



THE
ENVIRONMENT
PARTNERSHIP



HAYDOCK POINT SOUTH ST HELENS LOCAL PLAN ECOLOGICAL APPRAISAL MAY 2021

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CONTENTS	PAGE
Summary	1
References	15

Summary

- 1.1 TEP was commissioned by Peel to carry out an ecological appraisal of land at Haydock Point South, south east of the A580/M6 Junction 23.
- 1.2 The land has been identified by Peel as an area of Strategic Opportunity for Employment Growth and the site is proposed for logistics development. The site totals 33.3ha and is centred at NGR SJ 58642 97070, shown in Figure 1. The most southern parcel of the site, south of Ellam's Brook is proposed for habitat creation mitigation associated with the Haydock Point North development, north of the A580.



Figure 1: Haydock Point South

- 1.3 The area has been subject to ecological surveys by TEP since 2014 and there is a good evidence base to assess the effects on biodiversity from development, including the opportunities to deliver biodiversity net gain.

Ecological Survey History

- 1.4 In 2014 a desktop study and walkover phase 1 habitat survey of the site was carried out.
- 1.5 Subsequently the following surveys were carried out for Haydock Point South:
 - Winter Bird Vantage Point Survey 2017
 - Partial habitat survey in 2020
- 1.6 In 2021, TEP was commissioned to carry out a summary review and confirmation of the ecological survey in order to inform the emerging St Helens Local Plan process as to the ecological conditions of the sites, constraints requiring mitigation and opportunities for biodiversity net gain.

1.7 TEP carried out a desktop study, a phase 1 habitat survey walkover and a great crested newt Habitat Suitability Index (HSI) assessment of ponds in May 2021. TEP will continue to carry out further surveys in summer 2021 to inform potential future planning applications.

1.8 The ecological assessments can be provided on request.

Haydock Point South

1.9 The land is in active arable agriculture. In the centre of the site, but not part of the development opportunity, is a residential care facility surrounded by scattered trees.

1.10 Ellams Brook, a well-wooded watercourse designated as a Local Wildlife Site, flows from west to east across the site, joining Millingford Brook south east of the site. Dean Dam and its associated water course forms, in part, the north-east boundary of the site, within Fox Covert woodland, also a Local Wildlife Site. Three fishing ponds are located in the north east of the site adjacent to Fox Covert woodland and Cow Hey Dam. A Phase 1 Habitat map is provided in Figure 2.

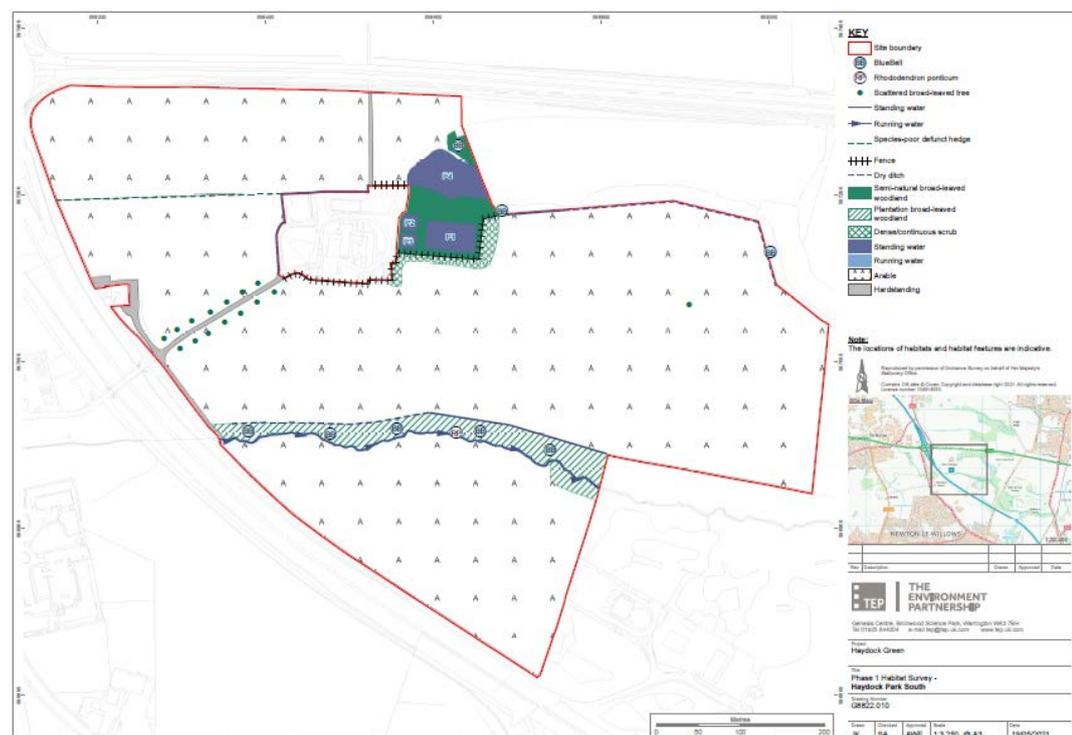


Figure 2: Phase 1 Habitat map 2021

1.11 The area is proposed for a logistics park in two parcels, the A580 frontage consisting of relatively small units and a separate eastern parcel suitable for a large unit. The development would be set in a robust wooded landscape structure.

- 1.12 The proposed development can protect most existing areas of ecological value, although there would be losses of the fishing ponds in the north east. The overall scheme can deliver a biodiversity net gain, delivered through the landscape structure and by habitat creation measures in the Ellam's Brook corridor on arable farmland south of the developed area. There would be no long term adverse effects on designated sites or protected and priority species.

Designated Sites

- 1.13 There are no statutorily designated sites on or near the Haydock Point South Site. Haydock Point South does lie within the Impact Risk Zone for Highfield Moss SSSI (2.9km south east) and Abram Flashes SSSI (3.8km north east). Natural England would require to be consulted for this development, but adverse effects can be avoided by implementation of construction-stage environmental control on emissions to air and water.
- 1.14 There are two Local Wildlife Sites within the site boundary. Ellam's Brook LWS flows west to east through the centre of site within surrounding woodland and Fox Covert including Cow Hey Dam LWS lies to the north east of the site.
- 1.15 Ellam's Brook (Figure 3) is designated for its population of water voles as well as its habitat diversity. The designation covers large stretches of the brook, as far as the St Helen's boundary. TEP completed water vole surveys on a stretch of Ellam's Brook approximately 300m west of the Site, within Wicken Hedge LWS during 2016 and 2018. No water voles were found to be present at the time of survey and a sewage smell was noted at the northern end of the brook, indicating possible upstream pollution discharges from industrial uses and/or the A580.
- 1.16 The brook is surrounded by plantation woodland of beech and sycamore with stands of native bluebell *Hyacinthoides non-scripta* present throughout, as noted during the phase 1 survey of May 2021.

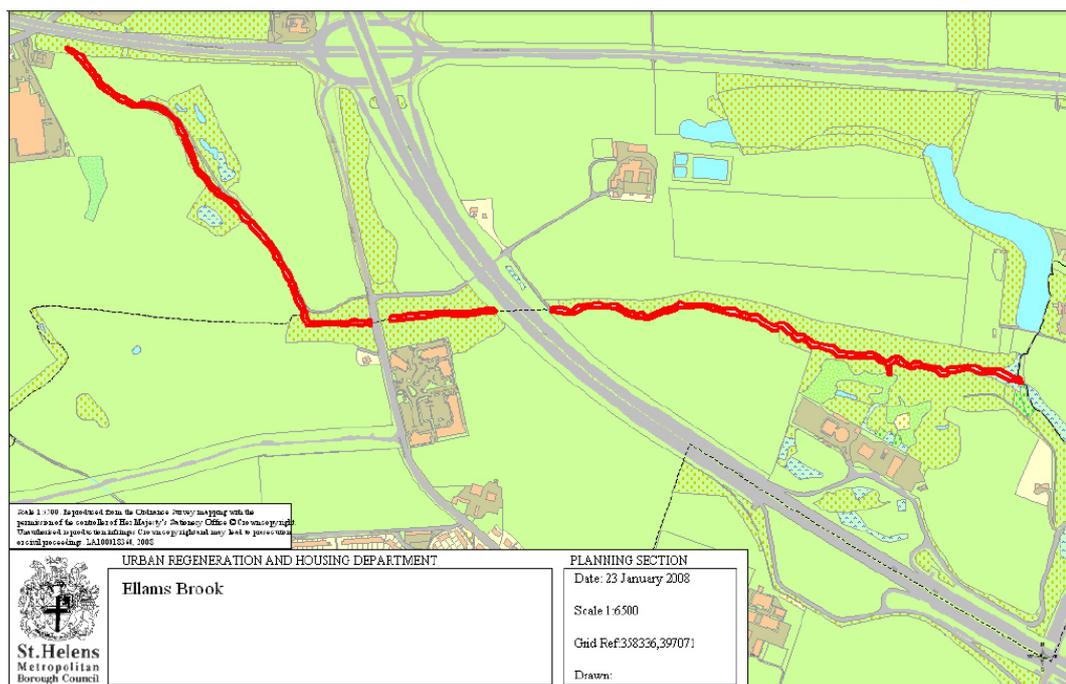


Figure 3: Ellam's Brook LWS site boundary

- 1.17 Fox Covert including Cow Hey Dam LWS (Figure 4) contains semi-natural woodland habitat dominated by oak, with native bluebell ground flora and the Cow Hey Dam element comprises extensive reed beds of bulrush and reed canary grass. The site is designated for the presence of BAP habitat 'swamp' and regionally important habitat 'dam'. Locally rare species bearded couch *Elymus caninus* has also been historically recorded within the woodland.

