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Planning Design Economics

**LAND AT COUNTY FARM (EAST),  
CHURCH FIELD ROAD, SUDBURY**

**ON BEHALF OF HIGHBRIDGE  
PROPERTIES PLC AND  
PROMOTIONAL LOGISTICS  
(PROLOG) LTD**

Scoping Report

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## 1.0 INTRODUCTION

### Purpose of Document

- 1.1 This document provides background information to assist Babergh District Council (BDC) in forming a Scoping Opinion under Regulation 10 of the Town and Country Planning (Environmental Impact Assessment) ('EIA') (England and Wales) Regulations 1999 (the 1999 EIA Regulations) (as amended).
- 1.2 The scoping report is submitted in respect of the proposed development at Church Field Road, Sudbury. A location plan is attached at Appendix 1 for reference. The full planning application is to be submitted on behalf of Highbridge Properties Plc and Promotional Logistics Ltd (Prolog). The description of development is as follows:
- 'Erection of 2no detached industrial buildings (Use Class B1, B2 and B8) comprising in the region of 26,000 sq m (GFA), centrally located service yard area, surface car parking, landscaping and associated works'*
- 1.3 The purpose of the EIA will be to consider the environmental effects arising from the proposal and the cumulative effects with regard to committed developments in close proximity to the site at the time of the study.
- 1.4 This report seeks to define the scope of the assessment required to understand the environmental effects, by setting out the key issues to be addressed, the level of detail required in terms of analysis and the methodology to be used, in order to assess the significance of potential environmental effects.

## 2.0 BACKGROUND

### Requirement for EIA

- 2.1 In accordance with Regulation 12 of the 1999 EIA Regulations, which sets out the procedure to facilitate preparation of an Environmental Statement (ES), Highbridge Properties Plc and Promotional Logistics Ltd confirm that they intend to submit an Environmental Statement to Babergh District Council. The Environmental Statement will set out the findings of an assessment of the environmental impacts of the proposals, on the basis that they consider that the proposals fall within Section 10(a) of Schedule 2 of the EIA Regulations. Section 10(a) relates to Industrial Estate development projects, where the area of the site exceeds 0.5 hectares.
- 2.2 For such developments, the EIA regulations require that an EIA be undertaken where the development:
- “is likely to have significant effects on the environment by virtue of factors such as its nature, size or location”.*
- 2.3 Circular 02/99 “*Environmental Impact Assessment*” gives further guidance on the types of Schedule 2 development where an EIA is more likely to be required with regard to the characteristics of the development, the sensitivity of the location and the characteristics of the potential impact. These three issues are also identified under Schedule 3 of the 1999 EIA Regulations, as the key “*Selection Criteria for Screening Schedule 2 Development*”.
- 2.4 In the light of these, the Secretary of State’s view is that an EIA will be required for Schedule 2 development in three main types of case:-
- i) major developments which are of more than local importance;
  - ii) developments located in particular environmentally sensitive or vulnerable locations; and
  - iii) developments with unusually complex and potential hazardous environmental effects.
- 2.5 To provide further assistance, and recognising that Schedule 2 developments can encompass a wide range of types of uses, Circular 02/99 provides some indicative

thresholds at Annex A above which EIA's will usually be required. The guidance recognises that it is not possible to formulate universal criteria or thresholds given the importance of location in determining the environmental impact of a particular development.

2.6 In relation to development within industrial estates, Circular 02/99 states that *"EIA is more likely to be required if the site area of the new development is more than 20 hectares"*. It also explains that *"in determining whether significant effects are likely, particular consideration should be given to the potential increase in traffic, emissions and noise"*.

2.7 To assist Babergh DC and the relevant consultees in forming a scoping opinion, this report provides as much information as possible on the proposals, the likely environmental impacts and the suggested content of the Environmental Statement and includes information on :-

- Site location and description;
- Description of the nature and purpose of the proposals;
- Possible environmental impacts; and,
- Proposed form of the Environmental Statement.

### **Consultation**

2.8 Consultation has taken place with the Local Authority during the preparation of this Scoping Report and discussions with both statutory and non-statutory consultees will continue as part of the EIA process and ahead of the submission of the full planning application for the site.

### **Planning Background**

2.9 The site benefits from an extensive planning history which is set out at Appendix 2, a brief summary is set out below.

#### *Extant Planning Permission*

2.10 An outline planning application (ref: B/01/01747/OUT), with all matters reserved, was submitted by West Suffolk NHS Trust for the erection of a community hospital

(northwest part of site) and the erection of industrial/commercial development - classes B1/B2/B8 (on remainder of site) and construction of vehicular/pedestrian access at land at County Farm, Church Field Road, Sudbury in November 2001. This application was approved in May 2002.

### *Reserved Matters*

- 2.11 A Reserved Matters application (ref: B/05/00589/RES) was submitted in March 2005 by Caverswall Holdings (now Prolog). The application submitted details in respect of siting, design, external appearance, landscaping and access arrangements for the industrial/commercial development only. This followed the issuing of a Screening Opinion by Babergh DC on 12<sup>th</sup> April 2005 (Appendix 3), concluding that the proposal did not constitute EIA development. There is no record of the applicants submitting a Request for Screening Opinion to the LPA. The applicants did not prepare and submit an Environmental Statement to accompany application ref: B/05/00589/RES. This application was approved in June 2006.
- 2.12 The Reserved Matters was subsequently quashed in the High Court, following judicial review by Lord and Lady Hart of Chilton, owners of the nearby listed Chilton Hall (in March 2007). The Decision was quashed on the basis that the *“Defendant’s screening opinion dated 12 April 2005 issued in the name of the Head of Planning Control was defective in that the Planning Officer issuing the screening opinion erred in law in taking into account criteria other than the criteria in Annex (iii) of the Directive and for screening Schedule 2 development set out in Schedule 3 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.”* The judge also commented that the screening opinion was one which no reasonable authority could have issued, and that the fact of the previous permission is not material to the issue of whether an EIA was required (Appendix 4).

