Land South of Salhouse Road, Sprowston

Environmental Statement
Non-Technical Summary

Prepared on behalf of United Business and Leisure Ltd

January 2017
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<th>Project Ref:</th>
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<tr>
<td>Status:</td>
<td>Draft</td>
<td>Final</td>
</tr>
<tr>
<td>Issue/ Rev:</td>
<td>01</td>
<td>02</td>
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<tr>
<td>Date:</td>
<td>November 2016</td>
<td>January 2017</td>
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1.0 INTRODUCTION

1.1 United Business and Leisure Limited (the “Applicant”) is applying for outline planning permission for development of up to 380 dwellings and open space (the “Development”) on land to the south of Salhouse Road, Sprowston, north east of Norwich (the "Site"). Located within the administrative area of Broadland District Council (BDC), the Site extends to approximately 17.6 hectares (ha) and is shown on Figure 1.

1.2 An Environmental Statement (ES) has been prepared to support the planning application. The ES is the report of an Environmental Impact Assessment (EIA) carried out as required by national law known as the “EIA Regulations1”. This document is the non-technical summary of the ES and summarises the content and conclusions of the ES.

Planning Background

1.3 The Site forms part of a wider area identified as suitable for housing growth within the Joint Core Strategy for Broadland, Norwich and South Norfolk2 and is referred to as GT7. The GT7 allocation for land south of Salhouse Road defines the land as appropriate for 1,400 homes as well as road and cycle links, a primary school, sports pitches and children’s play space, community building, Police beat base and informal open space.

Environmental Statement Availability

1.4 Paper copies of the full ES (chapters and plans) can be purchased at a cost of £120. The technical appendices can be purchased at a cost of £170 each. Paper copies of the non-technical summary can be obtained for £15. Copies of the full ES (Volume 1, 2 and 3 and the NTS) can be obtained on CD for £15. All documents are available from:

Planning Team Secretary
Barton Willmore LLP
7 Soho Square
London, W1D 3QB.
Tel: 0207 44 66 888


1.5 The ES is available for public viewing during normal office hours at the following addresses:

Broadland District Council
Planning Administration
Thorpe Lodge
1 Yarmouth Road
Norwich, NR7 0DU.

Tel: 01603 431 133
Email: planning.administration@broadland.gpv.uk
2.0 **EIA METHODOLOGY**

2.1 EIA is a procedure used to assess the likely significant effects of a proposed development on the environment. The results are written in to an ES which is submitted with a planning application. This ES provides the local planning authority (in this case BDC) with sufficient information about the potential environmental effects of the Development before a decision is made on the planning application.

1.2 The ES predicts what the significance of each environmental effect would be, during the construction and operational phases of the Development, which is determined by two factors:

- The sensitivity, importance or value of the environment (such as people or wildlife); and
- The actual change taking place to the environment (i.e. the size or severity of change taking place).

2.3 Most environmental disciplines classify effects as negligible, adverse or beneficial, where effects are minor, moderate or major. Some disciplines use bespoke criteria based on published guidance. Each chapter of the ES states which effects are considered significant.

2.4 The ES includes a description of the current environmental conditions, known as the baseline conditions, against which the likely significant environmental effects of the Development are assessed.

**EIA Scope**

2.5 Scoping involves focusing an ES on only the likely significant effects of the development on the environment during the construction and operational phases.

2.6 A request for an EIA Scoping Opinion was submitted to BDC on 25th August 2016. An EIA Scoping Opinion was adopted by BDC on 3rd October 2016. The results of the scoping exercise have identified the following subject areas should be included in the ES:

- Transport and Access;
- Noise;
- Landscape and Visual Effects; and

2.7 Following BDC’s adoption of their EIA Scoping Opinion, a response was later received from the Environment Agency which requested an assessment of water resources and flood risk to be included within the ES. However, a Flood Risk Assessment (FRA) was submitted alongside a planning application submitted for another development within the GT7 allocation (see
which covered the Site. This confirmed that the Site was in Flood Zone 1 and therefore at a low risk of flooding. Furthermore, the surface water strategy seeks to replicate the existing run-off rates on site via infiltration devices. A further FRA has been prepared for the Site which confirms that the Development will not lead to significant effects on flood risk.

