

**RAPLEYS**

Non-Technical Summary for

**SANDOWN PARK  
RACECOURSE, PORTSMOUTH  
ROAD, ESHER KT10 9AJ**

**19 February 2019**

**Our Ref: SRS/385/12/6**

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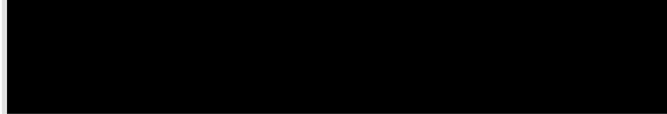
## QUALITY ASSURANCE

This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2008.

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## 1 INTRODUCTION

1.1 Jockey Club Racecourses Ltd (JCR) (the applicant) is proposing the development and redevelopment of land within its ownership, known as Sandown Park Racecourse. This is 'the Site'. The locational context of the Site is shown at **Appendix NTS1**.

1.1 The Development comprises -

*Outline planning application (with all matters reserved except for access to the development) for:*

- *Enhancement and rationalisation of existing racecourse facilities/infrastructure and car parking;*
- *Re-location of an upgraded children's nursery (Use Class D1);*
- *Development of a circa 150 room hotel (Use Class C1), and*
- *Demolition of existing buildings/structures and residential development of approximately 318 dwellings (Use Class C3).*

*Full planning application for:*

- *Racetrack widening to the southwest and east sections of the existing racecourse track, including associated ground levelling/earthworks to the southwest section, and re-positioning of fencing, and improvements to a section of the existing internal access road from More Lane, and*
- *New bellmouth accesses serving the development.*

1.2 The Site Masterplan is presented at **Appendix NTS2**.

1.3 An Environmental Impact Assessment (EIA) is needed for projects that are of a certain size or located in a sensitive area such that significant environmental effects may result. An Environmental Statement (ES) summarises the findings of the EIA and provides the local planning authority with detailed and objective information on the environmental effects of a proposed development.

1.4 In pre-application discussions Elmbridge Borough Council (EBC) raised concerns about the potential for construction traffic effects and consequent air quality effects of the Development on the local environment. The JCR submitted a Screening Opinion request to EBC. EBC provided a Screening Opinion in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, which concluded that the Proposed Development is not EIA development as it would not create significant effects, and therefore an EIA was not required. Whilst the JCR consultant team concur with this decision, the JCR has decided to undertake an EIA specifically focussing on traffic impact and air quality impact.

1.5 Specialist consultants were appointed by the JCR to investigate the environmental effects of the proposals. This is a Non-Technical Summary (NTS) of the findings reported in the ES and consists of:

- A summary of the EIA process;
- A description of the site
- A summary of the Development proposals;
- A summary of the alternative development options considered; and
- A summary of the likely significant environmental impacts arising from the development, the mitigation measures proposed, and the impacts remaining after that mitigation has been applied.

1.6 The Development forms the 'project' for the purposes of the EIA. Accordingly, the ES provides an assessment of the significant effects arising from the Development. The full ES

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provides the complete assessment process, and the main text, and technical appendices should be reviewed for a complete understanding of the environmental impacts of the Development.

- 1.7 The application and associated documents, including the ES and the NTS, are available for inspection/purchase from the following address:

JCR, c/o Rapleys LLP, 33 Jermyn Street, London, SW1Y 6DN.

Email: [info@rapleys.co.uk](mailto:info@rapleys.co.uk)