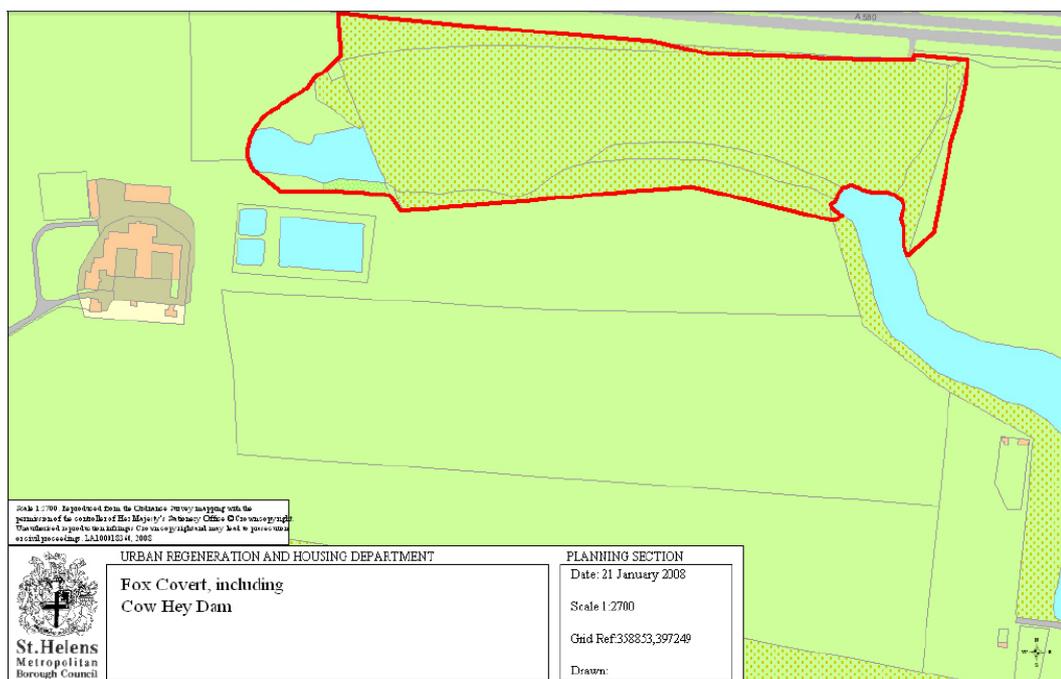


Figure 4: Fox Covert LWS site boundary

- 1.18 St Helen's Council intend to review woodland Local Wildlife Sites to assess whether any might contain ancient woodland. The Fox Covert woodland is not on the register of ancient woodland however it does contain flora characteristic of long-established woodland (native bluebell). Bluebell is not exclusively associated with ancient woodland and the site has been physically altered. Colonisation of the woodland was also aided, so it is unlikely that it will be classified as ancient woodland during the LWS review.
- 1.19 7.2% of the Fox Covert including Cow Hey Dam LWS will be lost to the proposed development and these losses include the Cow Hey Dam element. The loss is due to the proposed entrance road joining the A580 on the northern border of site. The fishing ponds (totalling 0.7ha) in the north east of site will also be lost to the development. Replacement of the waterbodies can be provided on a 2:1 basis within the site. These replacement waterbodies will be located in a proposed habitat creation area north of Ellam's Brook LWS and will improve the surrounding habitat. The reedbed habitat lost from the Cow Hey Dam element of the LWS will be recreated within these replacement waterbodies.
- 1.20 A buffer zone will be implemented around Ellam's Brook and unaffected areas of Fox Covert to reduce any adverse effects of development such as construction related dust or operational stage nutrient enrichments.
- 1.21 The development offers the opportunity to enhance Ellam's Brook LWS through a proposed Ellam's Brook corridor habitat creation scheme.

Irreplaceable Habitats

- 1.22 There is no ancient woodland within the site however, there are pockets of flora associated with long-established woodland within Fox Covert and within the woodland adjacent to Ellam's Brook. There is no overriding policy requirement for a 15m buffer around the woodland areas but where possible, this should be provided.
- 1.23 There may be veteran trees within the woodlands on site however the retention of mature trees on site will be achievable within the current proposals. No veteran trees are located within the proposed entrance road area adjacent to the A580. There are opportunities to manage the mature trees on site and create future veteran trees and associated deadwood habitats which would enhance the woodland habitats on site.

Priority Habitats

- 1.24 The woodland, watercourse, ponds and hedgerows on site provide varied breeding, foraging and roosting habitats for a variety of wildlife. The large arable fields where the proposed development will be focused, are of the least ecological value. The areas of proposed green space offer opportunities for the extension of grassland habitats, hedgerow and tree planting and the addition of ponds which will have benefit to local biodiversity.

1.25 S41 habitats of principal importance would be prioritised for retention and protection where possible and unavoidable losses mitigated through replacement planting elsewhere. Where possible, connectivity between these habitat features should be optimised and the extent of each increase. This can be provided through planting and beneficial management. The following notable habitats have been identified within the site:

- Lowland mixed deciduous woodland (S41 Woodland)
- Hedgerows (S41 and BAP protection; however, the hedgerows on site are species poor and therefore do not qualify as 'important' under the Hedgerow Regulations 1997). Despite this, the hedgerows on site will still provide habitat for a range of species including nesting birds.
- Ellam's Brook (S41 Rivers & Streams)
- Reedbed (S41) within the Fox Covert including Cow Hey Dam LWS
- The ponds on site so not qualify as S41 priority habitat in the absence of other S41 species such as GCN however these waterbodies offer opportunities for enhancement.

1.26 A Condition Assessment of the woodland habitat on site was undertaken on 17th May 2021, using the guidance provided by Defra for assessment of biodiversity (Crosher *et al.*, 2019). All woodlands are classified as Moderate Condition because they fail on three or four criteria:

- Criterion 2: Non-native species account for >10% of vegetation cover;
- Criterion 4 & 8: Damage - although stock damage is not present, there is vandalism;
- Criterion 10: Invasive non-native plants are present (Rhododendron);
- Criterion 12: Low native tree and shrub diversity.

Important Hedgerows

1.27 There are no important hedgerows within the Site.

Protected and Priority Species

GCN

1.28 There are no ponds within the site that are suitable to support GCN. The waterbodies on site are stocked fishing ponds and therefore will not support breeding GCN. The ponds may be suitable for common toad however spawn will still be subject to fish predation. There is no recent historic data of GCN within the site or within influencing distance. TEP completed eDNA survey of ponds within 250m on the adjacent Haydock Green site, approximately 300m west, during 2018 and no GCN were identified. The 2021 Habitat Suitability Index assessment confirmed that all ponds within the site are Poor suitability for GCN.

Bats

1.29 Numerous records of bat species were identified within the 2km historic data search, the closest of which is located 100m southwest. A soprano pipistrelle roost has been identified approximately 350m northwest of the site boundary.

1.30 The woodland, hedgerows, watercourses and ponds on site provide habitat suitable for bats to forage and commute. The woodland blocks contain mature trees that have features suitable to support roosting bats. The open arable fields are of comparatively poor suitability, with limited diversity of plant species or sward structure, and so too limited value to support invertebrate prey.

1.31 Trees that are to be impacted during the construction of the entrance road in the northeast of site adjacent to Fox Covert will require a bat roost suitability assessment to establish the presence of roosts or potential roosting features prior to removal.

Water vole / otter

1.32 Ellam's Brook LWS is designated for the presence of a water vole population. TEP completed water vole surveys of a section of Ellam's Brook approximately 300m west of site within 2016 and 2018. No evidence of water voles was identified during the surveys, either within Ellam's Brook or wet ditches within the adjacent Haydock Green site. The Ellam's Brook within this site has not been surveyed for voles, however, as there are no proposals to affect or alter the watercourse, even if water voles are present within the site, they will not be adversely affected.

Badger

1.33 The habitats on site do provide suitability for badger commuting, foraging and sett excavation, however, field surveys including the 2021 visit have not recorded any evidence of badger setts or presence within the site.

Farmland birds

1.34 One record of schedule 1 bird, Peregrine was identified within the historic records search, approximately 0.5km southeast of site.

1.35 No breeding bird surveys (BBS) have been carried out on this site. BBS of Haydock Point North with similar habitat types, carried out for a planning application, indicated a relatively low density of breeding birds, although some species of conservation concern were noted at low density.

1.36 Haydock Point South was included in a wider survey of wintering farmland birds (focussed on lapwing and golden plover) for Haydock Point North, carried out in 2017. This indicated low usage of the site by lapwing and golden plover and no functional linkage between Haydock Point North and internationally designated winter bird sites.

1.37 It can be assumed that there is some value from the arable farming patterns to certain species of conservation concern, but that this is at a low density of occurrence with few rare species encountered.

Other Species

1.38 There are general records of some species of conservation value e.g. brown hare, hedgehog, and various invertebrates. Whilst these were not encountered on site, they may be present in low numbers and should be considered in construction-stage environmental management.

Wildlife Corridors and Ecological Networks

- 1.39 The primary corridor on site is Ellam's Brook and its associated woodland habitat. It has been modified by long-term agricultural drainage. The brook experiences poor water quality, perhaps due to emissions from industrial or highways sources upstream.
- 1.40 There is a good opportunity to improve habitat quality through better management of the stream corridor, including creation of biodiverse habitats in a buffer zone either side. The corridor is adversely affected by invasive species (Japanese knotweed and Rhododendron) which can be removed as part of a long-term management plan.
- 1.41 The proposed entrance road will encroach on the western edge of Fox Covert woodland however, this will not impact veteran or mature trees and will not cause fragmentation of habitats. Fox Covert will continue to provide connectivity to Dean Moor Wood and Hollows Wood to the south east of site. Measures can be taken to protect the retained LWS woodland from the road construction relation pollution.
- 1.42 Fox Covert LWS will remain linked to Ellam's Brook LWS through the woodland habitat present in the east of the site. The proposed development will increase areas of this woodland habitat and could enhance the connectivity of these two LWS.

Invasive Species

- 1.43 There is presence of Japanese knotweed and Rhododendron within the site boundaries. Measures must be taken to prevent spread during construction activities and development of the site provides an opportunity for control and eradication.

Development Overview

- 1.44 The proposed development would retain the site's existing ecological infrastructure, albeit with loss of waterbodies and woodland edge within Fox Covert LWS, associated with the construction of the entrance road from the A580.
- 1.45 The proposed units can be created allowing for appropriate buffering and active frontages to the green infrastructure, incorporating any mature trees and allowing for hedge planting. The development would almost exclusively occupy arable land of low botanical and faunal interest.
- 1.46 The development offers the opportunity to reinforce and enhance the green infrastructure corridor of Ellam's Brook. The area north of Ellam's Brook is proposed for a habitat creation area containing reedbeds, ponds and species-rich grasslands which may also assist with water quality improvements.



Figure 5: Indicative development proposals

Mitigation hierarchy

- 1.47 The scheme complies with the mitigation hierarchy set out in NPPF paragraph 175a as follows:
- 1.48 **Avoid:** Development cannot fully avoid direct impacts on the designated site, Fox Covert LWS. Loss of habitat within the site would be ca 0.4ha (representing 7.2% of the total LWS area of 5.49ha). This loss is unavoidable due to the constrained position of the access point from the A580.
- 1.49 Given this constraint, the access road would affect only the eastern end of the LWS, thus causing loss, not fragmentation. The actual habitats that would be lost are individual trees, artificial lake (dam) including reedbed and fishing ponds, which can be recreated. It is proposed these would be created on farmland north of Ellam's Brook, as part of a wider habitat and open space creation scheme.
- 1.50 **Design:** The layout of the development has responded to ecological assessment by the retention of key habitats, use of buffer zones, use of SuDS, enhancement of the Ellams Brook corridor and establishment of a green infrastructure network (see also compensation and enhancement below);
- 1.51 **Mitigate:** Construction-stage environmental management controls can be secured e.g.
- Tree and Hedge and Watercourse Protection and Arboricultural Method Statements;
 - Nesting Bird Protection;
 - Pollution prevention controls;
 - Sensitive Lighting Strategy adjacent to the LWS's;
 - Reasonable Avoidance Method Statements for priority species such as common toad, hedgehogs;

- Fish rescue scheme;
- Bluebell translocation scheme.

1.52 Compensate: unavoidable losses of waterbodies including reedbed, trees and hedges can be compensated by creation of wetland, woodland and hedgerow habitats. Loss of arable fields is not a significant impact, but the loss of opportunities for foraging by birds and invertebrates can be compensated by creation of alternative habitats that offer more intense prey (e.g. woodlands, scrub, wetlands). It is accepted the overall mix of birds and invertebrates will alter.

1.53 Enhance: There are several opportunities to enhance biodiversity e.g.

- Removal of invasive species;
- Creation of new ponds, reedbeds, woodland, scrub and species-rich grassland in a large area of wet grassland that could be subject to conservation grazing north of Ellam's Brook
- Bringing the retained and new green infrastructure into the scope of a long-term Landscape and Habitat Management Plan (LHMP);
- Veteranisation of overmature trees to create invertebrate habitat;
- Connecting retained areas of habitat to form new green infrastructure corridors;
- Provision of street trees and hedges;
- Use of raingardens in the development zone;
- A bat and bird box scheme in the green infrastructure and on buildings fronting it.

Biodiversity Net Gain

1.54 An initial estimate of the impact on biodiversity has been made using the Defra Metric 2.0 (current at the time of writing). This indicates that the scheme, along with the design and enhancement measures proposed above, should deliver over 10% net gain on site. The headline results are reproduced at Figure 6 below.

