
Kings Road, Emsworth
Equipment Kiosk in support of
sewerage improvements

Planning Application
Supporting Statement
Planning Portal Reference: PP-01152272

On Behalf of Southern Water

September 2010



A joint venture between United Utilities, Costain and MWH

**STATEMENT IN SUPPORT OF A PLANNING APPLICATION FOR AN
EQUIPMENT KIOSK,
SUPPORTING SEWER IMPROVEMENTS AT KINGS ROAD, EMSWORTH.**

1 INTRODUCTION

This document is in support of a request for planning permission related to an equipment kiosk to be sited on the pavement in Kings Road, Emsworth. It is an integral part of a scheme of works required to modify the local sewer system to comply with Environment Agency and OFWAT (the UK Regulator for water statutory undertakers) requirements in reducing spill frequency from an existing Combined Sewer Overflow.

This scheme forms part of Southern Water's AMP5 (Asset Management Plan 5) Programme. This is a major programme of refurbishment and upgrading of various existing wastewater treatment works and associated sewer infrastructure required by The Office of Water Services (OFWAT) and the Environment Agency (EA), to be put in place between 2010 and 2015. Each of the schemes must be completed by dates specified by the EA and OFWAT.

2 SCHEME DRIVER

The current UK drainage system has developed, largely from Victorian times, in an ad-hoc way. When the water industry was privatised in 1989 it took over a system where it was the norm to have 'clean' drainage from roofs, roads and other impermeable surfaces, run into the same sewers which carry foul sewage from residential, office and industrial sources. To prevent sewage treatment works being overwhelmed by flows during periods of high rainfall, excess flows would often overtop a weir within the sewer and spill into an overflow pipe known as a Combined Sewer Overflow (CSO) to be released to the environment at the most appropriate stream, river or coastal point. While the use of CSOs is still vital to avoid the unacceptably high cost (and construction disruption) of separation or treating all flows from sewers, standards have been introduced to make sure the frequency of CSO operation is within acceptable levels.

The CSO at the southern end of Kings Road, Emsworth is currently not meeting the Environment Agency and OFWAT standard of no more than ten spills in excess of 50m³ per year and therefore modifications to the sewer system are required to comply with this requirement.

3 CHARACTERISTICS OF THE DEVELOPMENT

The best solution has been produced after computer modelling the local sewer and surface drainage systems, using data collected from flow measurement systems and sewer inspections. It is proposed to:

- replace approximately 225m of the existing 300mm dia. sewer within Warblington Road and King's Road with new 500mm pipe; this will provide approximately an extra 30m³ capacity to attenuate high flows within the sewer system.
- upgrading a weir chamber within Kings Road; this will control the level at which part of the flow will be diverted into the CSO. It will also include a screen to retain solids which will not pass through a 6mm square mesh within the sewer system, and ultrasonic flow measurement sensors;
- reconfiguring the surface water drainage pipes (including upsizing an approx 80m length from 300mm to 500mm) and sewers in the southern half of Kings Road.

A small kiosk is required to house electrical connection/telemetry equipment to enable ultrasonic level detectors to be used within the weir chamber; this kiosk requires planning permission. Except for the Equipment Kiosk the other parts of the development are at or below ground level and therefore benefit from Southern Water's permitted development rights.

During normal conditions sewage flows will follow the existing sewer. As flows increase at the start of heavy rainfall the sewer will continue to take flow and allow solids and debris deposited in the sewer during low flow conditions to be flushed through the system for treatment at the Wastewater Treatment Works. As heavy rainfall continues the increased pipe size provides additional storage but the sewer eventually becomes unable to take the full flow. At this point, the flow rises through the 6mm two dimensional screen to spill into the CSO pipe.

This method of operation ensures that the flow released from the CSO is diluted by rainfall running off roofs and hard surfaces. As the rainfall and subsequent runoff subsides, direct flows to the sewer drop below full capacity. The flow to the CSO ceases and any solids caught on the screen fall back into the sewer to be passed to the treatment works for removal.

3.1 Site Location

The proposed Equipment Kiosk be located on the pavement on the western side of Kings Road as shown on drawing (No. AB.5500044.0Z0702).

Site Address: Kings Road Equipment Kiosk
Adj. 56 Kings Road
Emsworth
Hampshire
PO10 7HW

3.2 Extent of Development

The total area affected by the development, including areas affected by pipe laying and temporary works is approximately 1,700m².

