
FREETHS

NON-TECHNICAL SUMMARY

OF

ENVIRONMENTAL STATEMENT

MONARCH PARK, QUARRY FARM, LAND TO NORTH OF OLD GREAT NORTH ROAD/ CASTERTON ROAD (B1081) AND WEST OF LITTLE CASTERTON ROAD, STAMFORD

OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT (UP TO 650 DWELLINGS) A LOCAL CENTRE (UP TO 3000M² OF GROSS FLOOR SPACE FOR USES WITHIN CLASS E (a-g) AND F.2 (a) AND (b), OPEN SPACE INCLUDING A COUNTRY PARK, ACCESS, DRAINAGE AND LANDSCAPING

PREPARED ON BEHALF OF

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January 2022



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1. INTRODUCTION

- 1.1. This document is the Non-Technical Summary (“NTS”) of the Environmental Statement (“ES”) for residential and associated development at land at Quarry Farm, north of Old Great North Road/Casterton Road (B1081) and west of Little Casterton Road, Stamford.
- 1.2. Allison Homes Ltd is seeking outline planning permission for residential development (up to 650 dwellings), a country park, a local centre, open space, access, drainage infrastructure and landscaping.
- 1.3. The site consists of 65ha of land to the northwest of Stamford known as Quarry Farm. It comprises of a former brickworks, clay and stone quarry pits and mature and scrub woodland and grasslands. The site falls within the administrative boundary of Rutland County Council. The site sits to the north of west of the built-up area of Stamford. The proposed development is part of a wider Sustainable Urban Extension (“SUE”), entitled Stamford North (1950 dwellings) in the recently withdrawn RCC Local Plan and the adopted SKDC Local Plan.
- 1.4. This NTS sets out the proposed development and provides a summary, in non-technical terms, of the key conclusions of the ES which has been prepared in respect of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- 1.5. The ES covers the following chapters:
 1. Introduction
 2. Site and Surroundings
 3. The Proposed Development
 4. Planning Policy Context
 5. Transport and Access
 6. Noise and Vibration
 7. Air Quality
 8. Ecology
 9. Hydrology and Flood Risk
 10. Landscape and Visual

11. Cultural Heritage and Archaeology
12. Geology and Contamination
13. Socio-Economic & Human Health
14. Conclusion

1.6. For the purposes of this NTS, a brief description of the proposed development is provided and then each of the technical chapters (Chapters 5-14) are summarised. The impacts of the development are described on a consistent basis using the following scale:

- Major Adverse
- Moderate Adverse
- Minor Adverse
- Negligible
- Minor Beneficial
- Moderate Beneficial
- Major Beneficial

1.7. Effects evaluated as Negligible or Minor are considered to be manageable and are therefore '**Not Significant**'. Effects assessed as Major are considered to be '**Significant**' with some moderate effects capable of being significant. The significance effect is assessed and expressed as the residual effects of development and therefore accounts for the implementation of mitigation measures.

1.8. In respect of cumulative effect, all chapters assess Stamford North as a whole (ie: 1950 dwellings) as standard. There are chapters which assess cumulative effects considering wider development and these are identified within the individual chapters.

2. THE PROPOSED DEVELOPMENT

- 2.1. The ES supports an application to for outline planning permission for residential and associated development. The description of development is detailed below:

“Outline application for residential development (up to 650 dwellings), a local centre (up to 3,000m² of gross floor space for uses within Class E (a-g) and Class F.2(a) and F.2(b)), open space including a country park, access, drainage and landscaping.”

- 2.2. The application seeks outline approval with layout, scale, appearance and landscaping, reserved for further consideration and means of access submitted for detailed approval. The vehicular access points are proposed via Old Great North Road (B1081) to the southwest of the site and via Little Casterton Road to the east. The Parameters Plan shows the position of the access at **Figure 3.1**.

- 2.3. The illustrative masterplan provides a framework for the development of the Site and is contained in **Figure 3.2**.

