimal.
- 11.4 Current historic environment records include evidence of historic settlement activity within the site and its vicinity, including possible evidence of late prehistoric/Roman settlement within the northern section south of Morwick Farm. Given this, it is recommended that a phase programme of archaeological investigation, including geo-physical evaluation and targeted trial trenching, be agreed and undertaken prior to development commencing. This will allow for protection and recording of the archaeological resource and, where appropriate, measure to be adopted at detailed design stage.
- 11.5 Overall, development impact, subject to landscape mitigation, is anticipated to be minor in extent and effect amounting to less than substantial harm in terms of current Framework policy.



12.0 GROUND CONDITIONS AND CONTAMINATION

- 12.1 Chapter 12 of the ES assesses the likely significant effects of the development on ground conditions and contamination.
- 12.2 From a review of historical maps from 1850 to 2020, it was identified that the majority of the middle quadrant has remained unchanged as undeveloped agricultural land with minor developments and a historic railway line running through the site. One recorded pollution incident has occurred onsite. The risk of encountering ground contamination is considered to be low.
- 12.3 The surrounding land usage has seen more significant development (predominately residential) to the south west, west and north west of the site. A now demolished Brick and Tile Works was recorded to the east of the site, where there is now a small pond. There have been 5 recorded pollution incidents within 250m. Therefore, the risk of encountering ground contamination in the surrounding land is low to moderate.
- 12.4 It has been identified that the risk from ground gas is considered to be low to moderate. This is due to the likelihood of made ground on and off-site associated with farm activities, the historic railway line and the Brick and Tile Works. Furthermore, the site recorded superficial deposits which are relatively thin and may not effectively inhibit ground gas migration.
- 12.5 The site is considered to be at low risk from Radon, with less than 1% of homes above the UK 'Action Level'.
- 12.6 The potential risks that have been identified have been assessed by the preliminary risk assessment as being very low to medium with the majority being low risk. The risks identified are not uncommon for rural sites, and the soils and geology expected at the site. However, the potential for made ground and the proximity to off-site works has raised the potential for contamination on site.



12.7 The risks may be mitigated by further assessment through intrusive ground investigation and risk assessment at the detailed design stage and if necessary, the inclusion of routine construction measures for example, ground gas protection in buildings.



13.0 SUMMARY AND CONCLUSIONS

- 13.1 This chapter summarises the mitigation and residual effects identified in each of the technical assessments identified in the ES, which has been prepared to accompany an Outline planning application at the Middle Quadrant of the East Leeds Extension.
- 13.2 Measures have been incorporated into the Parameter Plans to avoid, reduce or offset significant environmental effects. Where this has not been possible, further mitigation measures have been proposed along with the residual effects of the Development following mitigation.
- 13.3 It is recognised that the development will have some negative impacts on the local environment with the most obvious being the impact on the local landscape and the loss of a greenfield agricultural site. These are matters considered as part of the 'planning balance' contained within the Planning Case Report that sits outside the EIA.