The only item above ground level on completion will be the Equipment Kiosk which will have a footprint of less than 0.5m².

3.3 Scope of Works

The scope of the proposed development is shown on Drawing No. AB.5500044.0Z0702. Table 1 lists the proposed new structures and provides details of their material and finish.

3.4 Need for Planning Consent

The Equipment Kiosk will require planning permission as it is above ground and not on 'operational' land.

3.4.1 Equipment Kiosk (1.No.)

The Equipment Kiosk is required to provide a weatherproof cover to house the electric control panel and telemetry equipment for the proposed weir chamber. The new Kiosk will be located on the pavement on the eastern side of Kings Road as shown on drawing No. AB. 5500044.0Z0703. It will be 0.80m x 0.30m and 1.2m high, constructed in Glass Reinforced Plastic (GRP), coloured dark green to BS 4800 ref. 14-C-39. The kiosk will be placed on a concrete plinth which will be 0.05m wider than the kiosk and 0.15m above the level of the existing pavement making the top of the kiosk 1.35m above the adjacent pavement in total.

3.5 Permitted Development

It is assessed that the rest of the works required constitute permitted development under the Town and Country Planning (General Permitted Development) Order 1995 (GPDO).

The following works fall under the GPDO:

- Weir/screening chamber
- Access Chambers (new or renovated)
- Sewer/surface drainage upgrading
- Temporary Construction Compound

Temporary Contractor's Compound

A temporary contractor's compound is required for the duration of the construction period. It will be located at the seaward end of Warblington Road (drawing AB. 5500044.0Z0702) adjacent to some of the sewer and access chamber upgrading works. The compound will consist of a site cabin, welfare/storage facilities and materials/equipment lay down area. Where loose materials are stored they will be surrounded by heras fencing (reusable welded steel mesh panels) for security and safety. It is not proposed to demarcate the area with a boundary fence due to its limited size. The compound will be used to support the entire scheme as this will minimise effects on the local road network.

It is considered that the compound is permitted development under Class A of Part 4 (Temporary Buildings and Uses) of Schedule 2 of the GPDO which states that, *"The provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations being or to be carried out on, in, under or over that land or on land adjoining that land."*

The area is currently tarmac hardstanding so needs no preparation prior to the area being used. However, should any of the surface be damaged it will be fully reinstated on completion of the works as stated in condition A.2(b) of part 4 of the GPDO *"any adjoining land on which development permitted by Class A has been carried out shall, as soon as reasonably practicable, be reinstated to its condition before that development was carried out."*

All other works will fall under Part 16 Class A (a) of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (GPDO) which states, *"Development not above ground level required in connection with the provision, improvement, maintenance or repair of a sewer, outfall pipe, sludge main or associated apparatus."*

Table 1: Proposed Items for Kings Road WPS, Emsworth.

Item No.	Item of Development	Description	Planning Requirement	Height (m) (Above Local Ground Level)	Width (m)	Length (m)	Material	Finish	Foundation Depth (approx) (m)
1	Equipment Kiosk	Kiosk to house electrical control panel and telemetry equipment (ultrasonic level detection equipment) for the proposed weir chamber.	Planning Consent Required	1.20 (1.35 with plinth)	0.30 (0.40 with plinth)	1.20 (1.35 with plinth)	Glass Reinforced Plastic (GRP) and Concrete Plinth	Dark Green to BS4800 Ref 14-C-39	0.30
2	Manholes (8No. Refurbishments 2No. new)	Manholes to provide access for maintenance purposes -	Permitted Development	Ground level	1.50 diameter		Reinforced Concrete	Concrete/ Steel Covers	3.00- 3.50 deep
3	Weir Chamber	Chamber to separate normal and storm flows from the existing mains along Barnard Gate and Kings Road.	Permitted Development	Ground Level	1.50 diameter		Reinforced Concrete	Concrete/ Steel Covers	3.00- 3.50 deep
4	Gravity Sewer	Gravity sewer to transfer flows from the proposed Weir Chamber into the proposed Pumping Station.	Permitted Development	Below Ground Level	0.50 diameter	220 (approximately)	Ductile Iron	N/A	Maximum of 3.50
5	Surface water drainage upgrade	Upgrading existing surface water connection to CSO and reconfiguring to take full CSO flows.	Permitted Development	Below Ground Level	0.50 diameter	80 (approximately)	Ductile Iron	N/A	Maximum of 3.50
5	Temporary Contractors Compound	The compound will consist of site cabins and welfare/storage facilities.	Permitted Development	The compound will be located within the working area adjacent to Kings Road and Barnard Gate.					