Haydock Point South		Return to results menu
Headline Results		
On-site baseline	Habitat units	104.34
	Hedgerow units	0.00
	River units	0.00
On-site post-intervention (Including habitat retention, creation, enhancement & succession)	Habitat units	116.87
	Hedgerow units	0.00
	River units	0.00
Off-site baseline	Habitat units	0.00
	Hedgerow units	0.00
	River units	0.00
Off-site post-intervention (Including habitat retention, creation, enhancement & succession)	Habitat units	0.00
	Hedgerow units	0.00
	River units	0.00
Total net unit change (including all on-site & off-site habitat retention/creation)	Habitat units	12.52
	Hedgerow units	0.00
	River units	0.00
Total net % change (including all on-site & off-site habitat creation + retained habitats)	Habitat units	12.00%
	Hedgerow units	0.00%
	River units	0.00%

Figure 6: Indicative Biodiversity Net Gain Summary Table

1.55 The assessment focuses on habitat area units. Linear units have not been assessed at this stage. The limited losses of hedgerow and the numerous opportunities for hedgerow creation mean that there would certainly be a net gain of over 10% at planning application stage.

1.56 The rivers and stream calculation has not been carried out as there is no anticipated effect on Ellam's Brook.

Policy Compliance

1.57 Opportunities for ecological enhancement have been identified in line with the National Planning Policy Framework (NPPF) and the emerging St. Helen's Local Plan. These seek to optimise the terrestrial and aquatic habitat mosaic, particularly across areas of open green space. Long-term management of these areas can be delivered through a prescriptive Habitat Management Plan (HMP).

NPPF

1.58 Paragraphs 170 to 175 deal with biodiversity, as follows:

1.59 170a requires protection of sites of biodiversity value. There would be an adverse effect on Fox Covert LWS and improvement of Ellam's Brook LWS. This issue is discussed below in detail in relation to emerging St Helens policy LPC06.

- 1.60 170d requires minimisation of adverse impacts, and provision of net gains for, biodiversity. As noted above, the scheme achieves these goals by virtue of careful consideration of ecology in the design and layout.
- 1.61 171 seeks allocation of land with least environmental value. This development would occupy almost exclusively only the intensively-farmed areas of the site, retaining areas of higher ecological value. 171 also seeks a strategic approach to networks of habitats, something that can be reflected in the green infrastructure proposals for the site which improve woodland coverage generally around all the new logistics units and also improve the Ellam's Brook corridor.
- 1.62 174a and 174b require that plans should safeguard wildlife-rich habitats and promote their conservation, restoration and enhancement. The proposal achieves safeguarding, conservation, restoration, enhancement and re-connecting habitat areas of value.
- 1.63 175a promotes the mitigation hierarchy, discussed above.
- 1.64 175d promotes the use of detailed enhancement measures, again discussed above.
- 1.65 In summary, the proposed allocation, based on the indicative layout shown at Figure 3, complies with the biodiversity ambitions of NPPF.

St Helens Local Plan

- 1.66 The draft Local Plan document can be viewed by following the link: <https://www.sthelens.gov.uk/media/9525/local-plan-written-plan-web.pdf>
- 1.67 The following emerging policies relate to biodiversity and nature conservation. For each policy, a brief commentary on compliance is added.

Policy LPA09 Green infrastructure:

- 1.68 The scheme fully complies in that long-term management can be secured for the site's GI. New GI assets would be provided (increased tree, woodland and hedgerow cover, new ponds and wetlands, meadows and an appropriate level of access by employees to the GI).

Policy LPC06 Biodiversity and Geological Conservation:

- 1.69 There would be no direct harm to any statutorily-protected sites. Adverse effects on Highfield Moss are not predicted and can be secured by construction-stage measures to prevent emissions to the Ellam's Brook and dust controls.
- 1.70 There would be an adverse effect on Fox Covert LWS due to the proposed road access which requires removal of a small lake (Cow Hey Dam) at the eastern end of the LWS. This will not affect the woodland habitats or the integrity of the woodland within the LWS, but will reduce the size of the LWS by 7.2%.
- 1.71 The loss of LWS open water and reedbed habitat can be compensated by the creation of alternative ponds of various sizes. Whilst the replacement open water and reedbeds cannot be close to Fox Covert LWS, it can be created close to the Ellam's Brook LWS, thereby increasing its size and resilience. In short the adverse effects on one LWS can be compensated by enhancements of a different LWS.

- 1.72 Protection of priority habitats and species can be secured through construction-stage controls. Based on current evidence, it is unlikely that a Natural England licence would be needed to implement the development, as there are no GCN, no badgers, and probably no water voles affected by the scheme. At this stage it is premature to know whether any mature trees may have bat roosts and be affected by the scheme, but further surveys prior to planning application can determine this.
- 1.73 The development would cause the loss of bat foraging over the Cow Hey Dam and nearby non-designated fishing lakes. However, this foraging value can be replaced, and enhanced by the extensive woodland planting and wetland habitat creation possible around the logistics units, over the SuDS features and particularly in the proposed wetland grassland conservation area north of Ellam's Brook
- 1.74 The development would reduce the amount of land used by farmland birds for general foraging and for winter habitat. The increase in diversity resulting from the proposed creation of a strong woodland framework and the wetland grassland scheme north of Ellam's Brook would compensate for the loss of farmland bird habitat value.
- 1.75 The policy refers to the St Helens Nature Conservation SPD, which sets out how the mitigation hierarchy is to be followed. In this case, the proposed habitat creation and management measures, coupled with evidence from the biodiversity net gain assessment, indicates that the scheme would comply and deliver no avoidable losses and an overall net gain.

Policy LPC08 Ecological Network

- 1.76 The site does not sit within the Nature Improvement Focus Areas for St Helens, namely the "Knowsley and Sefton Mosslands" and the "Blackbrook and Sankey Valley Corridor". Nevertheless the scheme does deliver a net gain in diversity and improves the resilience of the Ellam's Brook corridor.

Policy LPC010 Trees and Woodland

- 1.77 The proposed development would result in relatively low tree and hedgerow losses, with retention and buffering of the existing woodlands. Apart from losses along the proposed access road, individual mature trees can be retained, with due allowance made for root protection at the construction stage.
- 1.78 There would be a significant net increase in tree and woodland cover of over 7ha, and a long-term LHMP addressing the reasons why existing woodlands are in moderate, rather than good condition (invasive species, neglect of understorey and non-woodland habitats within the wood, dominance of non-native species).

Conclusion

- 1.79 The proposed development of Haydock Point South would have no adverse residual effects on the overall ecological resources in St Helens. The adverse effect of loss of ca 0.4ha of habitat in Fox Covert Local Wildlife Site can be compensated by creation of a significantly greater area (ca 4ha) of new ponds, wet grassland and wet woodland north of the Ellams Brook.

- 1.80 Loss of intensively farmed land to development is of low adverse significance. No protected species would be adversely affected and short-term adverse effects on bat and bird foraging can be compensated through the Ellam's Brook habitat creation scheme. A significant increase in woodland area (>7ha) is likely. A net biodiversity gain of over 10% can be delivered on site.

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HAYDOCK

HAYDOCK POINT SOUTH - LANDSCAPE AND VISUAL SUMMARY

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CONTENTS	PAGE
1.0 Introduction	1
2.0 Local Landscape Planning Policy Summary	2
3.0 Published Local Landscape Character Assessment	3
4.0 Landscape Character of Site	4
5.0 Baseline Views	5
6.0 Description of Potential Development.....	6
7.0 Summary of Impacts of Development and Potential for Mitigation	7

FIGURES

Figure 1 – Site Location Plan

Figure 2 – Photosheet

Figure 3 – Illustrative Masterplan

1.0 Introduction

- 1.1 The Environment Partnership (TEP) Ltd was commissioned by Peel to carry out a landscape and visual summary for a potential development site at South Haydock Point. The site has been identified by Peel as an area of Strategic Opportunity for Employment and is to be presented to the emerging St Helens Local Plan.
- 1.2 This report summarises the effects of the potential development on landscape and views for the site to the edge of Haydock, east of Junction 23 of the M6 Motorway and south of the A580 East Lancashire Road.
- 1.3 The site is 27 hectares and is characterised by agricultural fields separated by a wooded corridor to Ellam's Brook. In the northern part of the site, and outside the site boundary although surrounded by it, there is an existing residential care facility with road access from the A49 (Lodge Lane) to the west. North east of the residential care facility is a small fishing pond.
- 1.4 This report consists of the following sections:
 - Local landscape planning policy summary;
 - Published local landscape character assessment summary;
 - Landscape character of site;
 - Summary of baseline views;
 - Description of the potential development; and
 - Summary of impacts of development and potential for mitigation.
- 1.5 The report is supported by three drawings (Figures 1 to 3) provided at the end of the document. Figure 1 is a site location plan based on aerial photography and highlights the site boundary, location of photograph viewpoints and wider context. Figure 2 presents the photographs from the selected viewpoints and Figure 3 provides an illustrative layout of the potential development at Haydock Point South.

2.0 Local Landscape Planning Policy Summary

2.1 The current local planning policy is provided by the St Helens Local Plan Core Strategy (CS) and those policies which have been saved from the St Helens Unitary Development Plan (UDP). Policies relevant to landscape and views are listed below.

St Helens Local Plan Core Strategy (October 2012)

2.2 Policies relevant to landscape and views are listed below:

- CP1 Ensuring Quality Development in St Helens;
- Policy CAS5 Rural St Helens;
- CQL1 Green Infrastructure; and
- CQL2 Trees and Woodlands.
-

St Helens Unitary Development Plan Saved Policies 2012

2.3 Policies relevant to landscape and views are listed below:

- S1 Green Belt;
- ENV1 Protection of Open Space;
- ENV3 Greenway;
- ENV10 The Mersey Forest;
- ENV13 New Tree Planting on Development Sites;
- ENV20 Landscape Renewal;
- ENV21 Environmental Improvements within Transport Corridors;
- REC5 Strategic Footpaths and Cycleways;
- REC6 Key Recreation Areas; and
- REC7 Water Features.

St Helens Borough Local Plan 2020-2035 (Submission Draft)

2.4 The St Helens Borough Local Plan 2020-2035 Submission Draft was submitted to the Planning Inspectorate for independent examination in October 2020.

2.5 Policies relevant to landscape and views are listed below:

- LPA02: Spatial Strategy;
- LPA03: Development Principles;
- LPA06: Safeguarded Land;
- LPA09: Green infrastructure;
- LPC06: Biodiversity and Geological Conservation;
- LPC07: Greenways;
- LPC08: Ecological Network;
- LPC09: Landscape Protection and Enhancement;
- LPC10: Trees and Woodland;
- LPC11: Historic Environment; and
- LPD01: Ensuring Quality Development.

3.0 Published Local Landscape Character Assessment

3.1 The relevant published local landscape character assessment for the site at Haydock Point South is St Helens Landscape Character Assessment: Haydock Park.