### *LPA Screening Opinion*

- 2.13 Subsequent to the quashing of the Reserved Matters consent, on 20<sup>th</sup> December 2007, Babergh DC issued a second screening opinion (Appendix 5). This appears to have been produced as a result of the outcome of the High Court Judgement. It provides an understanding of the key environmental issues considered relevant by the LPA in reaching the opinion that the reserved matters application is EIA development. These include:

- Ecology - consideration ought to be given to protected species, in particular great crested newts and bats.
- Landscape and Visual Impacts – the key receptors are identified as nearby residential dwellings; the role and status of the landscaping belt must be considered, in particular, any seasonality impacts and any impacts from light pollution; assessment of the impact to users of the Road Used as Public Path (RUPP) and public footpaths required.
- Cultural Heritage – impacts on the setting of the nearby grade I and grade II listed buildings and registered park and garden of special historical importance ought to be assessed. These will include visual and noise impacts amongst others.
- Traffic – consideration in particular ought to be given in respect of the potential for 24 hour operations of the site and the impact this might have on traffic flows; the traffic impact on any future community hospital must be considered including the affect on access; further assessment is required in respect of the number of vehicles visiting the site, especially HGVs, and this must be more detailed than for the previous application.
- Air Quality – assessment ought to consider impacts arising from vehicle movements but also from the proposed activities on site.
- Noise – as well as potential noise from traffic movements, the assessment ought to consider the potential noise impacts from activities on the site including the printing activities and the noise from delivery vehicles; the noise impacts from the scheme on any future hospital development must be considered; mitigation measures must be clearly thought out and must not result in other adverse impacts for example on visual amenity.
- Water – any assessment ought to consider potential impacts on both surface run-off and groundwater resources.
- Socio-Economic Impacts – to consider impacts arising as a result of the proposal in particular, employment benefits and the amenity value of the site once developed.

## **Development Plan Policy Background**

- 2.14 The statutory development plan for the Church Field site comprises the Babergh Local Plan Alteration No.2 (Adopted 1 June 2006) and the East of England Plan (Adopted May 2008).
- 2.15 Also of relevance is national guidance and legislation in respect of the EIA process and procedure and also on specific planning matters applicable to the development of the site.
- 2.16 The site is allocated as a General Employment Area in the adopted Babergh Local Plan. A copy of the proposals map extract is contained at Appendix 6.
- 2.17 The following Local Plan designations are also relevant to the site and its surroundings:
- The application site and the adjoining Chilton Industrial Estate to the south is designated as a General Employment Area (EM02) in the Babergh Local Plan;
  - The landscaping belt is designated as Structural Landscaping in the Babergh Local Plan;
  - A designated cycle route runs through the area of Structural Landscaping;
  - The land surrounding Chilton Hall to the North East of the site is designated as a Historic Park and Garden;
  - North-west of the site is a large area designated as The Chilton Mixed-Use Development (CP01).

## **3.0 SITE DESCRIPTION**

### **The Site**

- 3.1 The site, owned by Prolog since 2004, comprises an undeveloped, open field on land to the north-east of Sudbury town centre. It is bound by a strategic landscaping belt on its northern and eastern boundaries and by Church Field Road to the south. The site extends further to the west towards Waldingfield Road but this area of land is not within the ownership of the applicants.
- 3.2 Levels across the site slope from north to south towards Church Field Road. The field is currently maintained on a regular basis and is gated for security reasons.
- 3.3 Vehicular access into the site is available via Church Field Road which also serves the adjacent Chilton Industrial Estate.
- 3.4 The development site occupies an area of approximately 6.7 hectares, (which excludes the structural planting area) and is situated within the ward of Waldingfield.

### **Site Context**

- 3.5 The land immediately surrounding the proposal is used as follows:
- A Road Used as a Public Path (RUPP) runs in close proximity to the eastern boundary of the site;
  - Chilton Industrial Estate is located to the South East, South and South West of the site. This Industrial Estate is accessed off Church Field Road;
  - Land to the west of the site remains undeveloped;
  - A strategic landscaping belt, protected by Tree Preservation Order (TPO), located to the northern and eastern boundaries of the site;
  - St Mary's Church, a grade I listed building is located approximately 150 metres to the South East of the proposal;
  - Chilton Hall, a grade II\* listed building is located to the North East of the proposal, approximately 120 metres away. The grounds of Chilton Hall are

registered as a park and garden of special historic interest. Chilton Hall is a residential property;

- A residential area located immediately to the West of Waldingfield Road.

## 4.0 PROPOSED DEVELOPMENT

- 4.1 The proposed development consists of 2no. detached industrial buildings (Use Class B1, B2 and B8), together with a centrally located service yard area and surface car parking area.
- 4.2 The buildings will provide in the region of 26,000m<sup>2</sup> gross internal floor space and both incorporate a mezzanine floor. They will be of a modern design, entirely appropriate for this site given its employment allocation and its location adjacent to the existing Chilton Industrial Estate. The buildings are likely to be in the order of 14m in height and given the topography of the site the buildings will be partly excavated into the sloping ground. The formation of bunds and provision of additional landscaping will surround the built development. Access into the site will be provided from Church Field Road which serves the rest of Chilton Industrial Estate. Draft layout plan ref: 2186-31 of the proposed scheme is included at Appendix 7.
- 4.3 New planting is proposed along the site boundary and will strengthen the existing structural planting to the north and east of the site. As part of the surface water drainage system the scheme incorporates a pond, one of a number of sustainable features proposed for the development.
- 4.4 The proposed development will target a proposed BREEAM rating of 'Very Good' and utilise renewable energy provision, although this is yet to be finalised.
- 4.5 The applicant company, Prolog, has been looking for some time for larger premises to incorporate a headquarters building in Sudbury. This was mainly to provide scope for further operational expansion. It is anticipated that once fully operational, this development could provide employment opportunities for the equivalent of up to 500 additional full-time employees, with existing premises in Sudbury remaining open.
- 4.6 It is anticipated that the proposed operations within the units will be very similar to those undertaken by Prolog elsewhere which is a mixture of storage and distribution of promotional material, retail logistics, mail order operations and similar activities. A small degree of printing (computer) will also take place. The office building, will provide a board room, offices for directors and other meeting rooms, as well as areas for general administration and account management. In the future a call centre will be incorporated to take orders and requests for goods.

- 4.7 Whilst the operation will involve 24/7 working, the scale of work will significantly reduce during unsociable hours and over the weekend.
- 4.8 In respect of delivery and dispatch movements, there is likely to be approximately 15 HGVs and 20 vans in and out of the premises each day. It is unlikely that any more than 3 HGVs would come in or leave the premises in any one hour period. Outside the core working hours of 06.00 and 20.00 vehicle numbers will significantly reduce to around one or two in and out per hour.