3.6 Construction Programme

The construction activities will be limited to between 07:30 (noisy activities to not start until 08:00) and 19:00, Monday to Friday and between 07.00 (noisy activities to not start until 08:00) and 14.00, Saturdays. No work is to be carried out on Sundays or Bank holidays.

In the event that longer working hours are necessary it would be appreciated that any control on working hours that may be imposed on a grant of planning permission be sufficiently flexible to allow a variation in working times with the agreement in writing of County Planning Authority.

The scheme will commence in Autumn 2010, subject to planning permission being obtained. The works will take approximately six months to complete, as shown in Table 2.

Table 2: Proposed construction programme for Kings Road WPS.

Project Task	Time Programmed
Site mobilisation: Setting up site compounds and storage areas (Kings Road Compound).	2 weeks
Construction period including installation of the new MCC Kiosk, underground chamber, sewer upgrading and manholes.	16 weeks
Commissioning of new works.	3 weeks
Site demobilisation and remedial work.	3 weeks

3.7 Demolition

There are no structures to be demolished associated with the proposed development.

3.8 Waste Management Issues

Any waste materials from the proposed development will be managed in accordance with the Environmental Protection Act (1990) and the waste handling procedures under the contractor's site and waste management plans.

It is currently estimated that 1,250m³ of excavated spoil arising from construction activities will be taken off site under the appropriate waste classification.

3.9 Hazardous Materials

During construction Diesel fuel will be stored within the temporary working area / compound in a double banded diesel bowser on drip trays. Spill kits will be kept on site and all members of staff will be trained in their use.

3.10 Traffic Management and Access

3.10.1 Existing Traffic Movements

There are currently no existing operational movements to the site.

3.10.2 Traffic Movements during Mobilisation

During the mobilisation of the compound at Kings Road which will last two weeks, there will be approximately 10 articulated lorry movements and 20 light van / car movements in total. These movements are associated with setting up of the site compound, and delivery of plant/equipment.

3.10.3 Traffic Movements during Construction

Large vehicle movements during construction will comprise approximately 8 lorry movements per day and 4 articulated lorry movements per week over the remaining construction period.

Construction traffic will access the site from the A259 via Beach Road. A traffic management plan will be put in place for the duration of the scheme to ensure pedestrian and traffic access is maintained at all times with as little disturbance as possible.

The traffic management plan, diversions for pedestrians, cyclists and vehicles will be done to the standards required by the New Roads and Street Works Act 1991 (NRSWA), and will be agreed with West Sussex County Council Highways Department prior to construction commencing.

3.10.4 Traffic Movements during Operation

On completion, the only increase in vehicle movements will be occasional visits by Southern Water operational staff in light vans to the site. Visits will be made during normal working hours to ensure the system is operating correctly. In the case of a significant system failure, the system will be visited by operational staff in light vans with the possible use of vacuum tankers.

3.11 Construction Management

A site Health and Safety & Environmental Management Plan (HASEMP) will be prepared as part of the scheme development to manage and minimise the potential environmental impacts of construction activities. Good working practices will be stipulated in the HASEMP and will be audited and enforced by 4 Delivery Ltd.

3.12 Site Lighting

Lighting will be required during winter months for use in the temporary contractor's compound, and working areas. This will ensure safe working conditions. Lighting will be angled downward and shaded to minimise light spill.

Lighting will not be left on overnight and will only be activated when needed.

The proposed works do not require any permanent lighting. No permanent lighting will be installed.

3.13 Manning Levels

The site will be unmanned, with occasional maintenance visits from a Southern Water operative.

3.14 Site Restoration

All areas of hardstanding impacted by the proposed development will be restored on a like for like basis on completion of the construction activities.

The setup and remediation steps will be set out in the site HASEMP to be followed during the construction activities and restoration of the area.

Any other areas impacted by construction activities will be returned to their original condition on completion of the construction programme.