- 2.4. The proposed housing will comprise a mix of 1-5 bed housing, including 30% affordable housing. The Design and Access Statement contains an indicative housing mix which sets out that the scheme will broadly be as follows:

- 1 bed – 0-32 (0-5%)
- 2 bed – 162-195 (25-30%)
- 3 bed – 228-325 (35-50%)
- 4+ bed – 162-260 (25-40%)
- Total: **650**

- 2.5. The central area of the site in between woodland to the north and south, will be the position of the local centre. This is proposed to capture a range of potential uses to provide flexibility but has the scope to include any uses within Class E such as retail, café, financial/professional services, indoor sport/recreation/fitness, medical or health facilities, a nursery or office/light industrial use. In addition, the local centre could also include an educational use (Class F.1a) and a meeting hall for the community (Class F.2b). The local centre will have an upper floor space limit of 3,000m².

2.6. The proposed development will incorporate a total of 40ha of public open space including a Country Park of 35ha. The Country Park will encompass the northern area of the site and will provide a high-quality recreational facility with opportunity for habitat creation biodiversity enhancement.

3. SUMMARY OF ENVIRONMENTAL EFFECTS

3.1. This section summarises the conclusions of the assessment on a technical chapter by chapter basis as described in the ES. A table at the end of this NTS is provided which sets out the residual effects (ie: after mitigation measures have been implemented).

Chapter 5 - Transport and Access

3.2. The chapter sets out the baseline conditions currently existing at the site and surroundings, and the future baseline conditions (i.e. the conditions in future years without the proposed development) for 2036. It then describes the potential effects of the proposed development and the mitigation measures envisaged to prevent, reduce and where possible offset any identified adverse effects. The chapter is accompanied by a Transport Assessment ("TA"), which assesses the cumulative impact of the wider Stamford North SUE.

3.3. The scope of the assessment has been agreed with RCC, Lincolnshire County Council and National Highways (formerly Highways England) through extensive pre-applications discussions. The impacts of the proposed development and Stamford North SUE have been tested using the Stamford VISUM Model.

3.4. Within the ES study area, defined for the purposes of the Transport and Access chapter at figures 5.2 and 5.3, the impact of the predicted additional traffic on the following parameters is considered:

- Severance;
- Driver Delay;
- Pedestrian Delay;
- Pedestrian Amenity;
- Fear and Intimidation; and
- Accidents and safety.
- Impacts on vehicle travellers
 - View from the road
 - Driver stress

- 3.5. Table 5.2 defines the scale of impact in relation to traffic increase or decrease as Major (Over 90%); Moderate over 60%% and up to 90%); Minor (over 30% and up to 60%) and Negligible (less than 30%).
- 3.6. The IEMA¹ Guidelines recommend that ES chapters assess the impact of developments at existing and opening years. However, baseline traffic flows have been obtained from the Stamford VISUM model (as agreed with Rutland County Council and Lincolnshire County Council as local highway authorities, and National Highways from a Strategic Road Network perspective) which generates traffic flows at specific future years. The TA has considered a future year of 2036, which is when the development is expected to be fully built out and the link road constructed between Old Great North Road and Little Casterton Road. During the cumulative development scenario i.e. entire 1,950 dwellings associated with the Stamford North SUE (which also adopts a future year of 2036), the VISUM model takes into account the entire link road between Old Great North Road and Ryhall Road.
- 3.7. In respect of construction traffic, the ES chapter assesses three junctions², all of which are anticipated to experience less than 1% change in traffic due to construction. Having regards for traffic changes and disruption through proximity the chapter concludes the impact, prior to mitigation, would be negligible.
- 3.8. Table 5.6 assess the increase on traffic of the proposed development against the 2036 baseline traffic flows. This assesses 62 'links' which are sections of identified roads. This initial work defines the study area which is based on percentage change of traffic flows in the peak hour and 24-hour Annual Average Daily Traffic Flows (AADT) from the proposed development. This identified the following junctions for further analysis:
- A606 Scotgate – between A6121 and All Saints Street
 - A606 Empingham Road – between A606 Scotgate and Sutherland Way
 - B1081 St John's Street
 - B1081 St Mary's Street – between B1081 St John's Street and B1081 St Mary's Hill
 - Little Casterton Road – between Cambridge Road and A6121 North Street

¹ Institute of Environmental Assessment (IEA, now IEMA) guidance document 'Guidance Note Number 1: Guidelines on the Environmental Assessment of Road Traffic' (IEMA 1993)

² Table 5.5

- Little Casterton Road – between Tolethorpe and Cambridge Road.
- Sidney Lane Farm – between B1081 Old Great North Road and A1 slip road.