Cumulative Effects

2.8 An EIA must assess the potentially significant effects of a development that may arise cumulatively (when combined with) other major development with planning permission or under construction in the local area. Government guidance states that ‘existing and approved’ developments should be considered.

2.9 Two schemes (shown on Figure 2), which have the potential to lead to likely significant effects on the environment, have been agreed with BDC and are included in the consideration of likely significant cumulative effects on the environment. These comprise two planning applications for the wider GT7 allocation discussed above:

- Land South of Salhouse Road, Sprowston (LPA Ref: 20160498) – Proposed residential development for a minimum of 803 dwellings with access roads and associated infrastructure, site for a new primary school, land for a bus rapid transit scheme, a section of orbital link road, a retained area of woodland and creation of open space. An ES was submitted alongside this application. This application received resolution to grant in January 2017; and

- Land South of Salhouse Road, Sprowston (LPA Ref: 20160499) – Outline planning permission for part of the proposed orbital link road south of Salhouse Road to facilitate a link to Plumstead Road.

Stakeholder Engagement and Public Consultation

2.10 A key role in the EIA process is to ensure consultation has taken place with key parties. This planning application is the culmination of an extensive design process which has involved consultation with BDC, the local community and other stakeholders. This has comprised a range of events including a series of workshops, as well as one-to-one consultation with neighbouring residents and a series of public exhibitions. The process of consultation and how this has influenced the form of the application is set out within the Statement of Community Engagement which is submitted, separately, alongside this planning application.

3 DCLG, March 2012, National Planning Policy Framework
FIGURE 2

Project:
Land South of Salhouse Road, NE Norwich

Drawing Title:
Cumulative Schemes Plan

Date:
02.11.2016

Scale:
1:20,000@A3

Drawn by:
MN

Check by:
HB

Project No:
20976

Drawing No:
E001
3.0 SITE AND DEVELOPMENT DESCRIPTION

Site Context

3.1 The Site extends to approximately 17.6ha and is located to the north east of Norwich, the southern part of the Site abuts Thorpe End on the eastern boundary, and it is 3.1km to the south of Rackheath. Salhouse Road forms the northern boundary of the north western part of the Site, where it adjoins the road between Eastgate Place Business Centre to the west and John Faircloth Cars to the east. Eastgate Place Business Centre comprises managed office space providing approximately 1,500 square metres (sqm) of office space and nine residential flats, whilst John Faircloth Cars comprises outdoor forecourt space, showroom and associated buildings for the service of the business. Land to the north of Salhouse Road comprises woodland, and agricultural land that is allocated for residential development. Agricultural land is located immediately adjacent to the east of the Site and beyond. Residential development at Thorpe End is also located to the east and south east of the Site. Plumstead Road is located to the south of the Site.

3.2 Woodland associated with the Racecourse Plantation is located to the west of the Site with residential development and the city of Norwich located beyond. The Racecourse Plantation, also known as Thorpe Woods, is a privately owned commercial forestry plantation and collectively comprises the areas known as Racecourse Plantation, Belmore Plantation and Brown’s Plantation. These are all located in close proximity to the Site.

Site Description

3.3 The Site consists of two large fields, one of which is in arable use and the other uncultivated, divided by a wooded strip. Hedgerows are present along field boundaries and a large area of mixed woodland, Racecourse Plantation County Wildlife Site (CWS), lies adjacent to the south of the Site. The Site contains office buildings and a block of apartments in the north-western corner. Castle Carvery restaurant is located directly to the west and Grange Farm is located to the east, on Salhouse Road.

Description of Development

3.4 The Applicant intends to submit an outline planning application for up to 380 residential dwellings, with new vehicular, cycle and pedestrian access from Salhouse Road, and new

\[^{4}\text{A Country Wildlife Site is a conservation designation in the UK which, despite conferring no statutory protection onto a site, affirms a site’s importance and value for wildlife in its county context.}\]
pedestrian and cycle access from Plumstead Road; as well as the provision of open space, sustainable drainage systems; landscaping, infrastructure and earthworks.

**Residential Development**

3.5 The Development will provide up to 380 residential dwellings in a mixture of dwelling types and sizes. The density of dwellings will be 40 dwellings per hectare. Figure 3 shows the land uses proposed for the Site.