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## 2 THE EIA PROCESS

- 2.1 As paragraph 2.4 of this NTS notes, a Screening Opinion was submitted to EBC.
- 2.2 Due to time constraints, no formal Scoping Opinion request was submitted to EBC. However, bearing in mind the fact that EBC identified construction traffic impact and associated air quality impacts as areas of concern, the scope of the ES is limited to these topics only. The undertaking of the EIA on this basis also helps to re-inforce the premise and conclusion of the Screening Opinion that ‘significant effects’ will not be created as a result of the Development.
- 2.3 The ES considered the following topics identified in Schedule 4 of the EIA Regulations. Consequently the potential impacts that have been considered within the ES are:
- Transportation;
  - Air Quality;
- 2.4 Impacts associated with the following topics are considered to be ‘non significant’:
- Sunlight, daylight and overshadowing,
  - Wind,
  - Light pollution.
  - Ecology and biodiversity,
  - Land Contamination,
  - Flooding and Drainage,
  - Archaeology and cultural heritage,
  - Noise, and
  - Landscape, townscape and visual amenity.
- 2.5 The topics identified above were considered within the Screening Opinion not to create ‘significant effects’. However, separate reports on these are submitted in support of the Application outside of the EIA Regulation remit.

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### **3 THE SITE**

3.1 Full details of the site and its surroundings can be found within the accompany Planning Statement and Design and Access Statement, however a summary is presented below.

#### **THE SITE**

3.2 The whole of Sandown Park Racecourse is located within the Green Belt and is bounded by Portsmouth Road (south east), More Lane (west), Lower Green Road (north) and Station Road (east). The racecourse's main access is via Portsmouth Road (the A307) which is a primary route through Esher connecting to London, Surrey and further afield. The Site is therefore in a sustainable location as a sporting venue and visitor attraction.

3.3 The operational facilities including the stables and paddock area, stable staff accommodation, and car parking are located on the southern part of Sandown Park Racecourse, with the Grandstand and Eclipse building overlooking the racetracks to the north.

3.4 Sandown Park Racecourse also contains established conference and banqueting facilities for holding conferences, events and public exhibitions. In addition to the racecourse and its associated buildings and facilities, there is also a dry ski slope/gym/fitness centre/skywalk adventure at The Warren (south west of the racecourse), a karting circuit, golf centre including driving range (centre of the racecourse), a children's nursery (on Portsmouth Road), and staff housing (north west of the racecourse).

3.5 The surrounding areas are suburban residential neighbourhoods with the high street of Esher Town Centre offering a wide range of shops and facilities.

3.6 More specifically, the individual proposal sites are described as follows:

#### **The Enhancement Sites**

##### **Site A**

3.7 The 2.2 ha site contains the main operational area and facilities for the racecourse, which comprises a pre-parade ring, stable blocks, saddling enclosures, and a hardstanding area for horsebox unloading and car parking.

3.8 It also contains Sandown Park Lodge, a two storey brick building providing a canteen and hostel accommodation (21 bedrooms) for stable staff during race meetings. Main vehicular access is from Portsmouth Road (A307) in the eastern corner.

3.9 The site is within flood zone 1.

##### **Site B**

3.10 The 0.3 ha site is located to the east of the existing Grandstand, on a predominantly hard standing area overlooking the racecourse. The site is vacant of building and is used for overflow car parking. The site adjoins the existing car park and is accessed from Portsmouth Road.

3.11 The site falls within flood zone 1.

##### **Site C**

3.12 The 3.3 ha site is located in the centre of the racecourse and contains a kart track, hard surfaced parking area and associated facilities. The site adjoins the golf course and driving range structure to the north, with the racetrack passing closely along the north and south boundaries of the site (along the latter is an internal service road). Further to the south is the Grandstand.

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3.13 Access to the site runs along the southern boundary of Site D via a tarmac road, leading to More Lane to the west. The site levels fall from the southwestern corner of the site to the north eastern corner.

3.14 The site is falls within flood zone 1.

#### Site D

3.15 The 3.5 ha site is located in the centre of the racecourse, to the west of Site C. The area contains a hard surfaced parking area for the golf centre to the north, and a grassed area which is used for parking during race meetings. There are no significant buildings or trees within the site.

3.16 There is an internal access road to the site from More Lane. The racecourse passes closely along the north, south and west boundaries of the site. Further to the north is the golf course and to the south is the Grandstand. The site levels fall from the southwestern corner of the site to the north eastern corner.

3.17 The site falls within flood zone 1.

#### Sites E1 and E2

3.18 Site E1 is 0.46 ha and is situated towards the southwestern edge of the racecourse and borders Site D. It falls within flood zone 1, and is currently used as part of the overflow car parking on high capacity race days.