3.9. Against the parameters set out in paragraph 3.4 above, the effects are identified as predominately negligible. There is one moderate adverse effect under the ‘severance’ section, which is used to describe factors that separate people from other people and places (ie: for example an increase of traffic could contribute to this). This relates to the section of Little Casterton Road and Radcliffe Road, however this is only anticipated to be temporary until the adjacent residential allocation to the east comes forward as part of the wider SUE.

3.10. The chapter explains that the proposed development would not trigger any adverse environmental impacts on any link in the local area from a transport perspective during the operational phase. Hence, from an environmental impact assessment, no mitigation is required and the only infrastructure mitigation improvements being proposed relate to junction capacity and are detailed within the TA. The junctions where mitigating improvements are being proposed include:

- A1/A606 interchanges
 - Widening of the flares and introduction of right turn lanes
- A1/A6121 slip road
 - Widening of the flare on the eastern slip road.
- Uffington Road/A6121 St Paul’s Street mini roundabout
 - Full signalisation of the junction.

3.11. Mitigation is proposed in respect of construction through a Construction Traffic Management Plan (CTMP) which is anticipated to be a condition of any planning permission. This would not alter the impact of the construction phase from **Negligible**. As stated above the mitigation for the operational phase is not required to deal with environmental effects and so the residual effects remains unchanged and are **Negligible**.

- 3.12. The chapter assesses cumulative effects of development, principally analysing the effects of the wider SUE. Both under the construction phase and the various parameters of the operational phase, all effects are concluded as **Negligible**.
- 3.13. The cumulative assessment, (ie: the wider Stamford North site – 1950 dwellings) has identified potential capacity issues at a further three junctions in addition to the A1 northbound slip/A606 junction detailed above. These are:
- J11 – Sidney Farm Lane/A606 priority-controlled junction.
 - J13 – A1 southbound off slip/A6121 priority-controlled junction.
 - J18 – Ryhall Road/Uffington Road/St Paul's Street mini roundabout.
- 3.14. Mitigation solutions has been identified at these three junctions; however these improvements would only be required to accommodate traffic from the cumulative wider Stamford North SUE
- 3.15. The chapter concludes that the proposed development and including the cumulative impact of the wider Stamford North SUE would not lead to any adverse environmental impacts on the surrounding area. A significant element of this is the provision of the new link road between Old Great North Road and Ryhall Road, which would divert existing baseline traffic through the site that has historically travelled through Stamford, thereby reducing the overall percentage increase in flows throughout the existing network. Whilst schemes of mitigation have been proposed in the TA to address capacity problems within the network, no mitigation measures have been proposed to address any environmental concerns.

Chapter 6 – Noise

- 3.16. The noise impacts of the development are considered through analysing the road traffic noise, construction noise and plant noise from the proposal on existing receptors and further analysing noise from existing sources to future residents from the scheme.
- 3.17. Noise monitoring was undertaken at several locations (identified in Appendix 6.4 of the ES) during September and October 2021 to establish baseline conditions.
- 3.18. During the construction phase and prior to mitigation, the effects are identified as a range of minor to major adverse effect in respect of noise and negligible to minor adverse effect in respect of vibration, both range of effects are short-term and temporary.
- 3.19. In respect of the operational phase, the chapter analyses a range of receptors principally within three categories
- Development generated road traffic noise on existing receptors
 - Noise from existing traffic on noise sensitive areas of the proposed development
 - Noise from existing commercial operations on noise sensitive areas of the proposed development
- 3.20. This produces a range of effects which concludes potential for major adverse effect, without mitigation.
- 3.21. For the construction phase there is a range of mitigation measures proposed relating to construction activity which can be secured through a method statement and a planning condition. For the 'operational' phase, the chapter provides details of glazing and ventilation requirements to achieve suitable sound insulation.
- 3.22. The residual effects are reported as **Negligible to Minor Adverse** effect for the construction phase and for the operational phase **Negligible** from noise from existing traffic and from existing commercial operations. In respect of noise generated from development traffic, this is **Negligible to Minor Adverse** in the long term and therefore not significant.

