ENVIRONMENTAL STATEMENT

HAVERHILL

VOLUME

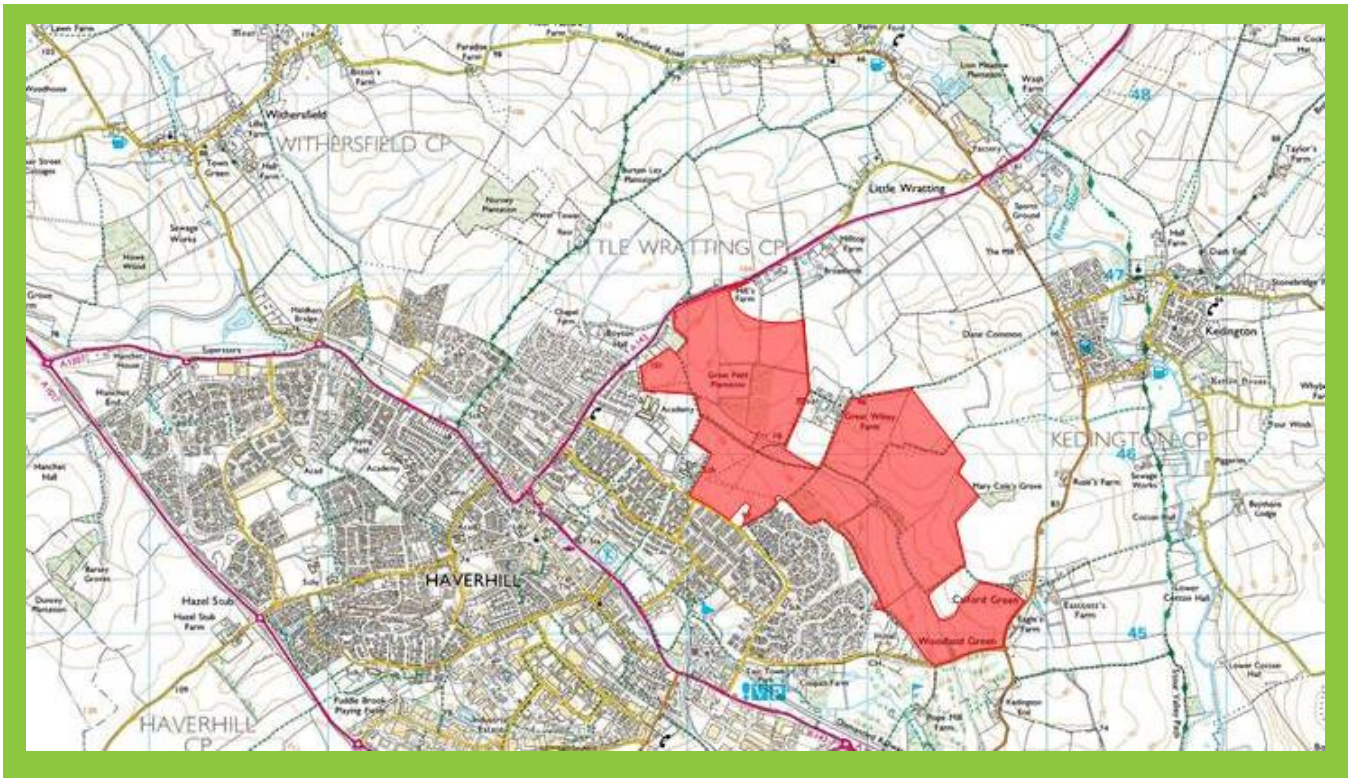
1

Non Technical Summary

GREAT WILSEY PARK

1 Introduction

1.1.1 Bidwells LLP have been instructed by Hallam Land Management and Mrs Pelly ("the Applicants") to undertake an Environmental Impact Assessment (EIA) to accompany an outline planning application for residential development and associated infrastructure on land to the north east of Haverhill (known as Great Wilsey Park) in the administrative area of St Edmundsbury Borough Council. A map is provided in below.



1.1.2 The detailed assessment is presented within the Environmental Statement report and appendices. This report is the Non-Technical Summary (NTS) of the Environmental Statement, which briefly outlines the background to the proposals, the EIA process and presents the environmental effects which may arise as a result of the proposed development.