3.19 Site E2 is 0.22 ha and is located towards the north eastern edge of the racecourse, adjacent to the golf course, and falls within flood zone 2.

3.20 Both grassed sites are within immediate setting of the racecourse track.

#### Site F

3.21 Site F extends to 3.68 ha and lies between the Grandstand, Portsmouth Road, Site B and Site 5. It is the main visitor car park for the racecourse on race and major event days. The southern part of Site F is formally laid out in rows but is not tarmacked. The northern part of Site F is also used for car parking, but is a grassed area with no markings.

3.22 In addition, Site F extends between the racecourse and Site B. This part of the site is currently used as a broadcasting compound on race days.

#### The Facilitator Sites

##### Site 1

3.23 The 0.24 ha site contains stables (for existing overflow provision) on the southern boundary with access taken from More Lane. To the north is a wooded area known as 'The Warren' containing leisure/recreation facilities and classified as ancient woodland with tree preservation orders in place. The gardens of properties on Esher Green and Tellisford back onto the site from the south.

3.24 Dual access is available from within Sandown Park through the stable area and from the eastern side of More Lane/Esher Green. The site rises up from the southern to the northern boundary.

3.25 The western part of the site is located within Esher Conservation Area with a group of four listed buildings to the west of the site (Cobblestones, Orangery, Garden Reach Cottage and listed walls), and one listed building to the south (Ekwalls) on Esher Green.

3.26 The site falls within flood zone 1.

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### Site 2

- 3.27 The 0.46 ha site is existing parking area for Sandown Park Lodge (within Site A), with pedestrian access to the site provided via steps to Portsmouth Road at the south western corner which also provides pedestrian links to the parade of shops and facilities in Esher high street.
- 3.28 Vehicle access is provided via the main entrance to Sandown Park off Portsmouth Road (A307), into the north eastern edge of the site.
- 3.29 The site's boundary along Portsmouth Road is defined by a tree line and timber fence. There is a Grade II listed Travellers Rest located adjacent to the southern boundary, with the Grade II Sandown House opposite.
- 3.30 The site is within flood zone 1.

### Site 3

- 3.31 The 1.76ha ha site is located on the north western end of the racecourse, with access taken from Lower Green Road and the perimeter road within the racecourse. The site consists of four single and two-storey detached houses providing racecourse staff accommodation.
- 3.32 Immediately to the north of the site are trees and vegetation, beyond which are residential dwellings, including three locally listed buildings (144 and 146 Lower Green Road). To the east, are maintenance compounds serving the racecourse.
- 3.33 There are no heritage designations on this site. The site falls within flood zone 2.

### Site 4

- 3.34 The 0.57 hectare site is a redundant area in the eastern corner of Sandown Park Racecourse, immediately to the north of a two storey Café Rouge restaurant off Station Road which provides access into the south eastern corner of the site.
- 3.35 The site's perimeter has some vegetation and trees, with its southern edge falling within flood zone 2.
- 3.36 The site is less than 250 m from Esher Railway Station. There are no heritage designations on the site however there is a listed and scheduled Monument, Milestone (White Lady) located 30 metres south.

### Site 5

- 3.37 The 0.99 hectare site is characterised by two halves. The western half is currently used as an informal overflow car parking on high capacity race days and a through route into the eastern half of the site. The eastern half accommodates a children's nursery (Use Class D1).
- 3.38 Access to the site is provided at its western edge from Portsmouth Road (A307) via the main entrance to Sandown Park. The southern boundary is heavily screened from Portsmouth Road (A307) by timber fence and trees.
- 3.39 Part of the children's nursery building is the locally listed Toll House that has been extended over the years with a further single storey building. There are two listings in close proximity to the site - adjacent to the southern boundary is the Grade II listed coal tax post and to the south west are the Grade II listed gates and railings to Sandown Park Racecourse.
- 3.40 There are few mature trees and vegetation within the boundary of the site, with a landscape buffer screening the site from the racecourse to the north. The site is delineated by high timber fencing at all sides. The eastern edge of the site is bound by Cheltonion Place - a residential apartment building. There are also further residential dwellings opposite the site to the south.
- 3.41 The majority of the site is designated as an area of high archaeological importance.