**Building Heights and Massing**

3.6 The proposed maximum heights of the Development are shown on Figure 4. The Site is generally flat with a gentle fall towards the south-east corner and the Development will rise to a maximum of 4.5 storeys, to be concentrated in the north western corner of the Site.

**Access**

3.7 A new junction is proposed from Salhouse Road in the north of the Site. A secondary point of access to the Site will be provided for pedestrians, cyclists and emergency vehicles in the southern part of the Site and will join Plumstead Road adjacent to the junction with Heath Road and Green Lane North. The proposed accesses to the Site are shown on the access parameter (Figure 5).

3.8 In addition to a main vehicular route through the Site, an internal network of access roads and residential streets will be provided giving access to residential dwellings and community facilities. These roads and streets will be designed later in the planning process and will prioritise movements by walking and cycling in order to encourage the use of sustainable modes for short trips.

**Green Infrastructure**

3.9 The landscape and open space strategy is shown on Figure 3. A strong landscape-led approach has been undertaken as part of the design to ensure the Development is successfully integrated into the existing landscape. The proposals utilise and enhance the existing green infrastructure of the Site and the Development includes:

- the enhancement of the Country Wildlife Site woodland within the Site;
- the retention and protection of existing green corridors within and adjacent to the Site;
and
- the provision of a sequence of open spaces, serving a variety of functions including visual amenity and providing space for sports and play.

Drainage

3.10 An assessment of flood risk undertaken as part of the planning application has confirmed that the Site is at low risk of flooding. However, appropriate measures will be required to alleviate the risk of flooding associated with the change from an undeveloped field to one comprising built development. Sustainable drainage systems will be implemented to manage surface water run-off. Foul water flows from the Development will be drained with a connection to the Anglian Water network. The final drainage design will be confirmed later in the planning process.

Alternatives

3.11 The EIA Regulations require an ES to detail any alternatives that have been considered to the development submitted for planning permission. Alternatives can include:

- No Development;
- Alternative Locations or Uses; and
- Alternative Designs.

The ‘do nothing’ Alternative

3.12 Under the ‘do nothing scenario’ the Site would remain undeveloped and retain its open fields/agricultural use. The purpose of this planning application is to develop the Site for housing and therefore this option was not considered further.

Consideration of Alternative Locations and Uses

3.13 The Site forms part of the GT7 allocation which targets 1,400 homes on land south of Salhouse Road as well as road and cycle links, primary school, sports pitches and children’s play space, community building and informal open space. The Site, therefore, is considered to be an appropriate location for residential development and no other alternative locations were investigated.
Consideration of Alternative Designs

3.14 The Development submitted for approval is the result of a thorough analysis of environmental constraints and opportunities, access issues and market demand. Consultation with BDC, and the general public has been a key influence in design evolution.

3.15 The following list identifies the general themes arising from the public consultation event (to which approximately 140 people attended):

- Overall amount and principle of development;
- Traffic impact on the local highway network;
- Loss of open space and woodland; and
- Impact on existing community facilities (i.e. education/health).
Figure 4

Project
LAND SOUTH OF SALHOUSE ROAD
NORTH EAST NORWICH

Drawing Title
PARAMETER PLAN 4 - STOREY HEIGHTS

Date 14.12.16
Scale 1:5000 AT A4
Drawn by AL
Check by KA
Project No 20976
Drawing No 018
Revision B
Figure 5

Project
LAND SOUTH OF SALHOUSE ROAD
NORTH EAST NORWICH

Drawing Title
PARAMETER PLAN 1 - ACCESS & MOVEMENT

Date
14.12.16

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1:5000 AT A4

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AL

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KA

Project No
20976

Drawing No
014

Rev
B
4.0 CONSTRUCTION METHODOLOGY & PROGRAMME

4.1 Planning for construction is broad at this stage. The assessment of construction phase environmental effects is based on reasonable assumptions and experience.

4.2 Construction and improvements to road infrastructure will form the first phases of the construction phase and are expected to commence in 2018. The Development is expected to be completed in 2027.