1.1.3 The application site lies to the north east of the town of Haverhill. Haverhill is a market town with a population of approximately 27,221 people located just inside the Suffolk border and is the second main town in St Edmundsbury after Bury St Edmunds. The town lies close to the borders of Essex and Cambridgeshire and is situated approximately 16 miles south east of Cambridge and 17 miles south west of Bury St Edmunds.

1.1.4 The site is located on the north eastern fringe of the town and lies in close proximity to surrounding villages including Great and Little Wratting to the north west of the site, Kedington to the north east of the site and Calford Green to the east.

1.1.5 The proposed development site covers approximately 168.3ha of land within the countryside and is currently undeveloped, largely forming arable farming land interrupted by blocks of deciduous and mixed woodland. The site sits on the northern edge of the valley of the Stour Brook which runs through the town, a stream that is a tributary of the River Stour flows through the proposed development site from the west. The site is bound by residential development to the south and the A143 to the west of the site, with open farmland extending to the north and east of the site.

1.1.6 Policy CS12 of the adopted St Edmundsbury Borough Council Core Strategy and Policy HV4 of the adopted Haverhill Vision 2031 allocate the site for residential development.

2 Description of Development

2.1.1 The proposals provide for a new urban extension to the north east of Haverhill. The proposals comprise the development of up to 2,500 residential dwellings; two primary schools; two local centres including retail, community and employment uses; open space; landscaping; and, associated infrastructure.

2.1.2 It is envisaged that Great Wilsey Park will comprise of three distinct neighbourhoods linked via a linear 'Green Spine' or Country Park. The proposed development will include two neighbourhood centres which will include local shops, primary schools, and employment and community uses.

2.1.3 The proposed development will be accessed via a primary access off the A143 Haverhill Road and a secondary access from Chalkstone Way. A third access point will also be provided off Coupals Road although this will provide access to the proposed Country Park only.

2.1.4 Green infrastructure proposed as part of the scheme includes public open space, equipped children's play areas, sustainable drainage (SuDs), proposed tree, hedge and shrub planting, meadow creation, wetland and permissive paths and cycle ways. Existing woodland planting and hedgerows will be retained and enhanced where possible. All existing rights of way that run through the application site will be retained and enhanced by the proposals.

2.1.5 Land for the expansion of the Samuel Ward Academy along with community allotments are also proposed and illustrated by the Masterplan above.

3 Assessment of Effects

3.1 Society and Economy

3.1.1 The proposed development is estimated to support a population of 6,606 people, which will lead to additional demand in Haverhill for healthcare, schools and open space. Consequently, the proposed development provides sufficient floorspace for a GP surgery, two primary schools and over 80ha of open space to fully mitigate these effects.

3.1.2 The proposed development cannot however provide sufficient playing fields to meet recognised standards due to the topography of the site. This will be fully mitigated through seeking a management agreement with the primary schools to allow some public access to their playing fields, and through a suitable financial contribution likely to go to the New Croft sports facility adjacent to the site.

3.1.3 The proposed development will provide land for the expansion of the Samuel Ward Academy and an appropriate financial contribution towards secondary education provision within Haverhill.

3.1.4 The proposed development will help to address the high housing demand in Haverhill and the surrounding area. It will also provide some onsite employment to supplement nearby employment opportunities.

3.2 Transport

3.2.1 Due to the complexity and length of the construction programme it is not possible to accurately predict volumes of traffic that will be generated over the course of a normal working day. A qualitative assessment of the volumes of traffic can be carried out. Only roads best suited for HGVs would be used during construction. It has therefore been assumed that the majority of construction traffic will route via the newly constructed NWRR, A143, A1307 and the A1017. However, should the first phase be open prior to completion of the NWRR, construction traffic shall be routed through the A143, A1307 and the A1017. To ensure minimum disruption to local traffic during peak flow times, a system shall be put in place that ensures that construction traffic travels outside of these times. Consequently the effect of construction traffic is predicted to be negligible.

3.2.2 To assess the effects during operation, various methods have been employed:

- Severance: the increase in traffic resulting from the proposed development is predicted to result in significant changes in traffic flows at the access points to the site. To mitigate this effect the access designs incorporate footways and crossing points to ensure that the effect is negligible. The percentage increases reported along the identified roads reflect the relatively low traffic levels. Even with the inclusion of the development traffic, the traffic flows at these locations are considered to be negligible.