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3.42 The site is within flood zone 1.

**PLANNING HISTORY**

3.43 There have been a number of planning applications dating back to 1949 relating to the operations of the racecourse and the uses that currently exist within its boundaries. Section 6 of the Planning Statement sets these out in more detail. Suffice it to say, there have continually been a range of operational changes across Sandown Park Racecourse in order to upgrade and enhance its infrastructure and facilities over time.

3.44 None of these previous applications have been considered to be EIA development.

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## 4 THE DEVELOPMENT PROPOSALS

4.1 This hybrid planning application comprises the following:

### OUTLINE ELEMENT

4.2 The outline element of the Application (with all matters reserved aside from access), includes the following operational enhancement and facilitating proposals:

**Site A (Racecourse Operational Facilities)** - redevelopment and rationalisation of the stables, the paddock area, pre-parade ring, horse box parking area that are to be removed, with replacement facilities built to latest British Horseracing Authority Standards. Two-storey race day staff hostel accommodation (20no.bedrooms) and associated facilities will also be re-provided.

**Site B (Hotel)** - the erection of a six-storey circa 150 bedroom hotel (Use Class C1) close to the eastern end of the Grandstand.

**Site C (Family/Community Zone)** - demolition of existing building and remodelling of the existing kart track to accommodate a new year round family/community zone which shall comprise outdoor recreational areas and cycle track and indoor soft play and ancillary café buildings.

**Site D (Rationalisation of Car Park)** - improvement of the car parking area through the establishment of grasscrete surface or similar to assist vehicular access that is to be retained off and provided via More Lane.

**Site F (Remodelling of Car Park)** - improvements to the existing car parking and amendments to layout through soft and hard landscaping, including relocation of the existing broadcasting compound and turnstiles/kiosk to elsewhere within Site F, and installation of a new ring main unit.

**Site 1 (Residential Mews)** - demolition of the existing stables and erection of flatted mews development of circa 15 no. residential units (Use Class C3) comprising a mix of 5 no. 1 bedroom units and 10 no. 2 bedroom units. In addition, associated access off More Lane, car/cycle parking, landscaping and bin stores shall be provided. Building heights ranges between 1, 2 and 3 storeys.

**Site 2 (Residential Urban Frontage)** - demolition of the existing buildings to be replaced by new flatted development of circa 49 no. residential units (Use Class C3) fronting Esher High Street comprising 4 no. 1 bedroom units, 26 no. 2 bedroom units and 19 no. 3 bedroom units. In addition, associated access, car/cycle parking, landscaping and bin stores shall be provided. Building heights will range between 2, 3 and 4 storeys. The car parking area will be undercroft and covered by a landscaped deck.

**Site 3 (Residential Villas)** - demolition of existing buildings to be replaced by 9 no. new residential villa development of circa 114 no. residential units (Use Class C3) fronting the racecourse, comprising 27 no. 1 bedroom units and 87 no. 2 bedroom units. In addition, associated the new access off Lower Green Road, emergency access to racecourse, car/cycle parking, landscaping and bin stores shall be provided. Building heights will range between 1 to 3 storeys.

**Site 4 (Residential Crescent)** - development of circa 72 no. new residential units (Use Class C3), comprising 2 no. studios, 39 no. 2 bedroom units and 31 no. 3 bedroom units within a crescent form. In addition, associated access off Station Road, ramp access to new basement car/cycle parking, landscaping and bin stores shall be provided. Building heights will be stepped to 4, 5 and 6 storeys, providing rooftop terraces and vies out onto the recourse.