## 5.0 REVIEW OF POTENTIAL ENVIRONMENTAL EFFECTS

### Introduction

- 5.1 Regulation 10 of the 1999 EIA Regulations establishes those matters which need to be provided to assist the relevant planning authority in forming a Scoping Opinion. Accordingly, a summary of the likely issues, the potential impacts and the proposed methodology of assessment for the identified areas of interest is set out in this section.
- 5.2 Schedule 4 of the 1999 EIA Regulations state that the ES should identify those aspects of the environment likely to be '*significantly affected*' by the development and describe the nature of those '*significant effects*'.
- 5.3 The ES will have regard to relevant national, strategic and local planning policy guidance including the statutory development plan, Planning Policy Statements and the Regional Spatial Strategy.
- 5.4 In accordance with Paragraph 2, Part I of Schedule 4 of the EIA Regulations which requires applicants to, the ES shall also include a section which provides an outline of the main alternative approaches to development that have been considered by the applicant and the reasons for their choice.
- 5.5 The effects of the development will be considered both during the construction and operational phases of development and a construction methodology will be included with the EIA on this basis.

### The Potential Impacts

#### *Transportation*

- 5.6 This chapter, prepared by Waterman Boreham will predict and evaluate the impact of the proposed development on traffic, pedestrian and cyclist movements and cumulative environmental effects both during construction and operational phases.
- 5.7 Results of the highway capacity assessments and trip generations, which will be assessed from information relating to the site activities provided by the client, and distributions will be covered in the Transport Assessment which will be attached as an Appendix to the ES and which should be read in conjunction with this chapter.

5.8 The scope of the assessment has already been agreed with Richard Carter at Suffolk CC (refer to Appendix 8).

#### *Baseline Conditions and Traffic Assessments*

5.7 Full details of the baseline condition will be contained within the Transport Assessment (TA) report. However, to summarise, the following processes will be followed to determine the baseline conditions:

- Identification of the existing highway and transportation infrastructure for all modes of travel
- Assessment of Injury Accident Data
- Undertaking traffic surveys at locations agreed with the Local Highway Authority and gathering of existing traffic flow data
- Identifying committed developments in the area
- Assessment of local and national planning policy documents
- Assessment of National Census data to establish modal split and likely traffic distributions.
- Establishing likely background traffic growth in a design year for assessment.

5.9 The environmental assessment will be undertaken in accordance with guidance given by the Institute of Environmental Assessment (IEA), now the Institute of Environmental Management and Assessment (IEMA), in their Guidelines for the Environmental Assessment of Road Traffic (1993).

5.10 In addition, guidance is taken from the Government's Design Manual for Roads and Bridges (DMRB) Volume II Sections 1 to 3. Collectively these documents will be referred to in this Chapter as "The Guidelines".

5.11 The Guidelines set out a range of effects relating to road traffic that should be considered. Of these, road traffic noise, vibration, air quality, heritage, ecology, drainage and visual impact will be addressed in other chapters of the ES.

### *Key Issues*

5.12 The list of environmental effects which could be considered as potentially significant, include the following which will be covered in this chapter:

- Driver delay – Delays to non-development traffic at the site entrance, local and strategic highways and key junctions. Values for delay are based upon results from capacity assessment computer packages.
- Severance – Community diversion caused by a major traffic route taking into account pedestrian routes to key facilities and the provision of crossing facilities.
- Pedestrian Delay and Amenity – The effect of the increase in vehicle movements and subsequent increase in delay to pedestrians.
- Accidents and Safety - The personal injury accident records for the local network will be interrogated and consideration given to the effects of an increase in traffic and the effects of highways and transport improvements.
- Hazardous Loads – It is not anticipated either the construction or operational stages of this development will require carriage of materials listed in 'The Carriage of Dangerous Goods' Manual published by the Health and Safety Executive.
- Dust, Dirt and Noise – The effects of dust and dirt will depend on the management of the construction processes on site. The environmental effects on air quality will be dealt with in a specific chapter relating to Air Quality. A separate chapter on Noise will assess construction and operational traffic noise implications.

5.13 The assessment will be undertaken with an understanding of the affected groups and special interests which may be sensitive to changes in traffic conditions as identified in The Guidance and as set out below:

- People at home
- People at work places
- Sensitive groups including children, elderly and disabled

- Sensitive locations e.g. hospitals, churches, schools and historical buildings
- People walking
- People cycling
- People driving
- Open spaces, recreational sites, shopping centres
- Sites of ecological/nature conservation value
- Sites of tourist/visitor attraction

#### *Methodology and Scope*

- 5.14 The Guidelines recommend that highway links should be assessed when traffic flows have increased by more than 30% or when ‘sensitive areas’ are affected by increases of at least 10%. Sensitive areas are defined as congested junctions, hospitals, community centres, conservation areas, schools, colleges and accident blackspots.
- 5.15 The assessment will be undertaken for baseline conditions and a “with development” scenario. With committed developments added to the baseline scenario this will enable the cumulative situation to be assessed. In addition, the assessment will also cover the construction phase.
- 5.16 The effects will be assessed on the following basis:
- Negative – deterioration in local conditions or circumstances
  - Positive – improvement in local conditions or circumstances
  - Neutral – no change in local conditions or circumstances
  - Unknown
- 5.17 These effects will be assessed in terms of their major, moderate, minor and negligible impact. The significance of any effect is determined by comparing the residual effect against criteria including; the number and activities of the population affected, the type and sensitivity of the receptor and the type of effect.
- 5.18 The Guidelines state that:

*“...for many effects there are no simple rules or formulae which define thresholds of significance and there is, therefore, a need for*

*interpretation and judgement on the part of the assessor, backed up by data or quantified information wherever possible”.*

- 5.19 The following scale of categories will be used for the significance of effects:-
- Significant
  - Non-significant
- 5.20 There are no set rules and formulae for setting the scales of significance for many of the effects, and the author of the ES has to use their judgement. Generally, a significant effect is one that is clearly noticeable and non-significant is one that is hardly noticeable.
- 5.21 The importance of any receptor will be considered in the following manner:
- International
  - National
  - County
  - District
- 5.22 Representative links on the local road network will be selected for assessment, identifying the effects, significance of receptor importance, any necessary mitigation and any residual effect. The results of the assessments will be presented in tabular form and the Chapter will finish with conclusions drawn from the assessment work.
- 5.23 The proposed junctions to be assessed have already been agreed with the Local Highway Authority and are shown on the attached plan attached at Appendix 9.