3.23. In respect of the cumulative impact the chapter confirms that cumulative traffic flows for these developments are included within the Opening Year without Development and with Development scenarios and the Future Year without Development and with Development scenarios and are presented in the noise assessment. Therefore, the cumulative impact remains unchanged from the residual effects.

Chapter 7 - Air Quality

- 3.24. The Air Quality chapter uses traffic data established through the Transport and Access Chapter and identifies a range of scenarios as follows;
- Scenario 1: 2019 Verification Year;
 - Scenario 2: 2021 Base Year;
 - Scenario 3: 2022 Opening Year without development
 - Scenario 4: 2022 Opening Year with development;
 - Scenario 5: 2036 Completion Year without development; and
 - Scenario 6: 2036 Completion Year with development.
- 3.25. The chapter then identifies 44 existing receptors, all residential dwellings, and these are listed in Table 7.1. Pollutant concentrations of NO₂, PM₁₀ and PM_{2.5} were predicted across the site to consider exposure of future residents of the Development to air quality.
- 3.26. The chapter advises that in respect of the construction phase, the effects on air quality are high risk with no mitigation applied. For the operational phase, predicted pollutant concentrations are detailed in Table 7.13, Table 7.14 and Table 7.15 for NO₂, PM₁₀ and PM_{2.5} respectively with Scenario 5: 2036 Completion Year without Development concentrations for comparison purposes. The predicted change in pollutant concentrations resulting from development-generated traffic, and the associated impact are also provided. For each receptor a negligible conclusion is reached.
- 3.27. For the construction phase a range of mitigation is proposed in respect of site management/machinery operation initiatives. Under the operational phase, although no mitigation measures are required, the chapters refers to the Travel Plan which accompanies the application and is designed to reduce single occupancy vehicle use. Further, the scheme proposes one electric vehicle charging point per residential dwelling which will further reduce road traffic emissions associated with the operation of the development.
- 3.28. With the implementation of mitigation measures the construction phase does not result in any significant effects. For the operational stage the effects are **Negligible**.

- 3.29. In respect of cumulative effects at the construction stage the chapter makes the reasonable assumption that other committed developments would also be subject to construction phase mitigation measures and therefore the cumulative impact would not be significant.
- 3.30. Traffic flows associated with committed developments in the local area were scoped into the traffic data. Therefore, cumulative traffic flows for these developments are included within the Opening Year without Development and with Development scenarios and the Completion Year without Development and with Development scenarios modelled within the air quality assessment.
- 3.31. The results of the assessment concluded that overall there were no significant impacts on local air quality as a result of operational phase road traffic emissions associated with the Development. The overall development impact was predicted to be **Negligible** a result of the Development and the committed developments.