Vehicle Movements

4.3 Construction vehicle movements will be managed to minimise the impact on the local road network. HGV movements would be dispersed across the working day outside of the morning and evening peak periods. The arrival and departure of cars and small vans would be concentrated during the morning and evening periods. Table 1 provides an indicative level of the construction traffic trip generation expected to be associated with the construction phase of the Development.

Table 1: Two-way Daily Construction Traffic Movements

<table>
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<tr>
<th>Vehicle Type</th>
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<tr>
<td>HGV/LDV</td>
<td>40</td>
</tr>
<tr>
<td>Cars and Light Goods</td>
<td>80</td>
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4.4 Construction routes to the Site will be reviewed in detail and agreed as part of a detailed Construction Traffic Management Plan (CTMP) to be prepared for the Site. The CTMP will implement controls relating to:

- Planning and managing both vehicle and pedestrian routes;
- The elimination of reversing, where possible;
- Safe driving and working practices;
- Protection to the public;
- Adequate visibility splays and sight lines;
- Provision of signs and barriers; and
- Adequate parking for off-loading storage areas.

Hours of Work

4.5 Working hours on the Site will be agreed with BDC. However, it is likely that standard hours of work will be adhered to, these are:

- Monday to Friday, 8am to 6pm;
• Saturday, 8am to 1pm; and
• Sundays and Bank Holidays, no work on-site.

4.6 All work outside these hours will be subject to prior agreement of, and/or reasonable notice to BDC as appropriate. Night-time working will be restricted to exceptional circumstances, and work internally with buildings.

Environmental Management

4.7 A Construction Environmental Management Plan (CEMP) will be prepared for the Development, this is a document that will provide methods for managing environmental issues, such as noise and dust during construction.
5.0 TRANSPORT AND ACCESS

5.1 The ES has assessed the likely significant effects of the Development on transport and access.

Baseline Conditions

5.2 Salhouse Road is an arterial route connecting employment and retail areas within Norwich with the villages of Salhouse and Rackheath. To the northeast of Thorpe End, the Northern Distributor Route (NDR) is currently being constructed. The NDR will provide a highway connection between Postwick Junction, east of Norwich, to the A1067, north of Taverham. Salhouse Road is a route which is expected to experience a reduction in traffic once the NDR opens. Completion of the NDR is currently targeted for 2017.

5.3 The nearest formal cycling provision to the Site is a cycle path which runs adjacent to Dussindale Drive on its eastern side from the junction with Plumstead Road East, South into the residential neighbourhood of Dussindale. There is a planned investment in cycling across Norwich, in particular for the creation of seven key cycle routes known as 'pedalways'.

Construction Phase Effects

5.4 It is expected that the construction phase of the Development will generate up to 80 two-way passenger trips per full working day. It is envisaged that there will be up to an additional 40 LGV/HGV two-way trips a day at the peak of construction. The levels of additional traffic on the road network during the construction phase will be minimal when compared against the backdrop of existing traffic flows on the highway network. A range of mitigation measures are suggested which will form part of a site-specific CEMP. Overall, there is anticipated to be a negligible effect on transport and access as a result of the Development.

Operational Phase Effects

5.5 The principal point of access to the Development will be on Salhouse Road on the northern edge of the Site. The access would take the form of a new signalised junction and from this junction a route through the Site will be provided between Salhouse Road and the southern Site boundary. A travel plan would be implemented as part of the Development which would seek to reduce the number of trips by private vehicles and enhance the role of safe walking and cycling in the local area. The travel plan will provide information on the local public transport services which are available to those travelling to and from the Site. Overall, following the implementation of mitigation measures, such as those suggested above, there is anticipated to be a minor adverse effect on transport and access as a result of the Development.
Cumulative Effects

5.6 Cumulative traffic impacts associated with the Development and those neighbouring schemes to the Site will range from negligible to minor adverse.
6.0 NOISE

6.1 The ES assesses the likely significant effects of the Development on the environment in respect of noise.

Baseline Conditions

6.2 The main source of noise in the vicinity of the Site is from road traffic noise on Salhouse Road, along with noise from nearby air conditioning units and natural noises. The existing noise climate is anticipated to change and get louder once the NDR is operational.