### ***Ground Conditions, Hydrogeology and Hydrology***

- 5.24 This chapter will consider the potential issues relating to ground conditions, contaminated land and surface and ground water at both the construction and operational phases and identify mitigation measures where deemed necessary. The assessment will be carried out by Jordan Pritchard Gorman (JPG) Ltd.

#### ***Baseline Conditions***

- 5.25 The site is bound to the west and south by a ditch and to the north and east by a tree belt. Levels across the site slope from north to south towards Church Field Road.

The difference in levels between the lowest and highest point across the site is approximately 6.5m.

- 5.26 A Desk Study has been undertaken based on previous uses of the site. Historic Ordnance Survey maps have been obtained and reviewed and the maps indicate the site has not been developed in the past. It is therefore unlikely that there will be any source of contamination on the site. However there may be residual herbicides, pesticides and fertilizers from agricultural activity present in the soil.
- 5.27 Geological mappings of the site show that the drift deposits comprise clay, silt, sand and gravel, underlain by bedrock consisting of fine grained sand that can be clayey and glauconitic rarely calcareous or siliceous sandstones. The groundwater vulnerability map indicates that the bedrock is designated as a Minor Aquifer of variable permeability.
- 5.28 Consultation with the Environment Agency has identified that the site lies outside of a flood plain. There are no water courses nearby and the nearest surface water feature is a pond approximately 9m east of the site. Although the site is not within any flood plain or flood warning area, site surface water run-off will require evaluating and managing, such that the risk of localised flooding to adjacent land is not increased as a consequence of developing the site.

#### *Key Issues*

- 5.29 The main impacts relating to hydrology are:
- The impact of the surface water drainage from the proposed development on the hydrology of the local area, including flood risk, the public sewer system and run-off affecting adjacent land.
  - The impact of the development on the public foul sewer system.
  - The impact of the proposed development and land use on water quality.
- 5.30 The main impacts relating to hydrogeology and ground conditions are:
- The impact of the ground condition on the proposed development.
  - The presence of potential contaminated material on the site. The appropriate disposal of any material excavated as part of the development.

- Risk posed to construction workers, future occupiers and neighbouring properties.
- The impact to surface water and ground water and harm to the health of living organisms.

### *Methodology and Scope*

- 5.31 Various environmental data already exists which is relevant to the site, including the Desk Study carried out by JPG Ltd, dated December 2007. A review of this report will be undertaken to establish if there are any significant contamination issues in the sub-soil and also to assess the risk of potential for harm to occur using the source/pathway/receptor model.
- 5.32 The information contained within the Desk Study will be used to formulate the scope of work for the Phase 2 Intrusive Investigation which will be required prior to any commencement of development. This will also be informed by discussions with the Babergh DC Building Control Department primarily to establish ground conditions within the locality, together with details of other nearby developed sites including the type of foundation used and any potential problems that could be encountered on this site.
- 5.33 In the same manner as the environmental assessments of the ground conditions, the source/pathway/receptor model will be used for the hydrology assessment. This includes a review of the Flood Risk Assessment carried out by JPG Ltd in November 2007.
- 5.34 Consultation with the Environment Agency and Anglian Water took place during the preparation of the Flood Risk Assessment. Flood information for the site and surface water discharge rates were obtained from the respective organisations. Further correspondence with Anglian Water will be necessary to obtain public sewer records and suitable points for surface and foul water connections.
- 5.35 The Flood Risk Assessment has identified that the site is not within a flood plain but there is the potential to increase flood risk elsewhere due to surface water run-off as a consequence of developing the site, with principally hard cover material. The options for the disposal of surface water will be considered following consultation with the Environment Agency, Babergh DC and Anglian Water. The important factors are to

ensure that there is no detrimental impact upon existing nearby properties and water courses, including their quality.

- 5.36 An integrated drainage scheme for the proposed site layout will be designed using the baseline information. In addition to on-site attenuation that incorporates flow control devices, a wide range of Sustainable Urban Drainage Schemes (SUDS) will be considered in the detailed design stage such as soakaways, swales, open balancing ponds and below ground storage tanks. Petrol/oil interceptors and gullies with silt traps will be designed to filter hydrocarbons and silt which may be washed from impermeable vehicle areas discharging to surface water sewers or nearby water courses. The drainage design will also incorporate measures that will avoid or mitigate against significant impact to existing ecological interests.
- 5.37 The foul sewer records will be assessed to confirm where flows from the proposed development could be discharged. It will be preferable for any foul flows to be discharged to a public sewer. Connection points will be agreed with Anglian Water once the foul flow from the site is confirmed.
- 5.38 Impacts will be assessed using the following significance criteria:

#### *Hydrology*

- Major – the development has the potential to significantly increase flood risk either on or off the site;
- Moderate – moderate increase in flood risk but managed by suitable mitigation measures;
- Minor – little or no action required either on or off-site;
- Negligible – no significant impact and no action required.

#### *Hydrogeology and Ground Contamination*

- Major – likely to have significant harm or there is a significant possibility of such harm being caused by the disturbance of the ground to the surrounding built and natural environment during construction and operation of the scheme;

- Moderate – may have a significant impact on the current use or proposed development of the site but impact is managed by imposition of mitigation measures for both construction and operation of the scheme;
- Minor - impact on the current use or proposed development of the site is minimal;
- Negligible – not considered to have an impact on the current use or proposed development of the site.

5.39 Impacts will be considered on the basis of being positive, negative, neutral or unknown. The significance of the impact will be assessed according to the impact being significant or non-significant.

### ***Landscape and Visual Impact***

5.40 This chapter will consider the impact of the proposed development on the character of the surrounding area, and impacts on views from sensitive viewpoints during both the construction and operational phases. The assessment will also consider the likely impacts from the traffic generated on and off site to establish what effect this has, if any, on key views. It will be carried out by Hattrell DS One Architects.

### ***Baseline Study***

5.41 An initial baseline exercise has been undertaken to identify sensitive receptors that are likely to be affected, such as local residents and statutory designations e.g. Listed Buildings. Principally these are:

- Grade II Listed Chilton Hall and gardens;
- Grade I Listed St Mary's Church;
- Residential properties on Waldingfield Road;
- Surrounding public paths and cycleways.