4 POTENTIAL IMPACTS ON THE ENVIRONMENT

This section summarises the potential environmental effects of the scheme. Appendix 1 to this report lists the potential impacts (positive and negative) and their likely significance. Methods for avoiding and controlling environmental impact will be built into the site Health, Safety and Environmental Management Plan (HASEMP). Following the HASEMP during the construction process will ensure no significant ecological impacts.

4.1 Ecology

A qualified ecologist and an environmental scientist carried out a desktop assessment followed by a walkover survey of the site. Supporting information from 4D ecological staff is given in Appendix 1.

The permanent development will be located approximately 40m inland from Chichester Harbour which is an area holding multiple designations for environmental protection; it is of particular interest for overwintering and wading seabirds. The Solent Way runs along the coast to the southern end of Kings Road where it runs along the access road Western Parade until it meets Beach Road and then carries on as a footpath to the west. This is a popular route for walkers and particularly dog walkers as well as providing local vehicular access. As such the area is not remote but is already exposed to regular disturbance which is likely to be more significant than the proposed works some distance away. However, as a matter of good practice, staff will be required to keep away from the coastal area when not required to be there, and heras fencing covered in green scrim will be deployed if English Nature think it necessary to obscure movements of staff and equipment at ground level from the view of birds on the Estuary.

4D are in consultation with Emma Kelman of Natural England and will provide her with method statements to ensure there is no significant impact on the protected area.

Consisting largely of urban road / pavement the areas of development are of low ecological value. A semi- mature tree lies in the adjacent garden to the proposed kiosk location. As the foundation of the kiosk will be relatively shallow, and occupying an area already disturbed by the existing pavement, impact on the trees root system is not expected to be significant. All works will be carried out in accordance with best practise contained within NJUG Guidelines (2007) volume 4 “Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees” and BS 5837:2005 “Trees in relation to construction”.

The Wildlife and Countryside Act (1981) and all other environmental protection regulations will be complied with.

In conclusion, using standard site procedures the proposed works will not result in significant ecological impacts.

4.2 Archaeology and Cultural Heritage

The proposed development does not lie within an Archaeologically Sensitive Area (ASA).

Consultation with the County Archaeologist (Tom Sunley) has established that as the works will take place in already disturbed ground due to existing pipe laying no issues are expected. This will be kept under review and if it is found that works will extend beyond these areas then further advice will be sought with the expectation that a watching brief would be required.

4D will comply with any reasonable request of the County Archaeologist to ensure appropriate archaeological measures are taken as required.

4.3 Visual Assessment

The kiosk site is on the eastern boundary of No 56 Kings Road, on the street pavement. It lies approximately 40m to the north of Chichester Harbour, an area designated as an Area of Outstanding

Natural Beauty for its visual or landscape importance. However, this separation moves the development into the urban setting of Emsworth and only distant views of the kiosk would be possible from the Solent Way which follows the coastal path.

The proposed works are located on the existing pavement on the western side of Kings Road. It will be hidden from No 56 Kings Road by its boundary hedge. It will be visible from upper windows of 11 Kings Road but would otherwise only be visible to those in the street.

The size of the kiosk has been determined by the equipment enclosed within it and the kiosk is the smallest possible to provide a safe cover to that equipment and comply with client specifications. It will be viewed against the backdrop of the adjacent hedge and will be finished in a dark green colour to make it blend with the vegetation in the area as much as possible.

Construction plant will be visible from traffic moving along surrounding roads and from nearby residential properties. These are assessed as temporary impacts of low significance.

We conclude that given the location and scale of the proposed development, visual impacts will be minor.

4.4 Odour and Dust

Sewers are normally not sealed to allow air to enter and leave them at manholes and 'soil stacks' open to the atmosphere on most buildings at a point above eaves level. This avoids problems with sewer flows causing vacuum or compression of air spaces within the sewerage system. Access hatches to the updated sewer and weir chamber will be provided with close fitting covers which will be largely airtight.

During construction there is a potential risk of dust emissions associated with the excavation and handling of materials. However, in this case most of the site will remain covered in hard standing, minimising the opportunity for rising dust. Dust control by wetting is a standard site practise incorporated within HASEMPs and will be carried out if necessary.

Local roads will be kept clear of spoil.