Construction Phase Effects

6.3 During the construction phase of the Development, negligible effects are anticipated. The majority of the construction works would be at a distance from sensitive receptors such as existing residents, as well as being temporary in duration. Construction traffic is not expected to significantly increase in level on Salhouse Road and as part of the CEMP, construction work would include best practice mitigation measures to mitigate effects.

Operational Phase Effects

6.4 An assessment of noise during the operational phase of the Development has been undertaken for the year of opening of the Development and the 15 years in the future. Figure 6 shows the locations sensitive to changes in the noise climate, which were identified during the assessment. The findings of the assessment identified that no significant noise effects are anticipated because changes in the noise level as a result of a change in traffic flow are considered to be negligible and therefore no mitigation measures are necessary.

Cumulative Effects

6.5 No cumulative effects are anticipated as part of the Development. Should the development, which makes up the other part of the GT7 allocation, come forward in parallel with the Development, increases in noise at the identified noise sensitive locations could be possible.
Figure 6: Noise Sensitive Receptors
7.0 LANDSCAPE AND VISUAL IMPACTS

7.1 The ES assesses the likely significant effects of the Development on the environment with respect to landscape and visual impacts.

Baseline Conditions

7.2 The Site forms part of a gently undulating landscape on the north east of Norwich. It slopes very gradually from west to east with the northern part at 35m-40m Above Ordnance Datum (AOD) and the southern part at 30m-35m AOD. Enclosed by hedgerows, trees and woodland boundaries the Site is predominately in arable use although to the south of Salhouse Road small paddocks cover the northern part of the Site and surrounding fields.

7.3 Racecourse Plantation County Wildlife Site is located adjacent to and within the Site (see site context plan on Figure 7). Thorpe End Conservation Area\(^5\) is located to the south east of the Site and covers the southern portion of the settlement of Thorpe End (Figure 7). The closest listed buildings\(^6\) to the Site are at Rackheath Hall, 1.4km to the north of the Site, and Great Plumstead, 2km to the south east of the Site. Woodland to the north of Salhouse Road includes an area of Ancient Woodland\(^7\) at Bulmer Coppice on the north side of Salhouse Road, at a distance of 400m at its closest point to the Site.

7.4 There are no Public Rights of Way (PRoW) in the immediate vicinity of the Site. The closest PRoWs are located to the east of Thorpe End near Great Plumstead (PRoW 29 and 30) at a distance of 1.5 kilometres. PRoW 24 is over 3km to the north east of the Site, north of the settlement of Rackheath.

7.5 Potential views towards the Site are limited almost entirely to near distance views (0-300m) with middle (300-600m) and longer distance (over 600m) views curtailed by intervening topography and/or land cover.

Construction Phase Effects

7.6 There will be some direct landscape and visual effects created during the construction period, mainly arising from intermittent use of cranes and the buildings under construction. There will also be some effects resulting from increased traffic and movement of machinery and equipment facilitating change within the Site during this period. Compliance with the British

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\(^5\) An area of notable environmental or historical interest or importance which is protected by law against undesirable changes.

\(^6\) A building which has been judged to be of national importance in terms of architectural or historic interest.

\(^7\) A woodland that has existed continuously since 1600.
Standard\textsuperscript{8} guidelines in relation to trees in design and demolition and construction recommendations, will reduce effects. Effects are anticipated to range from major adverse to neutral during the construction phase.

**Operational Phase Effects**

7.7 Permanent changes will occur once construction is complete and the Development is occupied. An assessment of landscape and visual effects was conducted following completion of the Development at Year 1 and also Year 15 to provide a worst case scenario assessment at Year 1 as the mitigation measures proposed, which usually comprise planting, would have not yet matured to mitigate the effects of the built development. The assessment at Year 15 anticipates effects following the implementation and development of mitigation.

7.8 Proposed mitigation comprises tree planning in open space areas, the inclusion of green corridors and green links, the retention of existing woodland and hedgerows, enhancing the existing natural features on Site and using low level outside lighting to minimise the effects of light spill on the open countryside. Overall, landscape and visual effects during the operation of the Development range from moderate adverse (properties on western side of Thorpe End at Broadland Drive, Barker Way, St David’s Drive and Heath Road) to moderate beneficial (landscape features).