### ***Key Issues***

5.42 The main issues raised by the proposed development are:-

- Visual intrusion;

- Effect on visual amenity;
- Effect on the night-time appearance of the site.

*Methodology and Scope*

- 5.43 The methodology used will be based on the IEMA / Landscape Institute's "Guidelines for Landscape and Visual Impact".
- 5.44 The spatial scope of the assessment will reflect the proposed development's 'Zone of Visual Influence', which will be largely as a consequence of local topography and the height of buildings.
- 5.45 After initial desktop work and fieldwork, key representative viewpoints will be subject to verified photomontage simulations to enable an accurate assessment of the visual impact of the buildings on key views to be fully understood.
- 5.46 The criteria against which the significance of impacts will be judged are:-
1. The sensitivity of the affected view or viewers;
  2. The magnitude of change of the character of views measured against the existing 'baseline' situation;
  3. The balance of beneficial and adverse impacts resulting from the development as a whole taking into account both short term effects and long term plans.
- 5.47 In respect of landscaping, a report will be provided to identify the condition of the existing tree belt, assess the impact of the proposals on existing trees and to justify the proposed landscape scheme. The existing landscape character will be assessed and the impacts upon that character during the construction and operational phases will be identified.
- 5.48 The scope of the assessment i.e. agreement of key viewpoints will be subject to close consultation with Babergh District Council and the assessment will be based on the potential impacts at various times of the year.
- 5.49 This chapter of the ES will also assess the potential light pollution implications of the proposed development, based on a lighting assessment carried out by Tate Consulting Engineers Group.

5.50 At present, to the south and the west of the site lie Church Field Road and Waldingfield Road respectively. They both contain low pressure Sodium (Sox) lighting on 7m high columns with no directional shading. There is no visible significant lighting to the eastern and northern boundaries of the site.

5.51 The potential lighting issues associated with the proposed development are:

- Light spillage;
- Light pollution;
- Light trespass; and
- Highway and pedestrian safety and security.

5.52 The proposed site lighting plan will take into account the key lighting issues and also the key receptors that the lighting scheme will be assessed against.

5.53 The design proposals will be justified in light of the above and where required mitigation measures will be identified.

### ***Cultural Heritage***

5.54 This chapter will be read in conjunction with the chapter on Landscape and Visual Impact and will consider the impact on the heritage assets of the surrounding area during both the construction and operational phases. Where necessary, measures will be identified to mitigate, remedy or offset any significant adverse effects. It will be carried out by Hattrell DS One Architects.

### ***Baseline Conditions***

5.55 This chapter will appraise the current setting of the Grade I St Mary's Church Chilton and the Grade II\* Chilton Hall and grounds registered as a park and garden of special historic interest.

### ***Key Issues***

5.56 The key cultural heritage issues are:-

- The impact on the setting of Listed Buildings;

- The impact on key views.

#### *Methodology and Scope*

- 5.57 The chapter will have regard to the Planning (Listed Buildings and Conservation Areas) Act 1990, which provides for the protection of Listed Buildings and Planning Policy Guidance Note 15 (PPG15) which provides guidance on the interpretation of the Act. It will also consider the English Heritage publication '*Conservation Principles, Policy and Guidance*' (April 2008).
- 5.58 The assessment will be carried out using desk-based data gathering and fieldwork, and is intended to supplement and be read in conjunction with the chapter on Landscape and Visual Impact.
- 5.59 The evaluation of significance of built form is determined by the magnitude of change produced on the baseline conditions by the proposal against receptor sensitivity. The impact can be:-
- Positive;
  - Negative;
  - Neutral;
  - Unknown.
- 5.60 The degree of impact can be:-
- Minor – change that only makes small or no variation to the ability to understand and appreciate the historic context or setting;
  - Moderate – change that makes an appreciable difference;
  - Major – change that makes a fundamental modification in the appreciation of the resource and historic context or setting.
  - Negligible – no change.

## ***Ecology***

5.61 The ecological assessment will assess the ecological and conservation value of the site and its immediate surroundings, identifying any designated sites and / or protected species. It will also enable the identification of potential impacts from the construction and operational stages. The chapter on ecology will be carried out by Adonis Ecology Ltd and will cross refer to the lighting impacts established in the Landscape and Visual Impact chapter and also the drainage details set out in the chapter on Ground Conditions, Hydrogeology and Hydrology.

## ***Baseline Study***

5.62 A Phase 1 Habitat Survey was undertaken by Adonis Ecology Ltd on 1<sup>st</sup> May 2008, as well as checks for preferred habitat types and signs / evidence of protected or BAP (Biodiversity Action Plan) species such as for Badgers (*Meles meles*), reptiles and bats in accordance with Natural England guidelines. The surrounding habitat was noted to enable findings to be put into their ecological context.

## ***Key Issues***

5.63 The key issues to be considered in this section include the following:

1. Loss of and disturbance to habitats and protected species within the site during demolition and construction, including:
  - BAP and widespread nesting birds in hedgerows, shrubs and on the ground;
  - Widespread reptile species, particularly Grass Snakes (*Natrix natrix*) and Common Lizards (*Lacerta vivipara*);
  - Foraging bats;
  - Foraging and possible terrestrial refuge habitat for Great Crested Newts (*Triturus cristatus*);
  - BAP species Common Toad (*Bufo bufo*).
2. Disturbance to adjoining site habitats (e.g. disturbance of wildlife as a result of greater use of the site; changes in lighting and noise levels);

3. Permanent habitat fragmentation and isolation due to the existence of the development; and,
4. Opportunities to enhance local ecological value.

*Methodology and Scope*

- 5.64 The field survey findings will be evaluated to determine the relative importance of each of the key ecological features at a local, regional, national and international scale and the likely magnitude of impacts upon them identified.
- 5.65 Further survey work will assess the site for presence, numbers, species and use of the site so that appropriate mitigation can be designed to minimise impact where required. These surveys will include, a nesting bird survey particularly looking for Skylark (*Alauda arvensis*); widespread reptile survey; and a bat activity survey. A terrestrial count of Common Toads will be conducted in conjunction with the reptile survey. Surveys would be undertaken during late spring / early summer.
- 5.66 A terrestrial habitat suitability survey for Great Crested Newts will be conducted. This information will be used in conjunction with existing pond survey data collected in 2006 and 2008 to assess the risk of impact of the proposed development on Great Crested Newts. It is important to point out that one of the limitations of this study is the reliance on obtaining information from a third party.
- 5.67 No further signs or evidence of other protected or BAP species were found on site nor were there any other particularly suitable habitats for such species. With further surveys carried out as described, the chapter on Ecology will prescribe appropriate mitigation measures to allow the proposed development to proceed with minimal risk of impact on protected or BAP wildlife or local nature conservation and to enhance the site for species such as bats, Great Crested Newts and Common Toads.