St Helens Landscape Character Assessment: Haydock Park

3.2 The key characteristics of the Haydock Park landscape character area are:

- *a generally flat, open landscape with strong horizontal composition, subtly rising in elevation from the course of the Newton Brook to the south east at 25m AOD up to 50 metres at the urban edge with Ashton-in-Makerfield;*
- *a park landscape covering an extensive area to the extreme east of St Helens Borough, although highly fragmented and divided by the location of the M6 running north to south and the A580 running east to west often at elevation. In addition the character area has a complex indented boundary defined to the east by the location of the St Helens Council administrative boundary and to the north, west and south by a varied and indented predominantly urban edge;*
- *the predominant land use of the area is arable farmland cultivated within a large scale geometric regular field system. Hedged field boundaries vary in condition and where neglected they emphasise the sense of openness and scale of the landscape;*
- *mature woodland blocks, shelterbelts and plantations interrupt the field pattern to create an interesting spatial sequence and partially enclose several of the fields;*
- *to the north the character area is defined by the layout of the Haydock Race Course, for which the grassed white-fenced course sits relatively unobtrusively within the large scale open park landscape. Associated development to the racecourse including the entrance buildings, entrance road and parking is identifiable with the racecourse and defined by regular formal ornamental planting of conifers to the entrance area although the white stands extend above the tree crown;*
- *within the mature landscape structure a number of small dams, lakes and ponds and associated riparian woodland are found along the narrow valley to Newton Brook and tributaries which flows southwards and is dammed at intervals to form the Dean Dam and Newton Lake;*
- *there are remnants of former estate structures such as walls and ornamental gate features;*
- *the large grade separated elevated road junction of the M6 and A580 separates and divides the character area, dominating the experience of the landscape and detracting from the rural qualities of the area;*
- *within the area there is minimal settlement with buildings related to the functions of Haydock Park or a scatter of farm steading. The proximity and visual prominence of the surrounding settled edges imposes an urban character on the landscape.*

4.0 Landscape Character of Site

- 4.1 The site is on level ground and is characterised by large arable fields with a sense of enclosure provided by the wooded edges to the site boundary, particularly from Dean Moor Wood along the eastern and southern edges.
- 4.2 The wooded corridor to Ellam's Brook running east to west is a prominent feature and separates the northern and southern parts of the site. There is an establishing wooded edge to the northern side of the access road and the residential care facility (set in the northern part of the site but excluded from it). North east of the residential care facility is a small fishing pond.
- 4.3 The northern boundary is defined by the wooded edge to the A580 East Lancashire Road, while the eastern boundary is enclosed by the Dean Moor Wood. The southern and western boundary abut the embankment to the M6 and the slope is partly wooded. Also present at the base of the embankment to the M6 are Park Cottages (two semi-detached dwellings) which are just outside the western site boundary.
- 4.4 Overall there is a sense of containment in the site provided by these wooded boundaries.

5.0 Baseline Views

5.1 The field survey has considered receptors (public and private) where views towards the site are considered likely and a description of these views is summarised below.

5.2 The residential care facility and Park Cottages have near views of the site.

Views from the north

5.3 There are glimpsed views of the site from the A580 where there are short breaks in the roadside vegetation.

5.4 North of the A580 is arable farmland and it is enclosed by wooded shelterbelts to the north and east. This results in the screening of views from receptors north of those wooded shelterbelts.

Views from the east

5.5 Views from the east are screened by Dean Moor Wood.

Views from the south

5.6 Views from the south towards the northern part of the site are screened by Dean Moor Wood and the wooded corridor to Ellam's Brook.

5.7 There are some filtered views from the M6 towards the southern part of the site.

Views from the west

5.8 Views from the west are screened by King's Coppice, on the western side of the M6 and the wooded embankment on the eastern side of the motorway.

6.0 Description of Potential Development

- 6.1 The description of the potential employment development is based on the illustrative layout at Figure 3.
- 6.2 Existing landscape features including the wooded corridor to Ellam's Brook would be retained. The existing residential care facility also would be retained, with sensitive landscape proposals to the perimeter of the facility.
- 6.3 A high quality principal access would be provided onto the A580, with a soft landscape treatment along the northern site boundary.
- 6.4 A single logistics premises of 500,000 sq ft (approx.) is proposed in the eastern part of the site, with parking and hardstanding.
- 6.5 A smaller scale logistics and manufacturing premises of 275,000 sq ft (approx) is proposed in the north western part of the site near to the site boundary with the A580. East of the proposed logistics and manufacturing premises, there would be smaller scale buildings.
- 6.6 Well-defined and interconnected woodland structure planting would be provided to the perimeter of the proposed development footprints.
- 6.7 There are no development proposals south of the residential care facility and south of the wooded Ellam's Brook corridor. Both areas are proposed for habitat creation to enhance biodiversity.
- 6.8 Woodland structure planting is also proposed along the southern boundary to the southern part of the site.

7.0 Summary of Impacts of Development and Potential for Mitigation

Landscape Effects

- 7.1 The potential development has been designed with embedded mitigation to minimise effects and to integrate building form and infrastructure into the wider landscape. This would be achieved by retaining existing landscape features and providing well-defined and interconnected woodland structure planting to the perimeter of the proposed development footprints.
- 7.2 The areas south of the residential care facility and south of the wooded Ellam's Brook corridor are proposed for habitat creation to enhance biodiversity.
- 7.3 There would be a permanent change in land use across the site from arable fields to employment development set in a network of woodland structure planting and areas of habitat creation for biodiversity. The proposed areas of woodland structure planting and habitat creation would mature over time and along with the existing landscape features would help to integrate the development into the wider area.
- 7.4 The character area description notes the existing urban influences. The site would be consistent with aspects of the existing Haydock Park landscape character area, retaining the generally flat topography and supplementing and introducing planting comprising shelterbelt and copse woodlands breaking up spaces.

Visual Effects

- 7.5 This section considers the effects on views towards the potential development.
- 7.6 Views from the residential care facility and Park Cottages towards the development would be heavily filtered by the proposed landscape planting.

Views from the North

- 7.7 Views from the A580 towards the development would be heavily filtered by the proposed landscape treatment along the northern site boundary.

Views from the East

- 7.8 Views from the east towards the development would be screened by Dean Moor Wood.

Views from the South

- 7.9 Views from the M6 towards the development would be heavily filtered by the proposed woodland structure planting along the southern site boundary.

Views from the West

- 7.10 Views from the west towards the development would be screened by King's Coppice, on the western side of the M6, the wooded embankment on the eastern side of the motorway and the proposed woodland structure planting along the western site boundary.

Conclusion

- 7.11 Development would be set in areas of existing established woodland, proposed woodland structure planting and areas of habitat creation. Harm to visual amenity would be mitigated by the existing woodland, proposed woodland structure planting and areas of habitat creation. The embedded mitigation in the masterplan would help to integrate the development into the wider area.

FIGURES

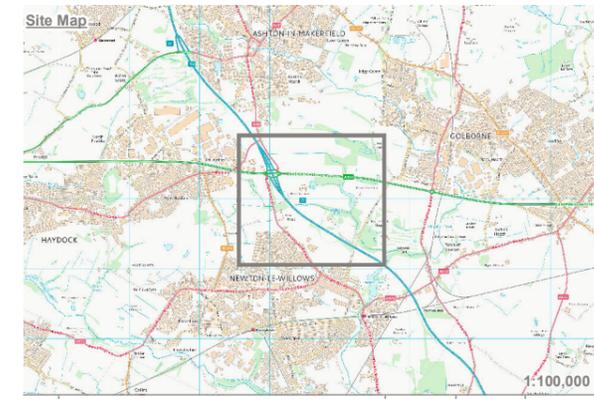
- Figure 1 – Site Location Plan**
- Figure 2 – Photosheet**
- Figure 3 – Illustrative Masterplan**



KEY

- Site boundary
- Public Right of Way (PRoW)
- ▼ Photo viewpoint location

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Rev	Description	Drawn	Approved	Date

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Project
Haydock Point South

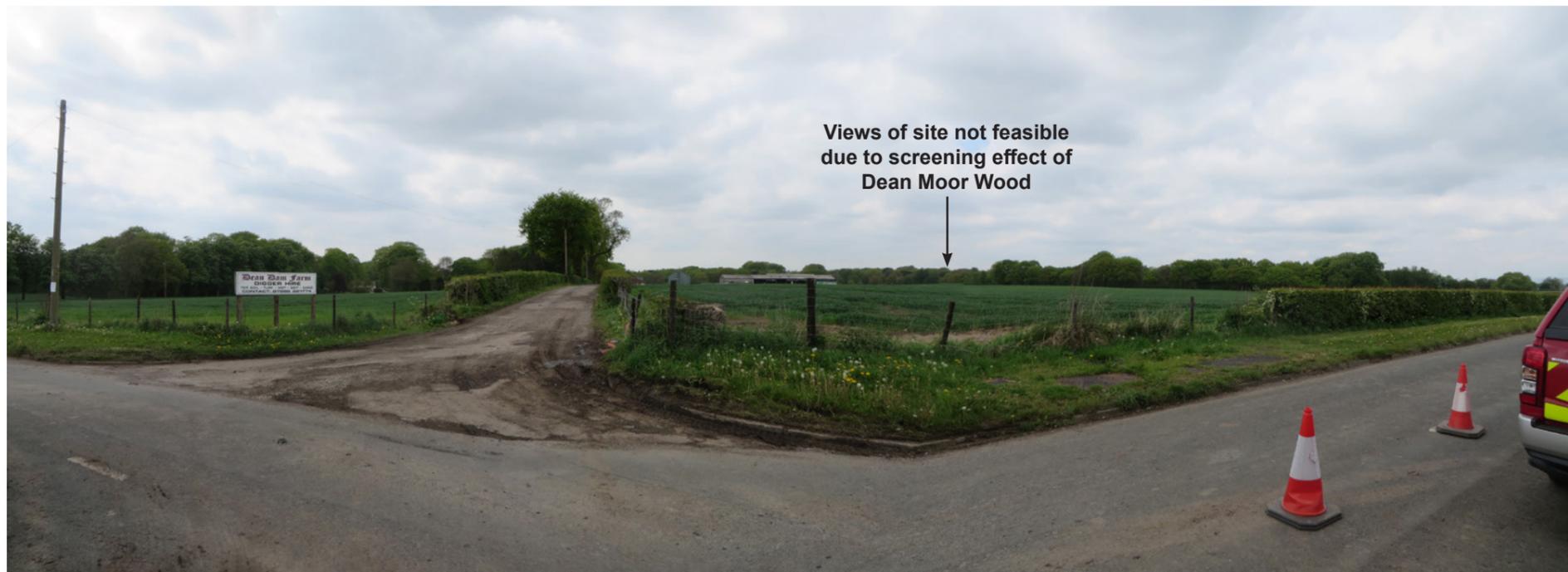
Title
Site Location Plan

Drawing Number
G8834.002

Drawn	Checked	Approved	Scale	Date
SA	MK	TJ	1:7,000 @ A3	20/05/2021



Viewpoint 1 – View from layby on A580 East Lancashire Road looking south towards the site.



Viewpoint 2 – View from Newton Lane looking west towards the site.

Rev	Description	Drawn	Approved	Date
Project				
Haydock Point South				
Title				
Figure 2: Viewpoints 1 and 2				
Figure				
IN8834.002				
Drawn	Checked	Approved		
LC	TJ	TJ		

Haydock Point South

The proposal is to deliver Haydock Point South as a logistics park located to the immediate south east of the M6 – Junction 23. Haydock Point South provides for around 775,000 sq.ft. of high quality logistics led employment development.

Being close to the M6 with good direct links and the ability to create a cluster of large scale premises are key requirements for logistics operators looking for investment locations across the North West.

The A580 frontage is ideal for creating a high profile, prominent gateway to both Haydock Point South and to St. Helens from the east. The visibility of the gateway from the M6 is a key advantage in attracting market interest.

The large scale, regular field pattern and generally level topography are well suited to accommodating large scale building formats. The existing well established, linked woodland groups to the east and south creates a strong landscape edge. They screen views into the site from the south and east and provide a landscape backdrop from the north and west. The existing field pattern also provides the structure for a new Parkland landscape and pedestrian and cycleway connections.