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**Site 5 (Residential Villas and Day Nursery/Community Use)** - existing children's nursery buildings (aside from the original Toll House) to be demolished, with an upgraded, 2- storey children's nursery (Use Class D1) and associated amenity space, car parking relocated to the western part of the site. Access to the nursery shall remain as existing, via the main entrance to Sandown Park. The original Toll House shall be renovated and utilised as part of the proposed residential development.. The remaining part of the site, to the east, shall accommodate development of circa 68 no. new residential units (Use Class C3), comprising 36 no. 1 bedroom units, 24 no. 2 bedroom units and 8 no. 3 bedroom units. In addition, associated access via Portsmouth Rad, car/cycle parking, landscaping and bin stores shall be provided. Residential building heights will be stepped and range between 3 and 4 storeys.

- 4.3 For further details relating to the Proposals, please refer to the accompanying Site Masterplan, **NTS2**. Parameter plans and indicative layouts, for illustrative purposes, are also submitted as part of the Application documentation.

**FULL ELEMENT**

- 4.4 The full element of the Application relates to the following:

**Racetrack widening at Site E1 and Site E2** within the south western and north eastern edges of the racecourse. The proposals primarily involved a minor ground levelling (southwest works only) with and repositioning of the white fence.

**Bellmouth accesses** serving the new development sites.

- 4.5 For further details, please refer to the accompanying technical track widening and access drawings and Design and Access Statement.

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## 5 ALTERNATIVES AND CUMULATIVE IMPACTS

- 5.1 The EIA Regulations require consideration of alternatives and cumulative impacts to the Proposed Development. These are set out below.

### ALTERNATIVES

#### Do Nothing Scenario

- 5.2 This would comprise the status quo of land uses and operations within the JCR boundary. However, the current facilities are out of date, less than fully utilised, deteriorating and in need of substantial renovation and modernisation to be fully fit for purpose. As a result, it is evidently no longer meeting modern requirements and expectations in comparison to competing facilities and this is not sustainable. Therefore, major works are required in order to secure the site's long term viability.
- 5.3 The Racecourse provides economic, social and environmental benefits to the town, the Borough and the wider economy. The consequence of not carrying out the works would ultimately result in further decline and deterioration of the racecourse and its associated facilities and the loss of these planning benefits. The consequences of the 'do nothing scenario' are therefore, likely to be considerable.
- 5.4 It has therefore been discounted as a viable alternative.

#### Site Alternatives

- 5.5 The land within the Application is owned by, and under the control of, JCR. For the most part, the Site is the operational racecourse which is being retained either as existing or, as refurbished facilities to assist in the function and management of the business overall. A considerable proportion of the Development Proposals involve improvements to the racetrack itself, the stables, parade ring, car parking, etc.
- 5.6 There is no reasonable alternative for the provision of these facilities.
- 5.7 The housing element of the Development Proposals is similarly within the boundary of the JCR and Sandown Park Racecourse. It is previously developed land and/or adjoins the existing built-up area. Most of the housing is intended to be accommodated on land that does not form an essential functioning part of the racecourse from a racing perspective. However, as a means of cross-subsidising the vital and necessary improvements to the racecourse itself, the surplus land has an important and vital role.
- 5.8 As JCR does not own any other land within Esher or the immediate locality there is no other option to cross subsidise/fund the necessary improvements. The use of JCR surplus brownfield land represents the only viable alternative in this instance.

#### Use Alternatives

- 5.9 Different land use alternatives - mixed use, solely leisure or solely housing - have been looked at. The sites proposed for housing within are generally in locations surrounded or close to existing residential properties. The use of the surplus brownfield land for housing is considered to be the most compatible and appropriate.
- 5.10 Furthermore, from a cross-subsidy and viability point of view, residential use generates the best return and most efficient use of the land.

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### Design Alternatives

- 5.11 Different layouts, housing numbers, building heights, etc. have been looked at as part of the pre-application discussions with the Council. The Development Proposals are considered to be the best development option.