Chapter 8 - Ecology

- 3.32. The site does not form part of any International or National designated ecological sites. A significant portion of the site is subject to a non-statutory nature conservation designation in the form of a Candidate Local Wildlife Site (“cLWS”). The Great Casterton Road Banks SSSI is located close to the site, situated to the west on the opposite side of the Old Great North Road. It is designated for calcareous grassland.
- 3.33. A range of ‘Important Ecological Features’ (IEFs) are identified in the chapter. These range from designations such as the SSSI or cLWS, to habitat features or protected species. A range of surveys have informed the ecology chapter and forms appendices to the main ES.
- 3.34. At the construction stage and prior to any mitigation, Table 8.12 of the ES lists the assessment of significance against each identified IEF. There are number of significant impacts at this stage, including major adverse on the cLWS and semi-improved grassland and moderate adverse on the Great Casterton Road Banks SSSI, Great Crested Newts and Invertebrates. At the operation stage, again prior to mitigation, the only significant impact identified is moderate adverse on the Great Casterton Road Banks SSSI.
- 3.35. Mitigation at the construction phase takes the form of a Construction Environmental Management Plan (CEMP). For the operational phase an Ecological Management Plan (EMP) is proposed and this will include details of management of existing habitats to improve and maintain their ecological value, together with newly created habitats, as part of the proposal to create a country park.
- 3.36. The residual effects, once mitigation has been considered, ranges from **Negligible to Minor adverse** for the construction period. The residual effects for the operational stage are also similarly **Negligible to Minor Adverse**. There are no significant effects concluded to arise from the development. Specifically, the impact on the cLWS is reduced from major to minor adverse (at construction phase) through mitigation via habitat creation and management. The impact on the Great Casterton Road Banks SSSI is **Minor Adverse** at construction and **Negligible** at the other operational stage.
- 3.37. Cumulatively the chapter advises that the distance between the wider SUE and the SSSIs identified as IEFs is such that the impact will be limited. This is reported as **Minor Adverse** for the Great Casterton Road Banks SSSI and **Negligible** for the Tolethorpe Roadside Banks SSSI.

- 3.38. The wider development of the SUE is identified as a potential threat through the degradation of habitats and disturbance of species. However, the implementation of mitigation measures, assumed to be similarly applied on the wider site, result in a conclusion that there is not likely to be any significant effects on the cLWS. Indeed, no significant effects are identified as a result of cumulative assessment.

Chapter 9 – Hydrology and Flood Risk

- 3.39. The site is located wholly in Flood Zone 1 (the area of least flood risk). The closest river to the site is the River Gwash, which is 660m north west of the site. There are no watercourses within or adjacent to the site. A Flood Risk Assessment and Sustainable Drainage Statement has been produced to support the chapter and the planning application. This details the proposed surface water drainage strategy for the site.
- 3.40. The chapter identifies four key areas of assessment. These are:
- Surface Water and Flood Risk
 - Surface Water Quality
 - Waste Water
 - Flood Risk Zone
- 3.41. As the construction stage, the effects range from negligible in respect of Flood Risk Zone to minor adverse for the other three topic areas. At the operational stage Flood Risk Zone is again negligible on account of being within flood zone 1 and the other three areas are moderate adverse.
- 3.42. For the construction phase, mitigation takes the form of a CEMP and the chapter explains the potential scope of measures that would be included within the CEMP. During the operational phase, mitigation takes several forms. A Sustainable Urban Drainage System (SUDS) in the form of a series of attenuation basins is proposed and this will provide sufficient storage capacity for up to and including a 1 in 100 year event including 40% allowance for climate change. Other mitigation measures include treatment to ensure water quality by following best practice guidance (CIRIA C753).
- 3.43. With the mitigation measures applied the construction residual effects are concluded to be **Negligible** on each of surface water and flood risk; surface water quality and wastewater.
- 3.44. The residual effects at the operational stage are influenced by the SUDS scheme mitigate the increase in impermeable area on site as part of the development proposals. The proposals will store water within the development area and control its release to into the ground via infiltration. The chapter confirms that reinforcement works that would be undertaken by Anglian Water on the adopted foul sewer system

would provide sufficient capacity to cope with the operational phase of the proposed development.

- 3.45. The residual effects at operational stage for all receptors will be **Negligible**.
- 3.46. During the construction phase, cumulative effects of both developments being constructed at the same are considered **Negligible** as this development has a separate drainage regime to the further development to the east (as part of the wider Stamford North site) and it does not rely on any infrastructure on the adjacent site to function.
- 3.47. The cumulative effects on both surface water and foul water are assessed as **Minor Adverse** and not significant.