The proposal creates 2 distinct development parcels delivering:

- A** Up to 275,000 sq ft (approx) of logistics and manufacturing premises in smaller scale buildings.
- B** Up to 500,000 sq ft (approx) of logistics premises with the ability to deliver a single unit over 500,000+ sq.ft.

Key principles are to:

- 1** Deliver a cluster of large scale premises with good access and close links to the M6 corridor.
- 2** Create a high quality principal access onto the A580.
- 3** Create a well defined, interconnected landscape structure along the southern and eastern edges of Parcels A and B to form a robust, defensible Green Belt edge.
- 4** Use building massing, roofscape and materials to manage scale and appearance.
- 5** Create a high quality, attractive landscape frontage onto the A580 through native tree and understorey planting and boundary treatments.
- 6** Create a sensitive landscape setting for the existing Residential Care Facility with native tree and understorey buffer planting enclosing the northern and eastern boundaries, and framing views across an open Parkland landscape of native ponds, wetlands, grasslands and linked tree and understorey groups to the south.
- 7** Locate lower scale buildings adjacent to the existing Residential Care Facility.
- 8** Retain and strengthen the existing hedgerow field pattern and ditches to create an interconnected landscape structure to integrate new buildings and infrastructure with the existing tree and woodland groups.
- 9** Relocate and expand the existing Fishing Ponds as part of landscape and drainage strategy.



Precedent Images



Precedent Images



Precedent Images



Artists Impression - Haydock Point South: View looking along Main Avenue



Location Plan



Illustrative Masterplan - Haydock Point



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Flood Risk Overview and Outline Drainage Strategy

at

Haydock Park South
Haydock,
Merseyside



for



Contract No: 10809
Dated: 19th May 2021
Contract Ref: PG/MB/10809/HS

Prepared by	Signature	Date
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Issue	Description	Date	Originator	Approved
1	First Issue	19/05/21	PG	MB

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CONTENTS

1.0	Introduction	
2.0	Site Description	
2.1	Site Location	
2.2	Site Visit	
2.3	Photos	
3.0	Flood Risk Overview	
3.1	Baseline Line Conditions	
3.2	Fluvial Flood Risk	
3.3	Surface Flooding (Overland Flow)	
3.4	Summary of Remaining Flood Risk Sources	
3.0	Outline Drainage Strategy	
3.1	Sewer Records	
3.2	Ground Conditions	
3.3	Sustainable Drainage Systems	
3.4	Existing Surface Water Runoff & Existing Drainage Plan	
3.5	Surface Water Drainage Strategy	
3.6	Foul Water Drainage Strategy and Proposals	
4.0	Further Recommendations	

Appendix A – Architect Layout Plan

Appendix B – Thomason Drawings

1.0 Introduction

This Flood Risk Overview and Outline Drainage Strategy has been commissioned by Peel Land & Property to identify any flood risk issues associated with the potential development and any likely constraints that could be imposed. The following issues have been considered and are subsequently addressed:

- Identification of flood zones and flood risk issues.
- Determine whether the site is at risk from potential flooding from all sources, including but not exhaustive, from watercourse flooding, surface water flooding and/or ground water flooding.
- Determine the current foul and surface water drainage regime and assess any potential increase in surface water runoff as a result of the proposed development.
- Consider Sustainable Drainage Systems (SuDS) as an option for reducing surface water flood risk.
- Devise an appropriate outline surface water drainage strategy and likely attenuation volumes required on site deal with any increase in surface water runoff and include an allowance for climate change.
- Confirmation of foul drainage capacity in the area and outline discharge options.

The report and assessment within are based on the information available at the time of production. The study area (the 'Site') is limited to the areas of interest as shown in Appendix A. Thomasons have used their best professional endeavours in collating and interpreting this information but can take no responsibility for information for which they were not aware, or inaccuracies of information obtained.

2.0 Site Description

2.1 Site Location

The site is irregular in plan shape and is currently used for arable purposes. There is a small watercourse passing along the southern boundary and some manhole features in the centre. An existing rehabilitation centre was located in the centre of the site.

Figure 1: EA Indicative Flood



2.2 Site Visit

A site visit was carried out by a representative of Thomasons on Monday 17th May 2021. The general areas of the red line boundary were assessed, and the general contours and drainage infrastructure were recorded. The area includes Ellam's Brook, emanating from the west, where it flows underneath Lodge Lane and the M6 motorway. The site is accessed via a short length of tunnel beneath the M6. Cowhey Dam was inspected and indicated to be a small man-made pond currently used for angling.

There was no indication of any formal 'Dam'. There are also three ponds which were manmade again to the south of Cowhey Dam, although no apparent inflow or outflow was identified. The historic purpose of these ponds is unknown. The surroundings fields are used for farming / arable purposes.

2.3 Photos

Cowhey Dam



Small Manmade Pond



Large Manmade Pond West



Large Manmade Pond East

3.0 Flood Risk Overview

3.1 Baseline Line Conditions

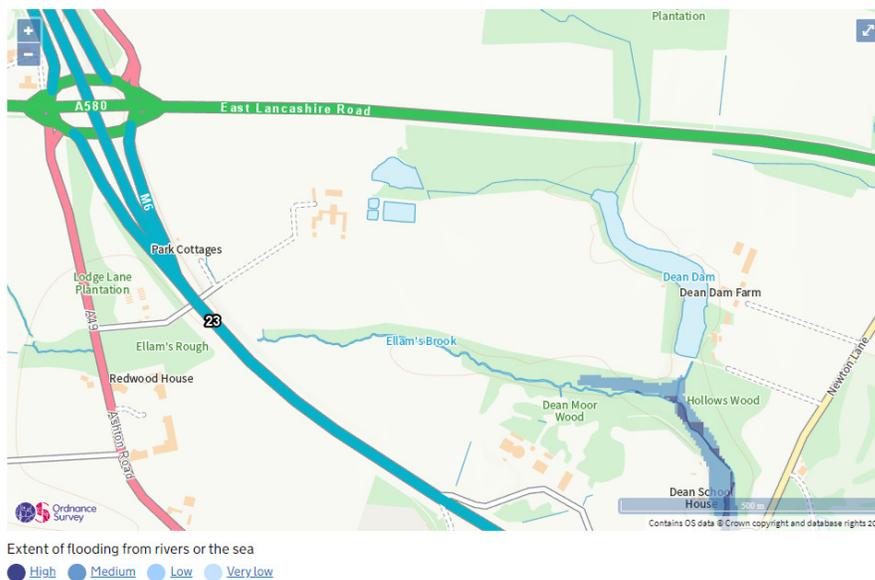
As indicated from the site visit [REDACTED] along the southern boundary of the site. All flows are generally in a south to south-easterly direction, to mimic the natural contours of the land. The features are [REDACTED] with culverts to pass beneath highways.

Ellam Brook is classed as a 'flooded' [REDACTED] powers from the Environmental Agency to make sure they are appropriately maintained and kept free flowing at all times.

3.2 Fluvial Flood Risk

Figure 2 below locates the site on the Environment Agency's indicative flood plain map. It is clear from this that the red line boundary sits outside of a fluvial generator of flood water from any identified water body or river. It is considered therefore that the site lays outside of the active 100-year and extreme event floodplains, thus lying within 'Flood Zone 1 Classification' in accordance with the National Planning Policy Framework (NPPF) Flood Risk Guidance Notes, i.e. probability of annual fluvial flooding significantly less than 1 in 1000 in any one year (<0.1%). The risk from fluvial flood water is diminished to acceptable levels, removing the requirement for further investigation and assessment of the fluvial flood regime.

Figure 2: EA Indicative Flood Maps



3.3 Surface Flooding (Overland Flow)

The Strategic Flood Risk Assessment (SFRA) for the area does not identify the site as being at risk from surface water flooding nor [redacted] flooding.

Low susceptibility surface water flooding from the SFRA Maps plus the indicative surface water maps from the EA website ([redacted]) identified at the site. These maps indicate the majority of the site [redacted]

There are a couple of areas [redacted] is associated with the low-lying areas within the site, thus having the potential to retain water. This is surface water runoff, based against data taken from digital terrain modelling. The new development levels will lose these low-lying areas and thus reduce the risk of surface water ponding. New drainage will also be incorporated into the layout to collect both permeable and impermeable rainwater runoff such that the only ponding from exceedance flooding will be located in controlled areas.

Overland flows passing into the site will be managed by the development layout to reduce flood risk to the units.

Figure 3 – The Environment Agency’s Indicative Surfaced Water Flood Map



3.4 Summary of Remaining Flood Risk Sources

Table 1 below considers the flood risk from each of the remaining sources and defines in tabular format the Probability of Flood [REDACTED] impacts.

Table 1: Flood Risk Summary

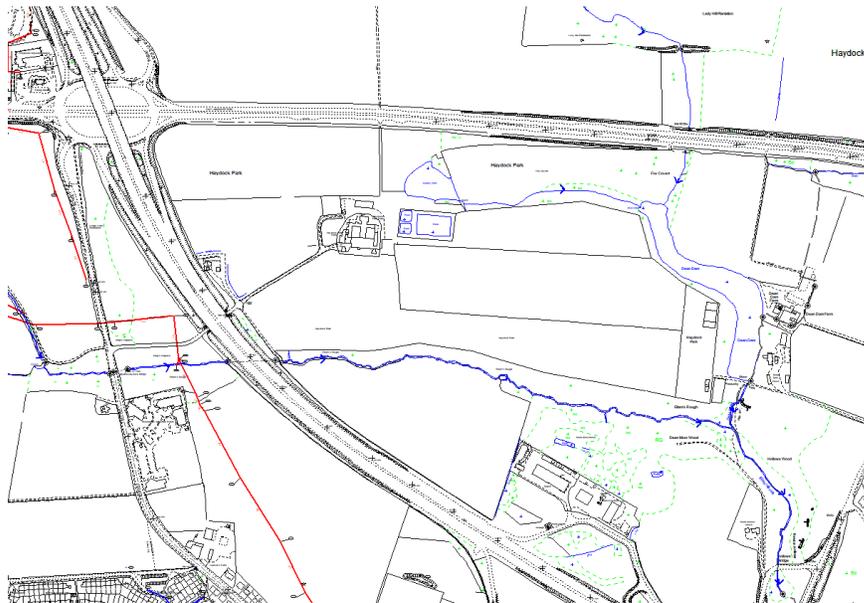
Source	Probability of Flood Risk	Impacts	Remarks / Mitigation
Tidal	Low	Low	[REDACTED] site is not in close proximity for it to be tidally influenced
Fluvial	Low	Low	Site located in the low risk of Flood Zone 1
Surface (Overland Flood Flow)	Low/Medium	Low	EA Surface Water flood maps show some small areas at medium to high risk. These areas will be managed to reduce flood impact on the development intent.
Sewers and drains	Low	Low	There are no public sewers within the site. New Drainage will be designed in line with current guidance to reduce flood risk.
Groundwater	Low	Low	Due to the falls of the site and lower laying watercourses, groundwater flooding is not anticipated to be a risk.
Artificial Sources	Low	Low	There are no artificial sources in close proximity.

3.0 Outline Drainage Strategy

3.1 Sewer Records

The United Utilities (UU) Public Sewer Records have been accessed and reviewed. Refer to Figure 4 below for details. In summary there are no public sewers within the development site. It would be speculated that the Rehabilitation of the site could be achieved through an onsite sewage treatment plant.