Magnitude of Impact	Ecological Receptor Value Category				
	Very High	High	Medium	Low	Negligible
Major (negative)	Major	Major	Major / Moderate	Minor	Negligible
Moderate (negative)	Major	Major / Moderate	Moderate	Minor	Negligible
Minor (negative)	Moderate	Minor	Minor	Minor	Negligible
Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Minor (positive)	Minor (positive)	Minor (positive)	Minor (positive)	Minor (positive)	Minor (positive)
Moderate (positive)	Moderate (positive)	Moderate (positive)	Moderate (positive)	Moderate (positive)	Moderate (positive)
Major (positive)	Major (positive)	Major (positive)	Major (positive)	Major (positive)	Major (positive)

### **Noise**

- 5.68 This chapter which provides an assessment of the effects of noise from the proposed development will be undertaken by H&H Acoustic Consultancy. It will identify key noise impacts and where required will consider the steps to be taken to mitigate, remedy or offset any significant adverse effects.
- 5.69 The dominant noise sources currently affecting residential properties close to the site are road traffic on Church Field Road and Waldingfield Road (the B1115), and commercial noise from the nearby Chilton Industrial Estate.

### *Baseline Noise Survey*

- 5.70 A baseline noise survey will be carried out at the site in order to determine the existing noise environment at local receptor properties. This will involve the following work:-

- Travel to the site and set up continuous noise monitoring equipment at locations representative of the closest identified receptor properties in order to measure the existing noise environment. These receptors have been agreed with Environmental Health Officer Mark Watson at Babergh District Council to be Chilton Hall and number 1-5 Hilltop on Waldingfield Road.
- Monitor the site for a period of 96 hours, from a Friday through to a Monday in order to incorporate both a weekend and weekday period. Noise will be measured using continuous noise monitoring equipment in terms of the  $L_{Aeq}$ ,  $L_{A90}$  and  $L_{Amax}$ , which are the equivalent continuous noise level, the noise level exceeded for 90% of the time (or background noise level) and the maximum noise level measured during the reference period respectively.
- Whilst on site, take sample octave band measurements of local dominant noise sources. It may also be deemed necessary to take sample measurements of activities at the existing Prolog depot in order to facilitate calculations and design recommendations.

#### *Key Issues*

5.71 The key noise issues relate to the following:

- Construction noise and vibration;
- Traffic noise;
- On-site air handling equipment.

#### *Methodology and Scope*

5.72 Noise will be assessed against the following significance criteria set out in section 9 of BS4142:1997. The following terms will be used to define the significance of the impacts identified:

- Major negative impact - where the Proposed Development could be expected to have a very significant negative impact on local receptor properties. This will be defined as when noise levels from the site are predicted to exceed measured background noise levels at the receptor by 10dB or more;

- Moderate negative impact - where the Proposed Development could be expected to have a noticeable negative impact on local receptor properties. This will be defined as when noise levels from the site are predicted to exceed measured background noise levels at the receptor by between 5 and 10dB;
- Minor negative impact - where the Proposed Development could be expected to result in a small, barely noticeable negative impact on local receptor properties. This will be defined as when noise levels from the site are predicted to be between 10dB below the measured background noise levels and 5dB above the measured background noise levels at the receptor; and
- Negligible - where no discernible impact is expected as a result of the Proposed Development on local receptor properties. This will be defined as when noise levels from the site are predicted to be at least 10dB below the measured background noise levels at the receptor.

5.73 There will not be any major, moderate or minor positive impacts from noise at the site. As the application site is currently unoccupied and does not produce any noise, any activities at the site would produce more noise than at present.

5.74 However, increased noise levels at the site will not automatically equate to a negative impact at the receptor, as the impact will be directly related to the measured background noise levels.

#### *Assessment of Construction Noise and Vibration*

5.75 The likely effect of noise and vibration from the construction of the new industrial units at identified receptor properties will be predicted. Typical construction plant information will be used, and best practices to be implemented at the site to reduce the impact of construction noise on local existing receptors will be recommended where possible.

5.76 Recommendations for reducing the noise and vibration impact of construction will be made where necessary in accordance with guidance set out in BS 5228: 1997 "*Noise and vibration control on construction and open sites*".

5.77 This assessment is based on an assumption of estimated construction traffic.

#### *Assessment of Traffic on New and Existing Road Networks*

5.78 The noise impact of increased/decreased traffic levels on existing local roads will be predicted. This will be done in accordance with methodology set out in the Calculation of Road Traffic Noise (CRTN), issued by the Department of Transport – Welsh Office. Particular attention will be paid to HGV movements at and around the site.

#### *Assessment of On-site Air Handling Equipment*

5.79 Recommendations for maximum noise levels to be produced by fixed air handling plant at the development will be made in accordance with BS 4142: 1997 “*Method for rating industrial noise affecting mixed residential and industrial areas*”.

5.80 The primary source of noise arising from the development is likely to be as a result of plant, machinery and vehicles associated with construction activities. Once the development is operational, the main acoustic impacts will arise from associated vehicle activity, particularly HGV movements in and out of the site during night-time hours.

5.81 It is considered highly unlikely that any ground-borne vibration from the HGV movements will adversely affect the local residential properties due to their proximity to the site. As they are a substantial distance from the site any vibration caused by the HGV movements will be dissipated in the ground before it reaches the receptors. Therefore this will not be assessed.

#### ***Air Quality***

5.82 This chapter will provide a comprehensive air quality assessment of the construction and operation of the proposed development. It will be carried out by Faber Maunsell.

#### *Baseline Conditions*

5.83 The most recent air quality work undertaken by Babergh District Council (BDC) was its 2008 Detailed Assessment. This Assessment predicted NO<sub>2</sub> concentrations at three locations:

- Cross Street;
- Northern end of Ballingdon Street; and
- Church Street.