Chapter 10 - Landscape and Visual Impact

- 3.48. Chapter 10 of the ES analyses the impact of the development on the landscape character and a range of visual receptors. The chapter identifies that the assessment includes viewpoints located up to 3.5km from the site boundary. The chapter explains the landscape character context with detailed analysis of the Clay Woodlands Landscape Character Area (LCA).
- 3.49. In respect to landscape character, the chapters assesses the following receptors;
- Topography
 - Land Use
 - On-site vegetation
 - Overall character of the site
 - Character of the Clay Woodlands LCA
 - Settlement character of Stamford.
- 3.50. Table 10.6 within the ES identifies the 24 viewpoint receptors at a range of locations.
- 3.51. During the construction period, the chapter identifies that without mitigation the development is capable of Major Adverse effects, in terms of both landscape character and visual amenity that would be significant. Similarly, the chapter explains that in the absence of primary or secondary mitigation, the proposed completed and operational phase of development could result in long term Major Adverse effects on landscape character and visual amenity.
- 3.52. The mitigation measures are divided into primary and secondary measures. Primary mitigation are aspects that have been designed into the masterplan to carefully minimise landscape and visual effects. The secondary mitigation at the construction phase comprises a Construction Management Plan (CMP) and establishing early strategic green infrastructure whilst the construction period is on-going.
- 3.53. For the operational phase, there are a series of mitigation measures including detailed design of the development, soft and hard landscaping and a Landscape and Ecological Management Plan (LEMP).

- 3.54. Under residual effects, the chapter provides assessment at the construction stage; completion and operation phase, Year 1 and Year 15. During the construction phase landscape effects range from **Negligible to Minor** to **Moderate Adverse**. The moderate adverse conclusion is in respect to the Clay Woodlands LCA, but the assessment confirms that such effects will be localised and temporary.
- 3.55. For the completion and operation phase (Year 15), the effects range from **Minor to Moderate Adverse** in respect of land use to a number of **Minor Beneficial** effects, but there are no significant effects identified.
- 3.56. Across the 24 viewpoints, during the construction period, there are range of effects including **Major Adverse**, in regards to viewpoint 8 – View west towards the site from PRow 5/7 and **Moderate-Major Adverse** in respect of viewpoint 10 – Users of Little Casterton Road.
- 3.57. Table 10.7 summarises the residual effects after mitigation and although mitigation reduces the effects on viewpoints 8 and 10, they are concluded to be **Moderate-Major Adverse** and **Moderate Adverse** respectively. However, the impact on visual amenity needs to be assessed in the wider context of all 24 viewpoints and only two experience Significant effects. Typically, those viewpoints closest to the site will have the greatest levels of effect and in these instances significant change and therefore impact is largely unavoidable. However, overall and taken cumulatively, the visual impacts are considered acceptable and not ‘significant’.
- 3.58. In regard to cumulative effects, the primary consideration is the wider Stamford North site. The Stamford North allocation is wider than the site and, it is assumed, could extend the length of time of construction by approximately 10 years.
- 3.59. The significance of the combined inter-relationship of the Site and the allocation scheme, during the works phase is considered **greater than** the proposed Development.
- 3.60. The same conclusion is also reached under operational development