- Driver delay: additional delays are only likely to be significant when the traffic on the network surrounding the development is already at, or close, to capacity. Several junctions have been identified where this could potentially occur and consequently measures are proposed to improve these junctions' capacity. As such the net effect would be negligible.

- Pedestrian delay: this is only likely to occur when traffic affects the ability of people to cross roads. There are currently low levels of pedestrian activity in the vicinity of the site which will increase following the delivery of the proposed development. The strongest desire line for pedestrians lies between the site and the town centre. This movement is catered for by the existing facilities which will minimise pedestrian delay. Therefore it is concluded that the impact on pedestrian delay is negligible.

- Pedestrian amenity: this should only be considered significant in locations where the traffic flow is doubled. There are no locations identified where traffic levels are double and therefore the impact on pedestrian amenity is expected to be negligible.

- Fear and intimidation: the primary factor in increasing levels of fear and intimidation for pedestrians and cyclists is high percentage changes in traffic volumes and HGVs. Due to the residential nature of the development there is not predicted to be any significant increase in the volume of HGV traffic on the network and so the magnitude of change is classified as negligible. None of the locations identified highlight traffic levels that increase beyond the threshold. Therefore, the effect of the proposed development on fear and intimidation is considered to be negligible.

- Accident and safety: the proposed development is not predicted to generate significant volumes of HGV traffic and traffic is not likely to increase significantly on any links that are not designed for the predicted levels. Therefore, the proposed development is unlikely to produce a change in character of the traffic on the surrounding road network. Therefore, the effect of the proposed development on accidents and safety is considered to be negligible within the wider road network.

3.3 Noise and Vibration

3.3.1 Discussions have been held with the Environmental Health Officer to agree the scope of the assessment and it has been agreed that a noise assessment for the site is required due to sensitive receptors being identified.

3.3.2 It is envisaged that landform creation, installation of necessary services and the construction of the residential structures on the site will form the main noise impacts upon the existing residential properties. Construction activities produce significantly high noise levels, particularly close to source. Construction noise tends to fluctuate and is usually of fairly short duration. The construction noise impacts will depend on the proximity of construction activities to nearby receptor locations. Given the nature of the construction activities the impact will not be significant in relation to the closest receptor. It is possible that construction activities will occur across the site such that the noise levels may necessitate temporary mitigation measures.

3.3.3 To minimise the impact on receptors during the construction process, generic noise and vibration mitigation measures need to be implemented as appropriate for all works and would be incorporated into the future Construction Environmental Management Plan (CEMP).

3.3.4 Operational traffic noise predictions have been made using the Calculation of Road Traffic Noise (CRTN) prediction methodology. The methodology has been used to predict the magnitude of any change in noise level resulting from the development proposals at the roadside of the local network. This demonstrates that the majority of the receptors will experience a negligible increase with minor increases reported adjacent to the development. It is considered that an increase of less than 3db is not discernible and therefore it is concluded that the development will have a negligible impact.

3.3.5 Noise level prediction of the existing situation has taken place through computer modelling software SoundPLAN. The daytime and night time NEC boundaries for the proposed future development have been modelled. The resultant daytime and night-time noise contours indicate that the site mainly falls into NEC A/B with boundaries fronting onto the A143 Haverhill Road, Coupals Road and Chalkstone Way falling into NEC C.

3.3.6 BS8233 indicates that a daytime noise level of 30dB LAeq represents a "good" standard and 40dB LAeq as "reasonable" in living rooms. The calculated noise levels have been used to determine likely noise levels and the extent of attenuation required. The actual location of housing within the built development areas would be determined at detailed design stage. Therefore a potential worst case housing location fronting Chalkstone Way has been selected. This indicates that the day time façade noise levels are 67.1dB. This noise level reduces to 34.1dB when taking into account noise reductions through thermal double glazing, which represents a "reasonable" internal noise standard.

3.3.7 BS8233 indicates that a night-time noise level of 30dB LAeq represents a "good" standard in bedrooms and 35dB as reasonable. The calculated noise levels have been used to determine likely noise levels and the extent of attenuation required. A potential worst case night time façade noise levels is identified as 62.8dB. This noise level reduces to 29.8dB when taking into account noise reductions through thermal double glazing, which represents a "good" internal noise standard.