### CUMULATIVE IMPACTS

- 5.12 There are two types of combined impacts -
- (i) The Development effects combined with other committed development, i.e., other development with planning permission, and
  - (ii) The combined effects caused by a number of impacts which together may cause a more significant impact than individually - such as increased traffic potentially leading to increased air pollutants.
- 5.13 The traffic assessment has included the likely traffic generated by the following development which has been granted planning permission in the vicinity of the Development:
- Application no. 2014/5061 for 38 dwellings and a Lidl at Riverdene Business Park, Moseley Road, Hersham, KT12 4RG;
  - App no. 2013/5035 (outline) and 2015/2627 (reserved matters) for 296 dwellings at Rydens Enterprise School, Hersham Road, Walton-on Thames, KT12 5PY;
  - App. No. 2013/4421 for 10 dwellings at Ditton Lea & 1 Grant Cottages, Portsmouth Road, Esher, KT 10 9QA.

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## 6 ENVIRONMENTAL EFFECTS

- 6.1 This section summarises the significant conditions at the Site and Tables NTS2 and NTS3 provide an overall summary of the impacts of the Development, the mitigation and the impacts remaining after mitigation.

### TRANSPORTATION

- 6.2 The likely transport impacts of the Development on the surrounding transport network, as well as on the pedestrian and cycle networks have been looked at.
- 6.3 The local area provides facilities and infrastructure for pedestrians, cyclists and public transport users. There are a variety of bus stops and Esher Railway Station within walking distance from the Site.
- 6.4 The increase in daily traffic during the construction period is predicted to be minor/negligible on the roads that surround the Site and across the wider highway network.
- 6.5 The construction activities are expected to have a temporary negligible effect on severance; driver stress and delay; pedestrian amenity and delay; and accidents and safety.
- 6.6 Notwithstanding this minor/negligible impact, a Construction Environmental Management Plan (CEMP) has been prepared which sets out a number of standard procedures, processes and measures that are designed and used to reduce the impact of construction traffic in the locality. This includes a proposed routing strategy (avoiding local residential roads wherever possible) and limiting hours of construction, for example. This will assist in further minimising the construction traffic on local residential roads.
- 6.7 Once all of the Development is complete, the assessment has shown that the traffic generated by the Development will increase, but this is a permanent negligible effect on local traffic conditions, driver delay, driver stress, pedestrian delay, pedestrian amenity, cycle delay, cycle amenity, accidents and safety, severance, fear and intimidation.
- 6.8 Travel Plans for the residential, hotel and racecourse event days will provide the management and operational framework to influence future travel behaviour and encourage the use of more sustainable modes of travel as well as reducing the overall need to travel by private vehicle. It should be noted, however, that they are not necessary in themselves to reduce the traffic generated by the Development from an environmental impact assessment point of view.
- 6.9 In conclusion, the analysis of the likely impacts of the proposed Development demonstrates that the Site can accommodate the proposed Development without undue effect upon the safe and efficient operation of the local highway and transport network and the surrounding environment.

### AIR QUALITY

- 6.10 The Development has the potential to cause air quality impacts as a result of dust emissions during construction and road traffic exhaust emissions associated with vehicles travelling to and from the Site during construction and once completed. An assessment was undertaken in order to determine potential effects as a result of the scheme.
- 6.11 During the construction phase of the Development there is the potential for air quality impacts as a result of dust emissions from the Site. Assuming good practice dust control measures contained within the CEMP, such as damping down and covering of all lorries, on-site wheel washing of vehicles leaving the Site, etc., are carried out, then the potential air

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quality effects from dust generated by demolition, earthworks, construction were predicted to be not significant.

- 6.12 During the construction phase of the Development there is the potential for air quality impacts as a result of road vehicle exhaust emissions associated with traffic generated by the proposals. Assuming the measures identified in the CEMP concerned with HGV traffic routing, etc., is implemented, the potential air quality effects were predicted to be not significant.
- 6.13 Potential impacts once the Development is completed may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the Site. Modelling was undertaken in order to predict pollutant concentrations at sensitive locations. The results showed that effects on annual mean NO<sub>2</sub> and PM<sub>10</sub> concentrations as a result of traffic generated by the Development were classified as negligible at all receptor locations.
- 6.14 The use of Travel Plans to influence future behaviour and encourage more sustainable modes of travel is likely to further emphasise the negligible impact on air quality as a result of traffic generated by the Development. It should be noted, however, that they are not necessary in themselves to reduce the traffic generated by the Development and therefore, the impact on air quality, from an environmental impact assessment point of view.
- 6.15 Based on the worst case predicted impact, the overall significance of potential air quality effects was classified as negligible. Following consideration of the relevant issues, air quality effects as a result of the completed Development were considered to be not significant.