- 5.84 Results from the modelling study predicted no exceedences of the annual mean NO<sub>2</sub> objective on Ballingdon Street and Church Street. Results suggested that Cross Street would experience exceedences of the objective. As a result, the Detailed Assessment recommended the designation of an AQMA at Cross Street in Sudbury, covering the length of Cross Street from the junction with Church Street to 5/89 Cross Street.
- 5.85 The proposed development at Churchfield Road is not located in or close to the proposed AQMA at Cross Street.
- 5.86 At present, BDC measures NO<sub>2</sub> at a roadside site, along the A12 dual carriageway at Lattinford Bridge between Capel St Mary and Stratford St Mary. There are also various NO<sub>2</sub> diffusion tube sites throughout the Borough. There is no monitoring of PM<sub>10</sub> within Babergh District.

Table 5.1: Continuous Monitoring Results

Location	Annual Mean NO <sub>2</sub> /µg/m <sup>3</sup>		
	2005	2006	2007
A12 Continuous Monitor	24.0	24.7	24.8

- 5.87 It can be seen that the NO<sub>2</sub> concentrations measured at the continuous monitor are well below the annual mean NO<sub>2</sub> objective of 40 µg/m<sup>3</sup> in 2005, 2006 and 2007 (as shown in Table 5.1).
- 5.88 There are no diffusion tubes monitoring at or close to the proposed development. The nearest two diffusion tube sites are located some distance away, at the Burroughs Piece Road and Newton Road in Sudbury.

*Key Issues*

- 5.89 The key issue is the impact that road vehicles from the proposed development would have on local air quality. A general construction assessment would detail the measures required to ensure that dust and exhaust emissions from the construction of the proposed development are kept to a minimum. The air quality assessment is reliant upon information provided by third parties, particularly the Transport Assessment. Discussion with the Babergh DC Environmental Health Department has indicated that despite there being no air quality monitoring sites located close to the

proposed development, this monitoring is not considered necessary due to the low background pollutant concentrations in the area.

### *Methodology and Scope*

- 5.90 The proposed development is likely to generate approximately 30 HGV movements and 40 van movements per day. In addition, there will be a number of car movements from staff and visitors to the office buildings. These vehicle movements on the local road network are likely to be the most significant source of air pollutant emissions from the proposed development, albeit the predicted flows along these roads are not large. This information will be obtained from the Transport Assessment. In order to predict the air quality impact of the proposed development, it is proposed to use the methodology outlined in the Design Manual for Roads and Bridges. More detailed dispersion modelling techniques are not deemed to be required, because the proposed development is not in an Air Quality Management Area (AQMA).
- 5.91 This methodology will be used to predict pollutant concentrations for nitrogen dioxide and particulate matter, which are the two main traffic related pollutants. Concentrations would be predicted for an existing case and a future year, usually the opening year. For the future year, concentrations will be predicted for a Do-Minimum scenario, a Do-Something scenario and a Do-Something (committed development) scenario. The Do-Minimum scenario is a future year scenario without the proposed development; the Do-Something scenario includes the impact from the proposed development; and the Do-Something (committed development) scenario includes both the impact of the proposed development and that of the committed developments in the proposed opening year.
- 5.92 In addition to the air quality impacts from the vehicle movements generated by the proposed development on the local road network, there is the potential for impacts from emissions from activities taking place on the site. The only activities with any potential to cause emissions to air are vehicle movements within the site and a diesel generator. The car movements within the site are not likely to be high and will be based over 100 metres from the western boundary, where sensitive receptors are likely to be. The HGV movements for loading will be closer to this western boundary, but the number of HGV movements is likely to be too low to be significant. Therefore, the emissions from vehicle movements within the site are likely to be of negligible significance and it is not proposed to model these sources.

- 5.93 The diesel generator's purpose is to power the Uninterrupted Power Supply (UPS) and will therefore be a very temporary pollution source. Therefore, although it is proposed to be close to the western boundary, the significance of this source is likely to be negligible, and it is not proposed to model this source.
- 5.94 The main potential impact for air quality during construction is dust. Dust can be generated from a number of activities, particularly earth works and demolition. Emission factors for total dust and the PM<sub>10</sub> size fraction are not available for UK conditions. Consequently, estimates of dust emissions from construction activities are uncertain. It is therefore proposed to adopt the common practice of employing a qualitative assessment procedure, based largely on experience gained elsewhere, of the level of dust generation and the area over which effects might be expected. Mitigation measures to minimise dust generation will also be discussed.
- 5.95 Construction traffic and traffic management can also result in localised changes in air quality. However, at present, the estimated maximum number of daily traffic movements is predicted to be 48 cars and 5 HGVs. The number of vehicle movements is likely to be too low to be significant. Therefore, the emissions from construction vehicle movements are likely to be of negligible significance and it is not proposed to model these sources.
- 5.96 In respect of the assessment of impacts, air quality impacts of a proposed scheme may be considered to be significant if air quality objectives are predicted to be breached and if the development leads to impacts on air quality at sensitive receptors.
- 5.97 According to the Environmental Protection UK (EPUK), formerly known as the National Society for Clean Air (NSCA), there are two main aspects which need to be taken into account when determining significance.
- 5.98 These are:
- the magnitude of the change; and
  - the absolute concentration in relation to air quality objectives.
- 5.99 The first aspect is addressed in Table 5.2, in which impacts are assigned a magnitude according to the relative change in pollutant levels.

Table 5.2: Assessment of the Magnitude of Change

Magnitude of Change	Annual Mean NO <sub>2</sub> /PM <sub>10</sub>	Days PM <sub>10</sub> > 50 µg/m <sup>3</sup>
Very Large	Increase / decrease > 25%	Increase / decrease > 25 days
Large	Increase / decrease 15-25%	Increase / decrease 15–25 days
Medium	Increase / decrease 10-15%	Increase / decrease 10-15 days
Small	Increase / decrease 5-10%	Increase / decrease 5-10 days
Very Small	Increase / decrease 1-5%	Increase / decrease 1-5 days
Extremely Small	Increase / decrease < 1%	Increase / decrease < 1 day

5.100 The magnitude of change can then be compared to the absolute concentration in relation to the relevant air quality standard to derive an overall significance as detailed in Table 5.3 below.