Chapter 11 – Cultural Heritage and Archaeology

- 3.61. There are no designated heritage assets within the site. The chapter explains that there are two designated heritage assets in close proximity to the site. Immediately southwest of the Site, the Scheduled Monument Ermine Street, Section South of Quarry Farm (List 1005031) is located on the south side of Old Great North Road. A second Scheduled Monument Air Photography site NE of village and site of Roman town (List 1005067) is located approximately 850m north of the Site, at Great Casterton.
- 3.62. The primary impact of construction works will be from groundwork associated with the development directly impacted upon the archaeological resource. Without mitigation this would likely lead to substantial or total destruction of physical evidence across the developed parts of the site and would result in a Major Adverse effect.
- 3.63. At the operational stage, in respect of the two scheduled monuments outside of the site, the chapter concludes that a Negligible or at worst Minor Adverse impact would occur in respect of the section of Ermine Street and with regards to the scheduled Roman town at Great Casterton a Negligible effect.
- 3.64. The impact of the development on archaeological assets within the site can be appropriately mitigated through additional archaeological investigation in advance of the construction phase and dissemination of the results. A phased programme of archaeological investigation should comprise initial trial trenching prior to the start of construction and this can be secured by a suitably worded condition. Should the trial trenching identify any other as yet unknown archaeological remains the impact of the development on the heritage significance can be mitigated through further investigation and recording in advance of construction.
- 3.65. The residual impacts of the construction phase are recorded as having an effect of low significance due to the presence of the proposed mitigation in the form of archaeological investigation. The mitigation will have no impact on the residual effects at the operational stage and these remain classified as **Negligible to Minor Adverse** and **Negligible**.

- 3.66. Assessing the cumulative impacts of construction with the remainder of the Stamford North site, the chapter advises that similarly to the site assessment that without mitigation there would be the potential total loss of surviving archaeological evidence over a larger landscape area which would result in a potential Major Adverse effect. However, with appropriate mitigation in place through archaeological recording the value of combined work over a larger area would be greater than the sites considered individually. Therefore, it could be submitted that the cumulative effect of the wider Stamford North development may be slightly positive.

Chapter 12 - Geology and Contamination

- 3.67. The Geology and Contamination chapter is supported by Geo-Environmental Assessments (Phases I and II). The chapter identifies a number of different receptors at the construction stage, comprising; site construction workers, adjacent site users/neighbours, controlled waters and ecology and wildlife. Similar receptors are used at the operational stage with the exception of the omission of construction workers and the addition of future residents.
- 3.68. Prior to mitigation, at the construction stage, Moderate Adverse impacts identified in respect of construction workers and controlled waters. The operational stage identifies Negligible effects on all receptors bar future residents. Without mitigation the impact on future residents would be Major Adverse given that contamination is identified in unacceptable concentrations albeit isolated locations.
- 3.69. The chapter explains that mitigation measures are likely to comprise ground gas protection measures, the provision of clean topsoil for areas of proposed gardens and soft landscaping, a working method statement to deal with asbestos in shallow soils, full radon protection measures within a proportion of the proposed dwellings, appropriate health and safety precautions during the construction phase and water contamination prevention measures.
- 3.70. With the adoption of the mitigation measures the residual effects both during the construction and operational phase are concluded to be **Negligible**. Based on the assessment of the chapter informed by detailed risk assessment and ground conditions information it is considered unlikely that the proposed development will contribute to any cumulative effects.

Chapter 13 - Socio-Economic Impact and Human health

- 3.71. The Social Economic and Human Health chapter examines the impacts of the scheme on housing needs, population, retail, employment land, job creation, social infrastructure and health.
- 3.72. Primarily, the impact of the construction stage is limited to the creation of jobs and health impacts. Having regard to the impact on job creation this is deemed a Major Beneficial effect despite it being only temporary. For health, the chapter identifies in line with assessments in the Noise and Air Quality chapters, that there is potential for temporary, short term Negligible to Minor Adverse effects prior to the implementation of mitigation measures.
- 3.73. For the post completion stage, the impact of the population increase is deemed to be Moderate to Major Beneficial. Whilst the impact on housing supply is justified as a Major Beneficial effect given the scale of the scheme and its ability to make a major contribution to Rutland's housing supply. Impacts in respect of social economic effects all more modest and range from Minor to Moderate beneficial effect to Negligible.
- 3.74. Within the health section impacts range from Moderate Beneficial to Major Adverse, prior to mitigation, with the major adverse impact on the basis of an absence of mitigation to protect from road traffic noise.
- 3.75. The chapter explains that in respect of mitigation for social economic impacts, these are largely integrated into the masterplan through provision of social infrastructure including open space.
- 3.76. At the construction stage, mitigation of noise and air quality [in respect of dust] will be necessary to safeguard the effects of the development on nearby sensitive receptors. Those mitigation measures are set out in their respective chapters. Specific management plans covering construction, dust, noise, vibration and odours will be set out within the Construction Environmental Management Plans. At the operational stage, the chapter references the required mitigation identified in the noise chapter.
- 3.77. The residual effects at the construction stage comprise a **Major Beneficial** effect through job creation. The implementation of mitigation will ensure that potential health

impacts arising from construction are alleviated, it is therefore concluded that the residual effect on health at the construction site stage is **Negligible**.