Figure 4: Extract from UU Sewer Records



3.2 Ground Conditions

The British Geological Society website has been perused. This provides historic borehole data for all locations around the UK. For the Haydock area, the BGS Geological maps and boreholes indicate the area to incorporate shallow superficial deposits of clays over sandstone. This information would indicate that infiltration to ground would not be possible. However, further investigation will be necessary at the site to prove this is the case. This will also include permeability tests in line with BRE 365 guidance techniques.

3.3 Sustainable Drainage Systems

3.3.1 SuDS Objectives:

Sustainable drainage development and sustainable development is collectively referred to as Sustainable Drainage Systems (SuDS). At a particular site, these systems are designed both to manage the urban runoff and to contribute wherever possible to environmental objectives. The objectives are therefore to minimise the impacts from the development of runoff and maximise amenity and biodiversity opportunities (CIRIA, 2007).

3.3.2 The SuDS Management Train

The 'Management Train Approach' should be central to the surface water drainage strategy of the proposed site. The main objective is treatment and control of runoff as near to the source as possible protecting downstream habitats and further enhancing the amenity value of the site. This concept uses a hierarchy of drainage techniques to incrementally reduce pollution, flow rates and volumes of storm water discharge from the site, and is as follows:

1. **Prevention** – The use of good site design and housekeeping measures to prevent runoff and pollution and includes the use of rainwater reuse / harvesting.
2. **Source Controls** – Control of runoff at source or as close to source as possible (e.g. soakaways, green roofs, pervious pavements).
3. **Site Control** – Management of water in a local area and can include below ground storage / attenuation, detention basins, large infiltration devices.
4. **Regional Control** – Management of water from a site or various sites and can include wetlands and balancing ponds.

The drainage techniques for this development will seek to include where possible Prevention, Source Control and Site Control measures. The site constraints at Haydock South in terms of the anticipated clay substrata will reduce the availability of most SuDS options.

3.3.4 SuDS Methods

Tables 2 & 3 on the following pages provide an assessment of various above and below ground SuDS methods that can provide water quality treatment and management of flows to reduce runoff rates and volumes and whether they can be suitably incorporated at this development site. The purpose of this assessment is to set out options to be considered at the planning stage with consideration to time constraints, viability and lifetime maintenance of the residential development.



Table 2 Surface SuDS Methods

Method	Comment	Suitability for Development
Green Roofs	<ul style="list-style-type: none"> Can be used on buildings for attenuation and treatment of rainwater, and local benefits. 	<p><u>Not suitable:</u></p> <ul style="list-style-type: none"> Additional costs of installation would have severe effect on viability of the development. Running and maintenance costs would not be acceptable to school.
Water Butts	<ul style="list-style-type: none"> Plastic tanks placed at the base of rainwater down pipes to collect rainwater runoff from the roof areas. 	<p><u>Not Suitable:</u></p> <ul style="list-style-type: none"> Would not suit the commercial development buildings.
Rainwater Harvesting	<ul style="list-style-type: none"> Rainwater harvesting reduces the total runoff volume from the developed site and reduces treated water consumption. 	<p><u>Not Suitable:</u></p> <ul style="list-style-type: none"> Additional costs of installation would have severe effect on viability of the development. Running and maintenance costs would not be acceptable to school. The ability to restrict peak flow rates and short-term peak volumes is non-existent where a critical storm event occurs.
Infiltration Options	<ul style="list-style-type: none"> Reduces total run off volume from the development. 	<p><u>Not Suitable:</u></p> <ul style="list-style-type: none"> Initial investigation would indicate that the underlying ground is not suitable for infiltration.
Permeable Surfacing (Infiltration)	<ul style="list-style-type: none"> Reduces total run off volume from the development. Can be used to enhance water quality. 	<p><u>Not Suitable:</u></p> <ul style="list-style-type: none"> Initial investigation would indicate that the underlying ground is not suitable for infiltration.
Permeable Surfacing (Standard)	<ul style="list-style-type: none"> Can be used to enhance quality of runoff water. Sub-base provides 'source' storage and reduces the volume of storage downstream. The storage can be created with selection of the stone fill or use of plastic box stems. Impermeable membrane at base of construction to prevent impact on pavement stability. 	<p><u>Suitable:</u></p> <ul style="list-style-type: none"> Could be utilised for parking areas subject to client approval.



<p>Swales, basins and ponds</p>	<ul style="list-style-type: none"> • Provide a [redacted] surface run • Swales a [redacted] particulate matter, improving water quality 	<p><u>Suitable:</u> [redacted] within the layout to incorporate a [redacted] of attenuation ponds.</p>
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Table 3 Sub-Surface SuDS Methods

Method	Comment	Suitability for Development
<p>Geocellular Storage</p>	<ul style="list-style-type: none"> • Suitable for sites with insufficient space for basins etc. • Suitable for sites where topography prevents the use of open basins etc. • Can be very effective infiltration devices subject to ground conditions. 	<p><u>Suitable:</u></p> <ul style="list-style-type: none"> • Subject to detailed design and drainage layout.
<p>Large Diameter Pipes, Culverts or Tanks</p>	<ul style="list-style-type: none"> • Suitable for sites with insufficient space for basins etc. • Provide a volume of below ground storage with a high void ratio and good man entry provision to allow for future maintenance and cleaning. • Generally, be suitable for adoption by the statutory water company (e.g. Severn Trent Water). 	<p><u>Suitable:</u></p> <ul style="list-style-type: none"> • Oversized adopted sewers in the highways can be considered.

3.3.4 SuDS Design Philosophy

The SuDS philosophy for the development site is the promotion of Source Control and Site Control techniques due to the restricted [REDACTED]

The following design philosophy is proposed:

- Surface water treatment [REDACTED] approach to remove and isolate contamination at all SuDS [REDACTED] the adjacent ditch network.
- Restrict the new development [REDACTED] the pre-development Greenfield rates.
- Source Control by the use of potential permeable paving and swales.
- Site Control features in the form of open attenuation ponds to accommodate the additional surface water runoff generated by the development site.
- Provision of suitable oil separators in line with current guidance.
- Aim to limit where possible the impermeable fraction of development.

3.4 Existing Surface Water Runoff & Existing Drainage Plan

As discussed in previous sections the natural rainfall currently drains onto the farmland and flows overland generally in a southerly direction, following the natural contours.

The proposed development is classed as Greenfield land and therefore Greenfield runoff rates should be applied for all new drainage discharges. These have been calculated based on the area of the site and can be found in Table 4 below.

Table 4: Existing Surface Water Runoff

Total Area (ha)	Total Development Impermeable Area (ha)	Greenfield Runoff Rates for Respective Storm Events (Based on Impermeable Area)			
		Qbar	1 Year	30 Year	100 Year
34.13	30.70	176l/s	153l/s	299l/s	367l/s

3.5 Surface Water Drainage Strategy

Overview

Surface water arising from a [REDACTED] as practicable, be managed in a sustainable manner to mimic the surface water flows arising from the site prior to the proposed development, while reducing [REDACTED] elsewhere, taking climate change into account. This is line with [REDACTED] recommendations from the EA.

Surface Water Drainage Prop

Surface water runoff from the roof and external areas will be directed to the below ground gravity network. This water is considered to be generally clean and with limited contamination and may be discharged directly to the new drainage infrastructure and SuDS Facilities. Silt is to be prevented from entering the drainage system by the use of trapped gullies, channels with silt traps, infiltration trenches with silt traps or by the use of Sustainable Drainage techniques.

Although it is envisaged that Source Control measures may be included in the final scheme, for outline calculations purposes the new gravity drainage network will serve the commercial plots and highways, and direct runoff to a number 'Site Control' detention ponds to suit the layout, ground levels and location of the existing watercourse. Taking into account the existing Qbar greenfield discharge rates, and assuming no preventative measures are incorporated and no infiltration to ground is possible from the base of the pond then the worst-case attenuation volumes are defined in Table 5 below. It is noted that these rates and volumes are preliminary for this outline assessment and are likely to alter at detailed design stage when more site-specific information is made available.

Table 5: Outline Attenuation Volumes

Impermeable Area	Attenuation Volumes based on Return Period Storm Events with Qbar Greenfield Runoff Rates Utilised	
	30 Year	100 Year + 40% Climate Change
30.7ha	10,760m ³	21,191m ³

The proposed drainage layout will though be designed in accordance with BS EN 752: 2008, Building Regulations part H guidance and the latest Sewers for Adoption / UU Guidance. SuDS Guidance will be in the form of Ciria C753.

It is a requirement of national guidance that the drainage systems be designed not to flood any part of the site in a 1 in 30-year return period design storm (3.33% annual probability of occurrence). The below ground surface water levels in the areas of the hard standing areas experience minor flooding in the 100-year design criterion. This is classed as Exceedance Flooding or Secondary Storage and is common for this type of development. Any such flooding will occur in the commercial units, where it will discharge into the drainage in the form of surface water. All exceedance flood water will be retained on site up to the 100-year design storm and will not have any impact to the adjoining neighbours. All drainage designs will include the appropriate climate change allowance, in this case a 40% increase in rainfall.

Pollution Control

Silt is to be prevented from entering the drainage system by the use of trapped gullies, channels with silt traps, french drains with silt traps or by the use of Sustainable Drainage techniques.

3.6 Foul Water Drainage Strategy and Proposals

It is anticipated that where possible all new drainage will be put up for adoption by the local sewerage authority, in this case UU. The proposed private drainage layout for the new development site will be designed in accordance with BS EN 752: 2008 and Building Regulations part H guidance with the adopted elements in line with Sewers for Adoption.

There are currently no foul / combined sewers flowing through the site. The closest sewer is a 525mm combined sewer on the western side of the M6 Motorway that passes beneath the access road. A new connection will be made to this sewer via gravity where possible. Where levels do not allow this then a private or adopted foul water pumping chamber and rising main will be constructed.

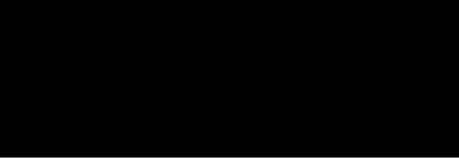
This strategic approach will need to be agreed with United Utilities, although they have a statutory right to accept all foul flows from new developments.