Table 5.3: Assessment of Significance

		Absolute Concentration in Relation to Standard				
		Above Standard with / without Scheme	Below Standard without Scheme, above Standard with Scheme	Above Standard without scheme, below Standard with Scheme	Below Standard with / without Scheme but not well below	Well Below Standard with / without Scheme (< 75% of the Standard level)
Magnitude of Impact	Extremely Small	Minor Positive / Negative	Minor Negative	Minor Positive	Negligible	Negligible
	Very Small	Minor Positive / Negative	Minor Negative	Minor Positive	Minor Positive / Negative	Negligible
	Small	Moderate Positive / Negative	Moderate Negative	Moderate Positive	Minor Positive / Negative	Minor Positive / Negative
	Medium	Moderate Positive / Negative	Moderate Negative	Moderate Positive	Moderate Positive / Negative	Minor Positive / Negative
	Large	Major Positive / Negative	Major Negative	Major Positive	Moderate Positive / Negative	Minor Positive / Negative
	Very Large	Major Positive / Negative	Major Negative	Major Positive	Major Positive / Negative	Moderate Positive / Negative

Note: 'Standard' in this table relates to the specific air quality objective or Limit Value in question.

### Construction Dust

5.101 The impacts of airborne dust generated during the construction phase of the proposed scheme have been assessed qualitatively. Fugitive dust emissions can pose a number of problems including detrimental effects on health, nuisance problems and effects on vegetation. The criteria listed in Table 5.4 are drawn from professional experience of many different types of project, discussions with

practitioners in the field and published reports. Together with a consideration of the scale and duration of construction activities close to sensitive receptors, these criteria form the basis of the evaluation of significance and severity of effects.

Table 5.4: Assessment Criteria for Dust and PM<sub>10</sub> from Construction Activities

Source	Potential Distance for Significant Effects (Distance from Source)				
	Description	Scale	Duration <sup>a</sup>	Soiling	PM <sub>10</sub> <sup>b</sup>
<b>No Mitigation</b>					
Large sites, high use of haul routes.	Major	Year or more	500 m	100 m	100 m
Moderate sites, moderate use of haul routes.	Moderate	Months	200 m	50 m	50 m
Minor sites, limited use of haul routes.	Minor	Weeks	100 m	25 m	25 m
<b>Mitigation</b>					
Large sites, high use of haul routes.	Major	Year or more	100 m	25 m	25 m
Moderate sites, moderate use of haul routes.	Moderate	Months	50 m	15 m	15 m
Minor sites, limited use of haul routes.	Minor	Weeks	25 m	10 m	10 m

Notes: <sup>a</sup> – duration applies to time near to a particular receptor; <sup>b</sup> – significance is based on the 24-hour PM<sub>10</sub> objective.

### ***Socio-Economic Effects***

5.102 This section of the Environmental Statement will consider the key socio-economic impacts associated with the proposed development, at both construction and operational stages. It will be carried out by Nathaniel Lichfield and Partners.

#### ***Baseline Position***

5.103 Based on information provided by the Suffolk Observatory the 2007 population of Babergh was 86,700.

5.104 At this time there were approximately 568 persons unemployed which was one of the lowest in Suffolk and below both the county and regional average. The rate of decrease in unemployment from 2007-2008 (3.87%), was however only the second lowest in the county and is below the county rate.

5.105 As of November 2008, there were 40 unemployed persons within the ward of Waldingfield which equated to a rate of 1.6% of economically active persons

#### *Methodology and Scope*

5.106 Firstly, the baseline position will be established, by examining existing economic and labour market characteristics of the primary area of impact.

5.107 Next, the impacts of the proposals at both construction and operational stages of the scheme will be assessed. The main socio-economic impacts are likely to be those relating to employment and the local labour market.

5.108 The significance of any impacts will be assessed, with the scale of impact quantified in relation to the baseline position.

5.109 Any effects of the new development on stimulating additional spin off employment in the local and wider economy will also be evaluated.

5.110 The need for any mitigation measures to address any adverse impacts or to maximise positive socio-economic effects will be considered, drawing upon experiences and successful initiatives from elsewhere.

#### ***Cumulative Effects***

5.111 Each technical chapter of the ES will need to consider all effects that arise from incremental changes caused by other past, present or reasonably foreseeable actions together with the project.

5.112 Following discussions with Babergh DC officers, two other schemes have been identified for assessment as part of the consideration of cumulative effects:

1. Outline planning permission has been granted for a community hospital on the site immediately to the west of the application site;
2. The Chilton Mixed Use development to the north-west of the site. This is an allocation in the Local Plan which could contain the following land allocations (Approximately 700 dwellings with a population of up to 1600 people; 2 hectares allocated for employment use; Primary and middle school campus occupying approx 11 ha; 3.1 ha allocated for community

and retail facilities; Community woodland, formal and informal play space; and cycle, pedestrian routes and increased public transport provision).

### **Issue being ‘Scoped Out’**

#### *Archaeology*

5.113 Whilst there may be archaeological interest in the site, previous survey work and archaeological evaluation has been carried out and as a result there is not likely to be any significant environmental effects. The applicants would have no objection to a condition being imposed on any planning permission requiring a watching brief during ground works.

### **Summary**

5.114 The list below sets out the potential main issues that should be incorporated into the EIA of the current proposals for the Prolog development:-

- Transportation
- Ground Conditions, Hydrogeology and Hydrology
- Landscape and Visual Impact
- Cultural Heritage
- Ecology
- Noise
- Air Quality
- Socio-Economic Effects

## **6.0 PROPOSED ES FORMAT**

- 6.1 The EIA will be carried out in accordance with Schedule 4 of the EIA Regulations and in accordance with Best Practice. The environmental impacts of the topics identified in the previous section will be assessed through an assessment of the existing baseline conditions, followed by an identification and evaluation of impacts during both the construction and operational phase, with the scheme being assessed against current environmental standards and guidelines.
- 6.2 The findings of the EIA will be set out in the Environmental Statement which will comprise three volumes:
- i) Volume 1 (non-technical summary);
  - ii) Volume 2 (main technical studies); and
  - iii) Volume 3 (technical appendices).
- 6.3 The assessment will also include a consideration of relevant policy and legislation of relevance as well as considering how the assessment has enabled and encompassed consultation with the local planning authority, stakeholders, statutory bodies and the local community.
- 6.4 The interrelationship of the impacts, the construction methodology and programme and relevance of the proposals to sustainable objectives will also be established.
- 6.5 The ES will be submitted to assist Babergh DC in their consideration of the full planning application for the proposed Prolog development on land at Church Field Road.

**7.0 APPENDICES**