**Cumulative Effects**

7.9 Cumulative effects during the construction and operational phases have been assessed with regards to their effect on the landscape and visual environment. Effects will range from major adverse to minor adverse during the construction phase having been mitigated by compliance with British Standards recommendations. Effects will range from major adverse to minor beneficial during the operational phase of the Development following the implementation of the following mitigation:

- Strengthening existing and proposed vegetation on the northern, eastern and western boundary of the Site and within the Site;
- Enhancing hedgerows / tree belts to fill existing gaps to provide a visual buffer around the Development. Over time this will provide additional habitats and will enable the Development to assimilate with the urban edge of Norwich.

\textsuperscript{8} The specification of a recommended procedure, quality of output, terminology, and other details, in a particular field, drawn up and published by the British Standards Institution.
8.0 ECOLOGY AND NATURE CONSERVATION

8.1 The ES assesses the likely significant effect of the Development in relation to ecology and nature conservation.

**Baseline Conditions**

8.2 There are no sites with international nature conservation designations on or adjacent to the Site. The nearest internationally designated site is located approximately 4.4km to the south-east and comprises the following statutory designations: Broadland Special Protection Area (SPA)

9 A Special Protection Area (SPA) is a designation under the European Union directive on the Conservation of Wild Birds. Member states have a duty to safeguard the habitats of migratory birds and certain particularly threatened birds.

10 A Special Area of Conservation (SAC) is a site designated under the Habitats Directive. These sites are internationally important for threatened habitats.

11 A Ramsar site is a wetland site designated of international importance under the Ramsar Convention, 1971.

12 A National Nature Reserve is a protected area of importance for wildlife, flora, fauna or feature of geological or other special interest, which is reserved and managed for conservation.

13 A Site of Special Scientific Interest (SSSI) is a conservation designation denoting a protected area in the UK.

8.2 The nearest internationally designated site is located approximately 4.4km to the south-east and comprises the following statutory designations: Broadland Special Protection Area (SPA)\(^9\), The Broads Special Area of Conservation (SAC)\(^10\), Broadland Ramsar Site\(^11\), Mid-Yare National Nature Reserve\(^12\) and Yare Broads & Marshes SSSI\(^13\) and Broadland SPA. Parts of the Site are subject to a non-statutory nature conservation designation. These are situated within the eastern edge of the Site and comprise the Racecourse Plantation CWS.

8.3 Extensive surveys of the flora on the Site have been undertaken over several years and these have identified that the potential exists for effects on bats and reptiles as a result of any development of the Site. Figure 8 identifies the habitats located within and surrounding the Site.

**Construction Phase Effects**

8.4 During the construction phase of the Development, negligible effects are anticipated on habitats, species and designations. Mitigation measures to be implemented as part of the construction phase of the Development include the retention of woodland, trees, ponds and bat corridors. Temporary lighting will also be directed away from ecologically sensitive locations. The majority of effects during the construction phase are anticipated to be temporary.

**Operational Phase Effects**

8.5 The majority of effects during the operational phase of the Development are anticipated to be negligible, however some minor adverse effects are likely on bat commuting and foraging corridors due to recreational pressure and light pollution. Some minor beneficial effects are anticipated on hedgerows and tree lines following new planting along the boundary of the Site.
Site with Thorpe End. Further mitigation measures comprise operational lighting to be directed away from bat roost locations, buffer planting provided and the provision of on Site green infrastructure to mitigate residential pressure.

**Cumulative Effects**

8.6 No cumulative effects on ecology and nature conservation are anticipated as part of the Development.
9.0 SUMMARY

9.1 The Development has been subject to a thorough analysis of environmental constraints and opportunities and as the process evolved, measures have been incorporated into the proposals to avoid, reduce or offset environmental effects. Where this has not been possible, further mitigation measures have been proposed.

9.2 In conclusion, the ES has identified that the Development will result in the following beneficial residual effects:

- Provision of housing meeting a local need for housing; and
- Improved public space, with new native planting including new trees planting.

9.3 The ES has also identified a number of adverse residual effects, some of which relate to effects during construction, including:

- Effects resulting from changes to the landscape and views;
- Minor effects on traffic as a result of the Development; and
- Disturbance to bats.