### CONCLUSIONS

- 6.16 The assessment of the impact of the increase in traffic during the construction of the Development has been shown to be negligible on the local highway network, both in terms of delay and stress to users of the network and in terms of impacts on air quality. The use of standard practice construction controls, including routing of HGV traffic, timing of construction deliveries to the Site, etc., identified in the CEMP emphasises this negligible impact.
- 6.17 The assessment of the impact of construction processes (creation of dust in particular) has been found to be negligible with the use of standard practice techniques identified within the CEMP such as damping down, covering all lorries leaving/entering the Site, covering stockpiles of materials, etc.
- 6.18 The assessment of the impact of the increase in traffic generated by the Development, once completed, has similarly been shown to be negligible, and not significant in air quality terms, even taking into account the identified cumulative development. The use of Travel Plans, the potential provision of increased and improved footpaths and cycle parking provision, etc. (i) emphasises this negligible impact, and (ii) increases the sustainability of the Development overall.
- 6.19 The Table NTS1 below summarises the impact of the Development.

TABLE NTS1: SUMMARY TABLE

Description of Likely Significant Effects	Significance (Substantial, Moderate, Slight, Negligible or Nil)	Effects					Description of Mitigation / Enhancement Measures	Description of Residual Effects	Significance (Substantial, Moderate, Slight, Negligible or Nil)	Residual Effects				
		(B/A)	(P/T)	(D/I)	ST/M T/LT	(L/R/ N)				(B/A)	(P/T)	(D/I)	ST/M T/LT	(L/R/ N)
<b>Demolition and Construction Phase</b>														
Fugitive dust emissions on amenity and health	Substantial to slight depending on location of activity	A, T, D, MT, L					CEMP - covering of lorries leaving/entering Site; damping down of works on Site; wheel washing; etc	Fugitive dust emissions on health and amenity	Negligible	A, T, D, MT, L				
Road vehicle exhaust emission impacts on nearby human receptors	Moderate	A, T, D, MT, L					CEMP - routing of construction traffic away from AQMA, etc	Road vehicle exhaust emission impacts on nearby human receptors	Negligible	A, T, D, MT, L				
Increased traffic on driver stress & delay	Slight/Minor	A, T, D, MT, L					Implementation of CEMP	Increased traffic on driver stress& delay	Negligible	A, T, D, MT, L				
Increased traffic on pedestrian, cycle delay & amenity; accidents & safety; severance; fear & intimidation	Negligible	A, T, D, MT, L					Implementation of CEMP	Increased traffic on pedestrian, cycle delay & amenity; accidents & safety; severance; fear & intimidation	Negligible	A, T, D, MT, L				
<b>Operational Phase</b>														
Road vehicle exhaust emission impacts on nearby human receptors	Negligible	A, T, D, LT, L					None required	Road vehicle exhaust emission impacts on nearby human receptors	Negligible	A, T, D, LT, L				
Increased traffic on driver stress & delay; pedestrian, cycle delay & amenity; accidents & safety; severance; fear & intimidation	Negligible	A, P, D, LT, L						Increased traffic on driver stress & delay; pedestrian, cycle delay & amenity; accidents & safety; severance; fear & intimidation	Negligible	A, P, D, LT, L				

(Beneficial or Adverse) (B/A), (Permanent or Temporary) (P/T), (Direct or Indirect) (D/I), (Short Term, Medium, Long Term) (ST, M, LT), (Local, Regional, National) (L, R, N)

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Appendix NTS1: Site Locational Context



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Appendix NTS2: Site Masterplan