After the construction has been completed no noticeable increase in odour or dust are predicted.

4.5 Noise

4.5.1 Construction Noise

Construction will require a variety of construction machinery, e.g. trucks, excavators and lorries, which will be working in close proximity to residential dwellings.

During construction there will be increased noise levels. Highest levels will be generated when cutting or breaking through existing paving/road metalling, although this will be of short duration in any one location (a day or two).

Activities will be limited to normal working hours to minimise disturbance to most residents.

Due to the limited scale and nature of the proposed works it is therefore assessed that construction noise impacts will be acceptable.

4.5.2 Operational Noise

The modified/new sewers and CSO screen will not be inherently noise producing.

It is therefore assessed that there will be no noticeable increase in operational noise levels.

4.6 Water Resource Issues

4.6.1 Source Protection Zones

The nearest groundwater source protection zones lies in excess of a kilometre away to the west and the development will not affect it. Irrespective of this site management will be guided by the site HASEMP to ensure pollutants are not allowed to enter the ground.

The design of the sewerage system is such that it will be watertight and prevent sewage from entering the ground.

In addition to relevant legislation, 4 Delivery Ltd and its client Southern Water Limited have a vested interest in protecting groundwater and will ensure that it will be protected.

4.6.2 Flood Risk Assessment

The proposed development lies outside of any flood risk areas as defined by the Environment Agency.

4.6.3 Flood Defence Consent (Formerly, Flood Risk Management Consent)

The proposed works are not located within 8m of a watercourse, therefore, a Flood Defence Consent from the Environment Agency is not needed. The development will not influence flows in any water course, or any watercourse banks.

4.6.4 Other Water Resource/Protection Issues

Run-off or spillages from construction activities will be avoided and impacts minimised through careful site management guided by the site HASEMP. It will be ensured that Environment Agency pollution control guidelines are followed.

Spill kits will be kept on site.

Under credible scenarios, no impacts are predicted.

4.7 Local Disturbance

The proposed works are immediately adjacent to residential properties, however since the works are of a small nature and for a relatively short period of time, there will be minor disturbance. Access to properties for residents will be maintained at all times.

There are no commercial businesses directly adjacent to the development site.

There will be some disruption during construction when sewer modifications in Kings Road and Warblington Road take place. 4D is in consultation with West Sussex County Council Highways Department in relation to necessary traffic control measures related to this scheme and intend to minimise effects on the road system as far as practicable.

All work will be carried out in accordance with the New Roads and Streets Work Act (NRSWA) 1991.

All areas impacted during construction will be reinstated to their original condition on completion of the construction activities.

Letter drops will be completed prior to any of the construction taking place to inform residents and local businesses of the need and purpose of the construction, and the programmed duration of the works.

Due to the scale and nature of works it is assessed that there will be no significant impact on the residents located within the vicinity of Kings Road/ Warblington Road. The impacts will be minor and for a temporary period only.

The effects of Noise, Odour and Traffic on residents, caused by this development, are assessed in other parts of this document.

4.8 Rights of Way

The Solent Way runs along the coast to the south of the development. It will not be obstructed by the development.

4.9 Summary

Standard good working practices and careful supervision during construction will ensure compliance with legislation and environmental protection. These practices will be stipulated and addressed in the site HASEMP for the scheme.

No significant issues have been identified due to the construction process.

No significant environmental impacts have been identified in relation to the completed scheme.

5 POLICIES

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that if regard is to be given to the development plan, for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise. The adopted development plan relevant to the determination of the application is the West Sussex Structure Plan 2001- 2016.

Policy ERA8's objective is that provision should be made for sufficient capacity to manage the waste that will arise in West Sussex taking into account the need to minimise landfill and to balance environmental, social and economic needs and to resist development that would prevent or hinder the management of waste. The other strand of the policy indicates that the West Sussex Waste Local Plan will include specific policies to ensure the identification of suitable sites for waste management facilities in suitable locations to meet identified needs whilst minimising environmental impact. The recent change in government has meant that the timetable for the production of the new West Sussex Minerals and Waste Core Strategy is now suspended. Therefore, the County Council as Waste Planning Authority prepared and approved on 23rd July 2005 a non-statutory Waste Local Plan for Development Control purposes, and this remains the County Council's approved land use planning strategy for waste and the basis for the control of waste development. Whilst it does not form part of the statutory development plan, it is a material consideration in making planning decisions. Policy U5 of the non – statutory plan is relevant to the applicant's proposal in that... *'Proposals for additional facilities for the treatment of wastewater at existing sites will be permitted provided that they would not have an unacceptable impact under the other policies of the Plan'*. In respect of the latter part of policy the explanatory text informs the County Council's approach to Waste Water Treatment Works which supports joint working with the water companies in order to minimise the environmental impacts of any developments and to ensure the provision of sustainable wastewater treatment facilities.