3.3.8 The dominant source of noise at the two school sites will be from traffic. The parameters plans does not provide sufficient detail on the orientation of the school buildings, the internal or external layout in order to assess the impact of noise on the operation of the building against the standards highlighted in BB93. But they have been assessed as a two-storey building(s) with parking areas, hard and soft play areas, sports playing fields and habitat creation.

3.3.9 Based on the results of the noise modelling, this indicates that the school sites are located in NEC boundary C. A receptor located on the potential school building edge and a free field receptor located in the centre of the site indicates a noise level of 66.1dB and 57.8 dB respectively. This indicates that the BB93 upper limit at the boundary could be achieved and internal classroom standard is also met, when considering the inclusion of thermal double glazing.

3.3.10 The noise levels across the school sites will be dependent upon the detailed layout of the school, locations of the playing fields and the use of the rooms. Depending on the orientation, the school building could provide noise attenuation benefits to the playground areas.

3.3.11 Mitigation will be provided in the form of:

- Passive ventilation systems and double glazing for only those residential properties falling within NEC C and fronting onto the highways boarding the site.
- Internal layout of properties to consider the location of lounge and bedroom areas for those properties fronting onto the highways boarding the site.
- Site layout to consider the orientation of residential buildings to reduce sight lines onto the highways boarding the site.

3.4 Ecology

3.4.1 An assessment has been undertaken to establish the likely significant environmental effects of the proposed development in terms of ecology and nature conservation. The assessment has been informed by a comprehensive desk study and suite of ecological surveys.

3.4.2 There are no statutory or non-statutory sites within the proposed development, and the only designated sites within 1km radius of the site were four County Wildlife Sites and one Local Nature Reserve. These features will not be directly affected by the development and operational pressures such as recreational disturbance will be negligible due to the degree of Green Infrastructure provided within the proposed development.

3.4.3 A large majority of the site is under arable cultivation which supports habitats of low diversity and negligible value. The development will retain the bulk of existing habitats which will consist primarily of woodland compartments and hedgerow networks with margins, all arable habitats will be removed. There will be some small losses of hedgerows to incorporate access roads and public footpaths through the proposed development. The Green Infrastructure will create a number of habitats which are currently absent, including species rich grasslands, waterbodies, additional woodland planting, diverse hedgerow networks and wildflower margins. Such mitigation features will create a total area of 80.19ha of Green Infrastructure. The habitats created will have at least a moderate beneficial direct effect in the long term at a local level.

3.4.4 A CEMP will ensure that retained habitats are protected from the construction phase of the proposed development, this will ensure that root protection areas and buffer areas are enforced around woodland, hedgerows and badger setts. The Green Infrastructure and Biodiversity Management Plan will ensure the enhancement of existing habitats through gapping up of hedgerows and enhancement and protection of woodland/hedgerow edges. The Management Plan will also help to sustain newly created habitats in the long term; ensuring optimal biodiversity value is attained. The enhanced retained habitats and newly created GI will have a moderate beneficial long term effect at local level.

3.4.5 The bat species encountered were largely common, with the exception of Barbastelle bats which are Annex II species. These were generally recorded in a variety of areas but particularly around linear features such as the woodland compartments and central watercourse with associated tree groups. There were a number of Barbastelle registrations recorded in the hundreds on two survey occasions (April and May 2015) along the south western boundary (woodland W1) and Great Field Plantation. The general bat assemblages were of no more than local conservation, with Barbastelle species classified as County level due to their rarity. The new habitats created will ensure that existing foraging and commuting corridors are retained and that new opportunities are provided with the variety of new habitats created, whereby it is anticipated that there will be a minor/moderate beneficial long term effect at local level.

3.4.6 Badger setts were found at two locations; Great Field Plantation and along the south eastern watercourse. These will be incorporated within the Green Infrastructure and mitigation measures will ensure that they are sensitively screened to avoid disturbance. A ‘good’ population of common lizards and ‘low’ population of grass snake and slow worms were recorded in the site. The Green Infrastructure will increase the suitability of habitats for reptiles and badgers, as new habitats are created and additional linkages created, this will ensure that a favourable conservation status is maintained.