- 3.78. For the post completion stage the residual effects range from **Major Beneficial** to **Negligible**, with no adverse effects identified. Specifically, with regard to human health, the overall assessment is a **Minor Beneficial** effect, this is derived through benefits of access to, good housing, education, and quality green space.
- 3.79. In respect of the cumulative effects from further development this chapter has concentrated on the impact of development of the remainder of the Stamford North SUE. It is a reasonable assumption that the development of the remainder of the Stamford North will include its own mitigation and that this will be designed into the scheme at an early stage.
- 3.80. The principal cumulative effects will be an additional increase in population and housing and therefore increased demand for education and healthcare facilities. In regard to education it is understood that a primary school facility will come forward as part of the wider Stamford North site. This is likely to mitigate the cumulative pressure on primary school provision and may even generate further capacity for the wider population. There is therefore no significant cumulative effect in respect of primary school provision, with the potential to range from **Negligible to Moderate Beneficial**, depending on the level of additional capacity generated.
- 3.81. The cumulative effect of Stamford North on healthcare capacity has the potential to create an adverse effect. At this stage, it is not known definitively whether healthcare provision will be provided either on the site and/or across the wider Stamford North SUE. If additional capacity is not provided on site, then there is likely to be a requirement for mitigation in the form of financial contribution, either derived from the Community Infrastructure Levy at the collecting authority's discretion or through a separate Section 106 obligation. The requirement for any mitigation will become more apparent once decisions have been made on the exact composition of local centres within the wider Stamford North development.

Chapter 14 – Conclusion

- 3.82. The ES provides a structured and reasoned assessment, which identifies potential environmental impacts against set methodologies and professional judgements and provides details of mitigation, where possible, to offset significant adverse effects.
- 3.83. The ES appraises reasonable alternatives which comprise a range of other sites considered through the Local Plan process, a 'do nothing' scenario and whether there is alternative an approach to the layout of development on the site. It is concluded that the proposal represents the best option for delivering sustainable development that will make a significant contribution to meeting housing needs for both RCC and SKDC.
- 3.84. Each of the chapters consider the cumulative impacts on their topic areas and no significant impacts are identified.
- 3.85. The ES has not raised any significant risks of the development being vulnerable to major accidents or disasters.
- 3.86. The ES and supporting documents demonstrate that this site is suitable for development and that there are no environmental significant effects that should represent a barrier to planning permission being granted for the proposed development.

Table 1 – ES Chapter Residual Effects Summary

Chapter	Residual Impact		Cumulative Impact
	Construction	Operational	
5. Transport	Negligible	Negligible	Negligible
6. Noise and Vibration	Negligible to Minor Adverse effect	Negligible	Negligible
7. Air Quality	Negligible	Negligible	Negligible
8. Ecology	Negligible to Minor Adverse	Negligible to Minor Adverse	'Not significant'
9. Hydrology and Flood Risk	Negligible to Minor Adverse	Negligible	Negligible to Minor Adverse
10 .Landscape & Visual	Negligible to Minor to Major Adverse ³	Negligible to Moderate-Major Adverse ⁴	Greater than the proposed Development
11. Cultural Heritage & Archaeology	Negligible	Negligible to Minor Adverse	Slightly positive
12. Geology and Contamination	Negligible	Negligible	None
13. Socio-Economic and Human Health	Major Beneficial to Negligible	Major Beneficial to Negligible	Moderate Adverse to Moderate Beneficial

³ Major Adverse for one specific viewpoint only

⁴ Moderate- Major Adverse for one specific viewpoint only