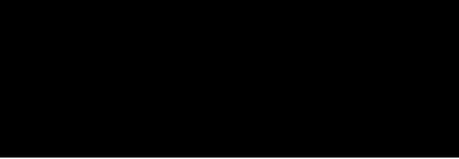
4.0 Further Recommendations

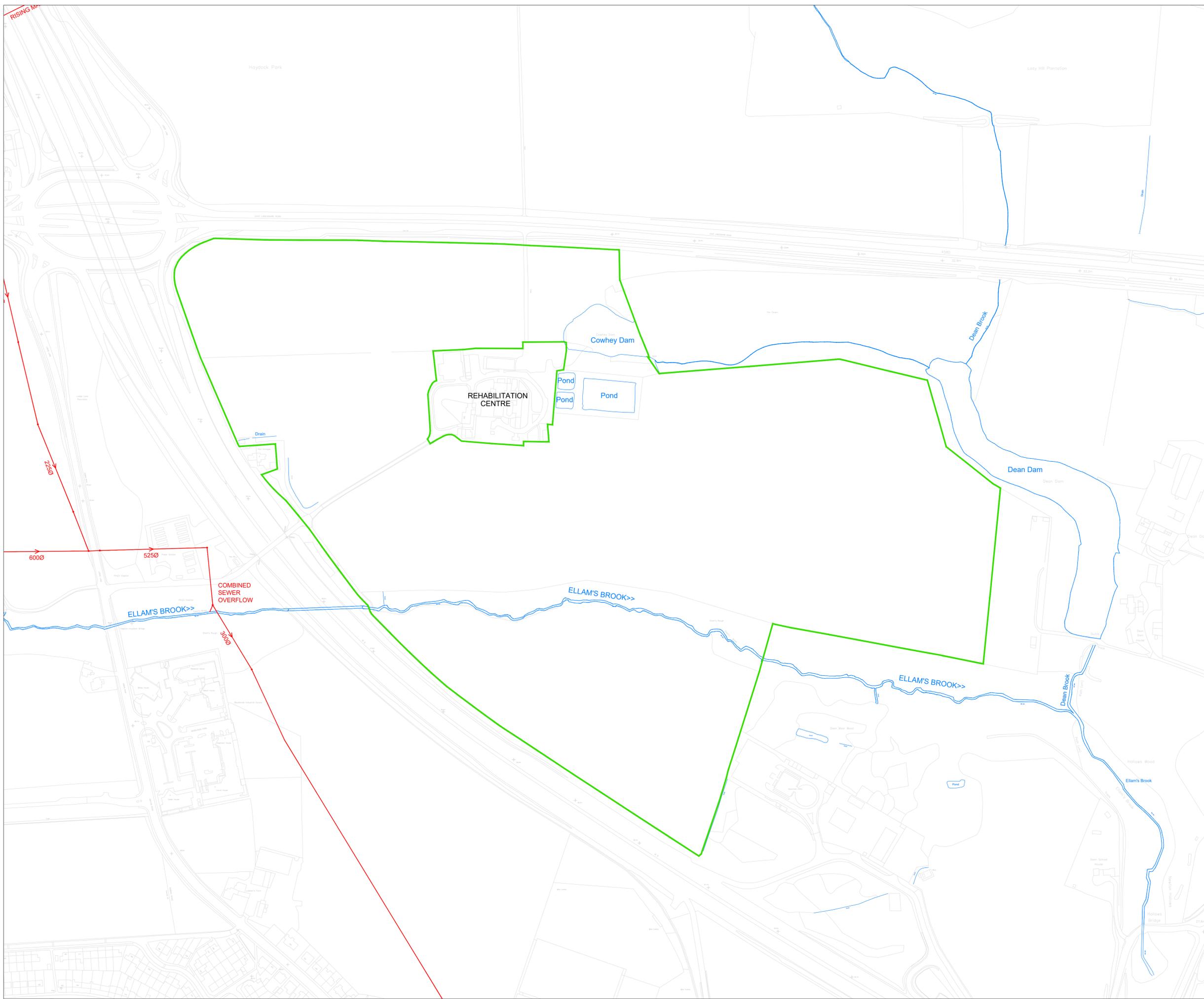
There are a number of further considerations with regard to both the foul and surface water drainage plus works relating to existing [REDACTED] as detailed below:

- No culverting of existing watercourses will be allowed except for minor lengths to suit new highway alignment [REDACTED] times. In most cases this will require a minimum [REDACTED] bed width. Diversion will be feasible but should [REDACTED] be removed and at this time as we don't believe there to be any attenuation issues to be associated with them, they are purely for ecological purposes.
- Predevelopment enquiry to be submitted to UU to confirm their acceptance of the additional foul flows entering the network.
- Write to the Lead Local Flood Authority to ascertain their commentary on the proposals and their approach on the allowable Greenfield Runoff Rates.
- Assess the completed topographical survey and work with the design team on the preferred location of the SuDS features such as swales and attenuation to suit the development intent.
- Confirm the foul discharge regime for the rehabilitation building in the centre of the site.

THOMASONS

Appendix A – Architect Layout P

Appendix B – Thomason Drawings



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GENERAL NOTES

1. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIFICATIONS, ENGINEERS, ARCHITECTS & SERVICES DRAWINGS, INCLUDING APPROVED BUILDERS WORK DRAWINGS. CONTRACTOR TO NOTIFY ENGINEER OF DISCREPANCIES BETWEEN STRUCTURAL DRAWINGS AND SPECIFICATIONS OR OTHER DRAWINGS.
2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
3. DO NOT SCALE FROM THE DRAWINGS OR THE COMPUTER DIGITAL DATA, ONLY FIGURED DIMENSIONS ARE TO BE USED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN, FABRICATION, ERECTION AND REMOVAL OF ALL TEMPORARY WORKS AND SHALL PROVIDE ALL TEMPORARY BRACING AS NECESSARY TO MAINTAIN STRUCTURAL STABILITY DURING CONSTRUCTION.
5. IF THE CONTRACTOR CONSIDERS THAT HE DOES NOT HAVE SUFFICIENT INFORMATION TO SAFELY COMPLETE THE WORKS DETAILED ON THIS DRAWING, HE SHOULD CONTACT THE ENGINEER.

KEY

- EXISTING SURFACE WATER PUBLIC SEWER
- EXISTING FOUL WATER PUBLIC SEWER
- EXISTING WATERCOURSE / DITCH / DAM / POND
- SITE BOUNDARY

P1	INFORMATION	PG	20.05.21	MB
Rev	Description	By	Date	Chkd



**HAYDOCK PARK SOUTH
ST HELENS**

EXISTING DRAINAGE FEATURES

INFORMATION

Drawing No. 10809-HS-DS-001		Revision P1		
Scale 1:2000	Size A1	Drawn PG	Date MAY 21	Chkd MB
		Passed -		

NOISE BRIEFING NOTE

on behalf of

PEEL L&P INVESTMENTS (NORTH) LTD

for

HAYDOCK POINT SOUTH

REPORT DATE: 21ST MAY 2021

REPORT NUMBER: 100824-2

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Summary

This noise briefing note has been produced to inform evidence presented to the St Helens Local Plan examination in relation to a proposed development site close to Junction 23 of the M6. It provides a review of existing noise in the vicinity of the site and its suitability for the proposed use.

This report provides a briefing note of the impact of the proposed development on local noise levels during both its construction and operational phases.

A detailed noise assessment to inform the design of the masterplan will be required as part of the planning process to ensure National noise standards are achieved and the impact on existing residential developments is minimised.

The traffic associated with the proposed development is not expected to have a significant impact on the local noise environment.

Prepared By Jo Miller MIOA Reviewed By Matt Wilson MIOA

Signed	[Redacted Signature]	
Date	21st May 2021	Date 21st May 2021

Record of changes

Version	Date	Change	Initials
1	20 th May 2021	First issue	JLM
2	21 st May 2021	Minor Revisions	JLM

Contents

Summary	1
Contents	0
1 Introduction	1
2 Baseline Noise Levels	2
3 Potential Impact of Noise from the Proposed Development	3
<i>Operational Noise</i>	3
<i>Transport Noise</i>	3
<i>Construction Noise and Vibration Impacts</i>	4
4 Further Assessment and Possible Mitigation	4
5 Summary and Conclusions	4
APPENDICES	6
Appendix 1: Noise Monitoring Locations	7
Appendix 2: Road Traffic Predicted Noise Contours $L_{Aeq,16hour}$	8
Glossary of Terms	9

1 Introduction

- 1.1 This noise briefing note has been assembled to inform evidence for the St Helens Local Plan examination. The report provides a review of the existing noise levels at and in proximity to the proposed development known as Haydock Point South and assesses the potential impact of the proposed development on the local noise environment.
- 1.2 Haydock Point South is being presented to the emerging St. Helens Local plan for a logistics hub. Haydock Point South is located to the immediate south-east of junction 23 of the M6. To the north of the site lies Haydock Point North, another proposed logistics hub recently subject to a planning enquiry, and to the west lies Haydock Green, a proposed development of between 550 and 600 homes.
- 1.3 The southeast quadrant is largely bound by significant tree belts beyond which is farmland. A secure care unit is present centrally to the area (but is outside the proposed development area) and a farm located close to the M6 in the southwest corner of the quadrant. A Highways Agency employment site is located to the south alongside the M6. This area is accessed via a narrow track which passes beneath the M6 from the west.
- 1.4 The site redline is provided in Figure 1 and the proposed site plan is shown in Figure 2 below.

Figure 1: Location of Haydock Point South

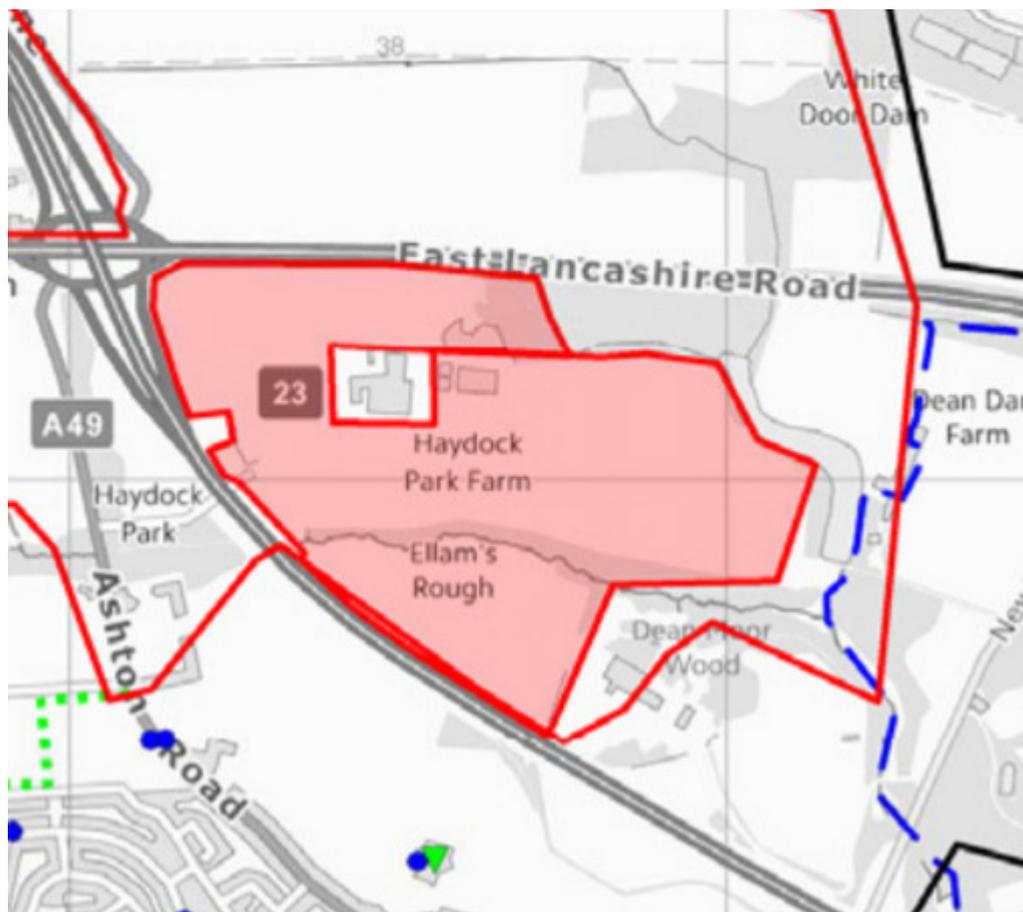


Figure 2: Illustrative Master Plan



1.5 Details of the master plan are provided below:

- A - Up to 275,000 sq ft (approx) of logistics and manufacturing premises in smaller scale buildings
- B - Up to 500,000 sq ft (approx) of logistics premises with the ability to deliver a single unit over 500,000+ sq.ft.

2 Baseline Noise Levels

Noise Monitoring

2.1 Miller Goodall Ltd undertook a noise assessment in 2014, report ref: 100825V3, which included some short term measurements of noise at Haydock Point South. The report can be provided should it be required for the Local Plan Examination. This report provides full noise monitoring data for the site, which is summarised in Table 1 below. The measurement locations are identified in Appendix 1.