3.4.7 The CEMP will ensure that best working practices are maintained during the construction phase; this includes the removal of hedgerows, trees and scrub outside the bird breeding season; control of the

effects of construction working during dusk hours by the use of directional lighting; passive displacement takes place on hedgerow/margin losses for access roads where reptiles populations are known and that badger setts remain undisturbed. Such measures will ensure that the impact significances are negligible.

3.4.8 The full potential for enhanced and created habitats to increase biodiversity largely depends on achieving successful and sustained management. The Green Infrastructure and Biodiversity Management Plan will provide a mechanism to ensure that habitats are adequately maintained, that faunal assemblages are allowed to develop and achieve their full potential. Management of habitats will also encourage species and groups of species which are poorly represented or currently absent. Management practices will include; grassland cutting regimes tailored to suit specific species; waterbodies optimised through maintaining ranges of micro-habitats; species rich hedgerows cut/laid to increasing fruiting bodies and nesting/bat roosting boxes to encourage onsite breeding.

3.4.9 The habitats created and the species which will benefit from such mitigation measures will lead to an overall moderate beneficial direct effect in the long term at a local level.

3.5 Agricultural Resources

3.5.1 This assessment concerns the potential effects of the proposed development on agriculture (agricultural businesses and loss of agricultural land) and soils. The study has been conducted through a detailed survey of the land in February 2015.

3.5.2 The survey showed the land to be mainly under use for winter cereal-oilseed rape cropping under the operation of the land owners, Great Wilsey Farm. The site contains areas in non-agricultural use (21.7ha), principally under woodland. The soils are heavy with impeded drainage, giving a mixture of subgrade 3a (107.9ha) and subgrade 3b (36.2ha) agricultural land.

3.5.3 The voluntary sale of the land by the landowners would not affect any other businesses and the effect is therefore viewed as beneficial.

3.5.4 The loss of 107.9ha of best and most versatile agricultural land in subgrade 3a would constitute a major adverse impact to be weighed against the benefits of the scheme. The fact that any similar development on Greenfield land in this area would inevitably result in significant loss of best and most versatile agricultural land should be considered in such a weighting.

3.5.5 The proposed development could potentially result in a significant adverse effect on finite soil resources, through loss and damage during construction. Mitigation is proposed in the form of a soil management plan which accords with the Construction Code of Practice for Sustainable Use of Soils on Construction Sites. The residual effect after such mitigation would be minor adverse.

3.6 Surface Water Drainage and Flood Risk

3.6.1 In terms of fluvial flood risk, the site lies within Flood Zone 1; an area of low probability of flooding, outside both the 1 in 100 and 1 in 1,000 year flood events. Assessments completed within the Flood Risk Assessment (FRA) also find the land to lie in an area that has a low probability of flooding from most other sources from mechanisms such as ground water, sewer and artificial water bodies.

3.6.2 The FRA concludes that the site is suitable for development from a flood risk viewpoint.

3.6.3 The implementation of appropriate and sustainable development proposals coupled with appropriate mitigation will ensure that the proposed development does not result in a significant adverse environmental effect during either the operational or construction phases.

3.6.4 FRA calculates the greenfield run off rates post development and shows the proposed sustainable drainage system to significantly reduce these rates. This reduction is a significant betterment.

3.6.5 With regards to mitigation measures specified for the watercourses, proposed implementation methods will be discussed and developed with the Environment Agency and/or County Council in advance of all works to ensure that impacts are kept insignificant.

3.6.6 In summary, no significant adverse environmental impacts will result. The introduction of Sustainable Urban Drainage (SUDS) measures will take into account the risk of flooding from accelerated runoff and increased hard paved areas. The completed assessment has identified that the greenfield runoff rates will be significantly reduced post development, thus resulting in a moderate beneficial effect.

3.7 Local Air Quality

3.7.1 An air quality assessment has been carried out to assess both construction and operational effects of the proposed development.

3.7.2 An assessment of the potential effects during the construction phase has been undertaken. This has shown that during this phase of the proposed development releases of dust and PM_{10} are likely to occur during site activities. Through good site practice and the implementation of suitable mitigation measures, the effect of dust and PM_{10} releases may be effectively mitigated and the resultant effects are considered to be negligible.

3.7.3 ADMS Roads dispersion modelling has been carried out to assess the effect of the proposed development on local air quality in respect of both human and ecological receptors.

3.7.4 The modelling assessment has predicted a minor adverse impact at one receptor and a negligible impact at all other locations. As pollutant concentrations would remain ‘well below’ the relevant air quality objectives once the proposed development is operational the residual impact is considered to be negligible. Concentrations of are also predicted to be 'well below' the relevant objective limits across the proposed development site, therefore the effect of the proposed development with regards new exposure to this pollutant is considered to be negligible.

3.8 Archaeology

3.8.1 The assessment of potential effects has included designated and non-designated archaeological heritage assets within and in the vicinity of the proposed development. It has taken into account scheduled monuments, listed buildings, conservation areas, and registered historic parks and gardens as designated heritage assets within the landscape surrounding the site. The potential effects of the Project on archaeological remains has been assessed, and has considered the direct physical impact of the proposed development on below ground archaeological remains that may be located within the site.

3.8.2 The assessment has established that the proposed development lies within an area that is considered to have potential for prehistoric/Roman remains. The construction of the proposed development will impact upon these remains. A geophysical survey of the site has already been completed. A programme of

archaeological evaluation trenching is proposed to be undertaken. The results of the evaluation will also inform the scope of any archaeological mitigation measures required, such as archaeological excavation and/or watching brief which will be undertaken ahead of construction commencing. The scope of the mitigation measures will be agreed with the Suffolk County Council following completion of the archaeological evaluation.

3.8.3 The assessment has considered the effect on the scheduled medieval moated site at Great Wilsey Farm. The proposed development will have a minor impact on the setting of the moated site. This is considered to result in a less than substantial harm to the monument, in accordance with the National Planning Policy Framework.

3.9 Cultural Heritage

3.9.1 This assessment of the impact of the proposed development on the cultural heritage of the area has identified a substantial number of heritage assets (all designated) that lie within approximately 2km of the site's boundaries. Of this substantial number, however, only a handful are considered to be potentially affected by the development and their significance and setting have been analysed in order to assess the impact of the proposals on their heritage interests.

3.9.2 The assessment identified that due to the intervening topography and distances between most of the heritage assets (considered in full) and the development site, that only the Scheduled Monument at Great Wilsey Farm and some of the listed buildings in Calford Green would be clearly affected by the proposed development. The landscape and visual assessment also concluded that the proposed development has a limited Zone of Visual Influence (ZVI) due to the existing landform and effects on the landscape will be mostly restricted to the immediate surroundings.

3.9.3 The landscape and visual assessment concludes that the effect on Calford Green generally will be moderate-minor adverse. However, the effects on the setting (and therefore heritage significance) of the one listed building within Calford Green identified as being affected by the proposed development, are considered to be minimal and in fact negligible following mitigation. The conclusion of the cultural heritage assessment is that following mitigation, which includes substantial boundary woodland planting that will screen the development when completed, the impact of the development is largely limited to the effects on the setting of the Great Wilsey moated site, a Scheduled Monument. This is confirmed by the archaeology assessment.

3.9.4 All three assessments note that views from the Scheduled Monument at Great Wilsey Park will be shortened and that its existing rural context will be altered by the proposed development. The loss of open views is however mitigated by the perimeter woodland planting which will screen the development closest to the moated site and also in the approach to the scheduled monument from the north. The open aspects to the north and south of the moated site will be largely retained and the existing Great Field Plantation to the west of the Scheduled Monument will also be retained.

3.9.5 The perimeter woodland planting will mitigate the impacts through screening and existing landscape characteristics are enhanced. This, together with the restriction of the development to below the top of the natural ridge to the north and east, ensures the integration of the proposals into the surrounding area. This will result in a negligible effect upon almost all heritage assets. The proposed development will however have a minor impact on the setting of the moated site at Great Wilsey Farm, resulting in a moderate adverse effect.

3.9.6 The effects on the setting of the Scheduled Monument at Great Wilsey Farm are however considered to constitute less than substantial harm in accordance with the NPPF. This is due to the existing poor appreciation of the moated site and the retention of significant elements of open space to the north and east. The proposed screening of the development will maintain a clear sightline towards the monument from its existing driveway approach and will strengthen the existing plantation character to the west. The development upon completion and once the landscaping has matured will not therefore be appreciated in relation to the moated site.