Table 1: Summary of noise measurements

Measurement Location	Period/Date	Time Measured*	$L_{Aeq,T}$	L_{AFmax}	$L_{AF10,T}$	$L_{AF90,T}$
			Range (dB)	Range (dB)	Range (dB)	Range (dB)
SE quadrant	Night-time attended:	03:05	–			
	21/02/14	04:08	60 – 65	66 – 72	63 - 68	57 - 59

- 2.2 Night-time noise levels in the vicinity of the residential care unit were relatively high due to the proximity to the M6, with measured night-time noise levels near to the unit of around 60 dB $L_{Aeq,30min}$. Night-time noise levels close to the farmhouse at the quadrant's western boundary were up to 65 dB $L_{Aeq,30min}$.

Noise Mapping – Road Traffic

- 2.3 Further noise monitoring and modelling has not been undertaken at the site at this time. Data from noise mapping undertaken by Department of Environment Food and Rural Affairs (DEFRA) in 2017 has been utilised. The noise maps for the area are shown for road traffic noise in Appendix 2. The results show the predicted $L_{Aeq,16hour}$ results around the site, taken at a grid height of 4 m.
- 2.4 Results of the noise mapping show that the site is affected by considerable noise from both the M6 and the A580 to the northern boundary.

3 Potential Impact of Noise from the Proposed Development

Operational Noise

- 3.1 It is proposed that the Haydock South Point, is set aside for logistics and employment development. This will need to take into account the effect of potential development on the residential care unit in the centre of the quadrant. Notwithstanding the potential impact that noise from development could have on the care unit (which would be assessed in due course, e.g. at a planning application stage), the presence of logistics buildings on the land could have a positive effect by potentially attenuating noise levels from the A580 and the M6 which currently result in relatively high levels of ambient noise experienced at the unit.
- 3.2 It will be important to ensure that noise from any new logistics uses does not adversely impact the residential care unit, Haydock Park Farm Cottages and Dean Dam Farm. Potential mitigation measures to be considered in the design of the site are; locating access routes away from the unit wherever possible, by the provision of noise attenuating barriers or bunds where additional mitigation is required and by orientating delivery bays, operational yards and external plant away from residential units.

Transport Noise

- 3.3 A new logistic hub of this size is likely to result in additional vehicles on the local road network. At this stage traffic data is not available for this site.
- 3.4 In order to assess whether traffic increases impact on the noise environment, it is useful to determine whether there are any road increases in traffic flow this may necessitate the requirement for a detailed noise assessment. Design Manual for Roads and Bridges (DMRB) November 2011 section A1.8 (ii), which states:

Changes in traffic volume on existing roads or new routes may cause either of the threshold values for noise to be exceeded. A change in noise level of 1 dB $L_{A10,18h}$ is equivalent to a 25% increase or a 20 % decrease in traffic flow, assuming other factors remain unchanged and a change in noise level of 3 dB $L_{A10,18h}$ is equivalent to a 100 % increase or a 50 % decrease in traffic flow.

- 3.5 Although a full detailed assessment of the traffic noise has not as yet been undertaken, it is considered that the increase on traffic on the A580 will be less than 25% and therefore the impact will be not be significant. The detailed assessment will need to consider the new development and methods to minimise any potential impacts.

Construction Noise and Vibration Impacts

- 3.6 It is common for the control of construction noise, vibration and dust emission to be addressed by the application of Best Practicable Means (BPM) and detailed within a Construction and Environmental Management Plan (CEMP). The impact of construction noise from a development of this size is likely to be the main noise impacting on existing noise sensitive receptors, albeit over a relatively short period of time.
- 3.7 Prior to commencement of works, a quantitative noise impact assessment using guidance in BS 5228¹ on site may also be required but in our experience is usually only necessary where long term remediation of a site is required, or where large scale piling works are required in close proximity to existing sensitive receptors. It will be necessary to provide a robust CEMP which is agreed by the Local Authority.

4 Further Assessment and Possible Mitigation

- 4.1 Noise measurements and modelling will be required to demonstrate how the site can be designed to achieve protect the existing residential developments from noise. The standard mitigation measures which are likely to be suggested as part of this design process include:
- Suitable buffer zones between noise sources and existing residential developments;
 - Orientation of noise sources to provide the most protection to noise sensitive properties; and
 - The use of noise bunds and barriers to mitigate noisy activities.

5 Summary and Conclusions

- 5.1 A noise screening assessment has been undertaken to identify any potential noise sources which are likely to have an impact on the development of a site for logistics hub. The information indicates that the impact of noise would not be a barrier to development on the land, subject to detailed design at the planning stage.
- 5.2 The assessment has identified a number of possible noise sources which may impact on the existing residential developments. There are a number of recommendations in relation to noise which will assist in minimising the potential impact on existing noise sensitive receptors.
- 5.3 The recommendations include:
- Detailed assessment of noise from road transport around the site including the inclusion of noise mitigation measures as the detailed masterplan is developed for the site.
 - Detailed assessment of noise impact from industrial and commercial sources on existing residential premises and use of good acoustic design as the masterplan is developed to a full planning application.

¹ BS 5228 Noise and Vibration Control on Construction and Open Sites - Part 1: Noise: 2009+A1:2014

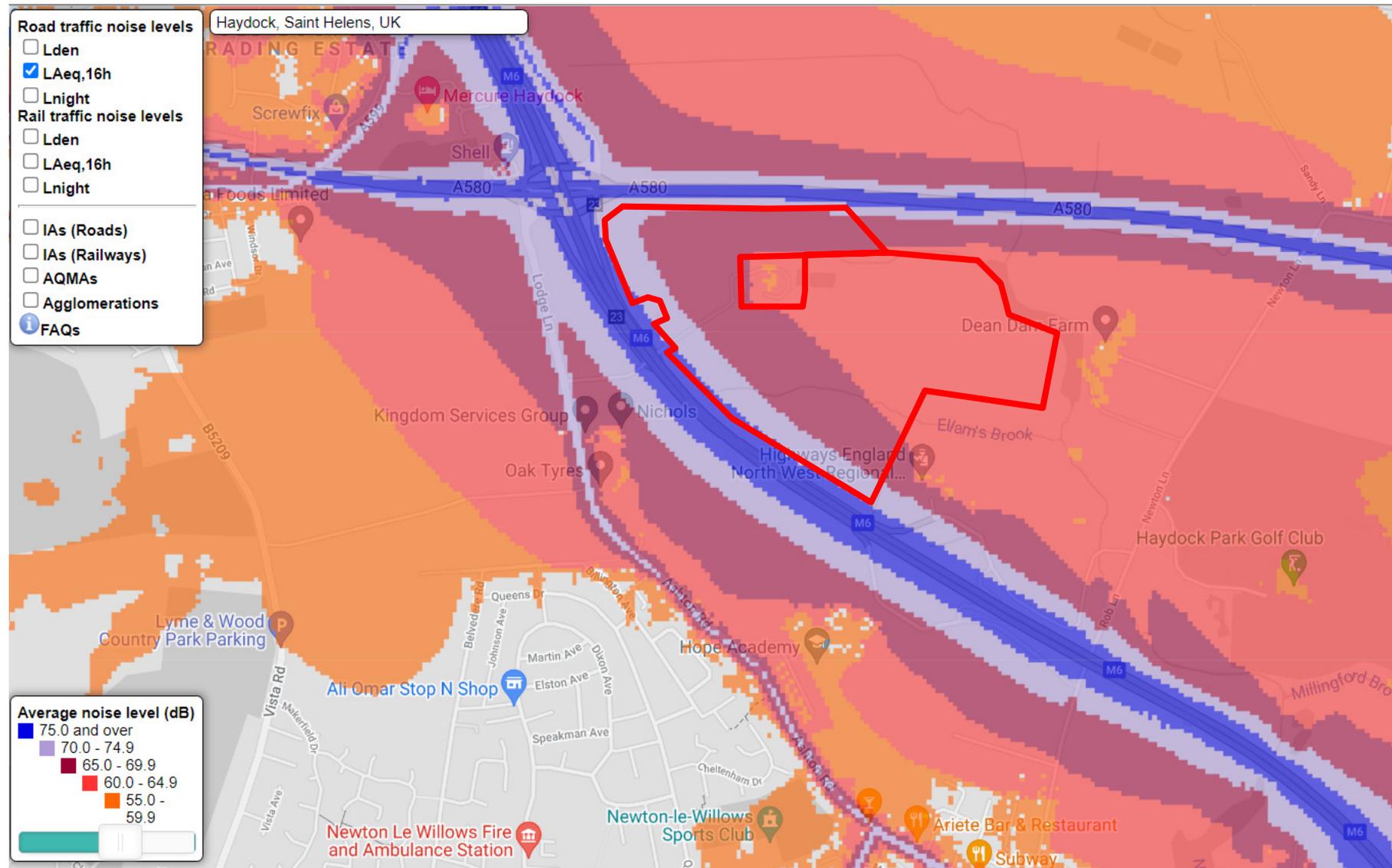
5.4 It is considered that with good acoustic design a suitable and commensurate level of protection against noise will be provided to the existing noise sensitive properties.

APPENDICES

Appendix 1: Noise Monitoring Locations



Appendix 2: Road Traffic Predicted Noise Contours $L_{Aeq,16hour}$



Glossary of Terms

- Decibel (dB)** The unit used to quantify sound pressure levels; it is derived from the logarithm of the ratio between the value of a quantity and a reference value. It is used to describe the level of many different quantities. For sound pressure level the reference quantity is 20 μPa , the threshold of normal hearing is in the region of 0 dB, and 140 dB is the threshold of pain. A change of 1 dB is usually only perceptible under controlled conditions.
- dB L_A** Decibels measured on a sound level meter incorporating a frequency weighting (A weighting) which differentiates between sounds of different frequency (pitch) in a similar way to the human ear. Measurements in dB L_A broadly agree with an individual's assessment of loudness. A change of 3 dB L_A is the minimum perceptible under normal conditions, and a change of 10 dB L_A corresponds roughly to halving or doubling the loudness of a sound. The background noise level in a living room may be about 30 dB L_A ; normal conversation about 60 dB L_A at 1 meter; heavy road traffic about 80 dB L_A at 10 meters; the level near a pneumatic drill about 100 dB L_A .
- $L_{Aeq,T}$** The equivalent continuous sound level. The sound level of a notionally steady sound having the same energy as a fluctuating sound over a specified measurement period (T). $L_{Aeq,T}$ is used to describe many types of noise and can be measured directly with an integrating sound level meter.



Notes:
 BASE ARCHITECT DRAWING - Haydock OS Mastermap
 DATE RECEIVED - 24-02-14

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2. REFER TO VIRIDIAN REPORT (20th MAY 2021) FOR DETAILS OF EASEMENTS.

- Legend:
- ESSAR OIL PIPEWORK
 - SHELL PIPEWORK
 - MPO GAS MAIN
 - LPS --- LPS --- LOW PRESSURE GAS MAIN
 - 11kV --- 11kV --- EXISTING UNDERGROUND 11kV CABLES
 - 33kV --- 33kV --- EXISTING UNDERGROUND 33kV CABLES
 - LV --- LV --- EXISTING LOW VOLTAGE ELECTRICITY
 - WDM --- WDM --- WATER DISTRIBUTION MAIN
 - WTM --- WTM --- WATER TRUNKING MAIN
 - WTD --- WTD --- WATER TREATED DISTRIBUTION
 - BT --- BT --- BT OPENREACH
 - VIRGIN MEDIA / SSE TELECOMS/ NEECS NETWORKS

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