3.10 Landscape and Visual Amenity

3.10.1 The landscape and visual assessment concludes that, the development proposals will inevitably result in some effects upon the local landscape and visual resource. However, the scheme has been designed with consideration of the existing landscape and mitigation features have therefore been included. These features will soften the built elements of the proposals and will also provide recreation and biodiversity benefits resulting in a moderate adverse impact overall.

3.10.2 Existing landscape features which form characteristics such as the hedgerow network, woodland blocks and River Stour tributary, have been retained as far as possible and incorporated into the structural green infrastructure of the proposed development. These features will be enhanced through their incorporation into a linear green park which will run through the heart of the development and a Country Park to the south, providing recreation space and additional habitats. Additional structural woodland planting will wrap around the development boundaries to provide screening and soften development edges.

3.10.3 The proposed development has also been designed with regard to and in accordance with the St Edmundsbury Green Infrastructure Strategy, particularly Project E.3 and E.7. The resulting green infrastructure will form around 47% of the development area with a number of formal and informal recreation features including two areas of allotments which encompass 1.5ha and a SuDS scheme which will consist of attenuation ponds and water features with associated ecological habitats. Altogether, the total green infrastructure including areas of public open space, woodland, Country Park, meadow, SuDS and play areas with structural woodland equates to an area of around 80.19ha.

3.10.4 The masterplan will be integrated into the surrounding area through sensitive design with the retention of existing landscape characteristics and links to the surrounding area and with development restricted to below the top of the natural ridge to the north and east, and structural planting used to soften the development blocks.

3.10.5 Existing footpaths will be retained along their original alignment which retains links to neighbouring areas. Additional internal links through the development will be created as well as additional links to external routes for example to Chalkstone Way and through the woodland belt to the public open space off Shetland Road. Routes will be enhanced through new surfacing and the provision of signage. Road connections will also be provided with a primary access off Haverhill Road to the north and a second access to Chalkstone Way to the south.

3.10.6 Natural containment is provided by the long ridge to the north and east which reduces the visibility of the site from the wider area, however, structural planting will be used around the perimeter of development blocks to soften the edge and provide additional containment. The siting of the country park to the south provides an extensive and appropriate green interface between the development and residents at Calford Green.

3.10.7 Overall, it is considered the creation of a high quality mixed use development will form a sympathetic extension to Haverhill with retained and enhanced landscape characteristics and additional landscape features that will provide biodiversity and recreational benefits.

3.10.8 During the construction phase, landscape effects will inevitably be caused by building works and associated construction traffic however, due to the natural screening from landform and woodland, these will be mostly restricted to the immediate surroundings. The provision of structural planting ahead of each phase will help to mitigate the impacts. On completion, the development is assessed as resulting in a moderate – minor adverse effect upon the landscape in the long term.

3.10.9 The proposed development has a relatively limited Zone of Visual Influence due to the existing landform combined with existing woodland blocks and hedgerow vegetation and development. Visual effects upon residential settlements and individual properties are considered to range from moderate to minor adverse in the long term with effects on local road users assessed as being moderate to negligible adverse and public rights of way as being moderate to minor adverse dependant on the location along the path i.e. internally or externally of the development.

3.10.10 The site is not covered by any statutory or non-statutory designation for landscape value. There will be visual impacts on the Scheduled Ancient Monument at Great Wilsey Farm at the centre of the development where open views will be lost to development, but buildings will be screened by perimeter woodland planting resulting in a moderate adverse impact. The listed buildings at Eagles Farm and Well Cottage to the south east will also have visual impacts, although these look towards the proposed country park which will have perimeter planting so impacts will be negligible adverse.

3.10.11 The proposed development will result in a loss of open arable land and will have a permanent effect upon the landscape and visual resource of the area. Effects are varied depending on location but are generally limited due to landform and existing vegetation. The majority of the resultant effects are assessed as moderate adverse overall; however these would diminish over time on account of the maturing green infrastructure framework.

3.10.12 Although the proposed development will have impacts on the landscape and visual resource of the site and surrounding area, it is considered that these will be effectively mitigated by the existing landform which forms natural enclosure to the site area, and proposed structural landscape features associated with the design. Overall, it is considered that a well-designed scheme with built elements set within a substantial Green Infrastructure of almost half of the total site area, with features designed to provide both substantial recreation facilities and beneficial conservation features, can be successfully assimilated into the local landscape without resulting in any unacceptable landscape and visual harm.