The sections of this supporting statement and submitted documentation accompanying the application demonstrate that given the need for the works to improve waste water management, the development proposed is proportionate to the need and will have minimal environmental impact. In these circumstances and having regard to the provisions of the development plan and all material considerations, we consider planning permission should be granted.

6 CONCLUSION

Given its location in an existing urban area, it is our opinion that the development is not significant in scale or nature. No significant adverse effects upon the environment are predicted.

The main environmental effects are related to the temporary construction activity only and are therefore short-term and will be mitigated using best practice.

The long-term environmental effects are beneficial in that the frequency and magnitude of CSO discharges will be reduced and improved screening provided for those which still occur.

Nick Gillott
Planning Team Leader
4 Delivery Ltd.

END

APPENDIX 1 - ENVIRONMENTAL APPRAISAL

Environmental Issues	Description	Construction		Operation	
		Potential Impacts (positive and negative)	Controls	Potential Impacts (positive and negative)	Controls
Ecologically Designated Areas	The site lies 50m to the north of the Solent Coast which is ecologically important and protected under UK, European and international designations, particularly for overwintering wading birds.	<p>No direct effects on this area.</p> <p>Consultation with Natural England, including method statement to ensure actions are acceptable.</p> <p>The Solent Way runs along the coastal road at this point, making movements of vehicles and people, particularly with dogs, common. This reduces the importance of construction based human activity at a greater distance from bird resting/feeding locations than this regular disturbance.</p>	<p>Toolbox talk to keep staff away from coast while wearing high visibility clothing.</p> <p>Use of scrim netting on heras fence panels locally on Kings Road to screen activity.</p>	No negative impacts.	None required.
Current Land Use	Effects on pavement.	Obstruction of pavement.	<p>Design – minimise area of effect. Manage development to ensure access is maintained.</p> <p>Local liaison to ensure needs of residents are met.</p>	Slight loss of pavement width.	None required – design ensures remaining width is adequate.
Landscape Designation/ Visual	The site does not lie within any areas designated for landscape or visual aspects.	Visual impact.	<p>Design- make visual appearance acceptable by use of design, position, and colour.</p> <p>Fully reinstate areas temporarily affected by construction.</p>	Residual visual impact.	None.

Environmental Issues	Description	Construction		Operation	
		Potential Impacts (positive and negative)	Controls	Potential Impacts (positive and negative)	Controls
Trees/ hedgerows/ scrub	Effects on existing adjacent hedge and tree.	Damage to hedge and tree roots.	<p>Design – minimise depth of foundations.</p> <p>The kiosk will be located on the existing pavement which will have restricted hedge and tree root growth, making foundation excavation in the area less significant than otherwise.</p> <p>Ground work within Root Protection Zones to follow published NJUG and British Standard guidelines. Existing trees within site to be protected to BS5837 standards.</p>	None.	None required.
Protected Species:					
Great Crested Newts (GCN)	<p>Potential presence of GCN has been screened following English Nature's 'Newt Mitigation Guidelines 2001'.</p> <p>No water bodies were identified within 500m of the site.</p> <p>The hard standing being affected is not optimal GCN habitat.</p>	No impacts.	None required.	No impacts.	None required.
Badgers	No badger setts or recent activity were identified during recent surveys.	No impacts.	None required.	No impacts.	None required.

Environmental Issues	Description	Construction		Operation	
		Potential Impacts (positive and negative)	Controls	Potential Impacts (positive and negative)	Controls
Reptiles	The site does not contain suitable habitat to support reptiles.	None.	None.	No impacts.	None required.
Water Voles	The site is unsuitable for Water Voles as no suitable habitat is present..	No impacts.	None required.	No impacts.	None required.
Dormice	There is no suitable dormouse habitat in the area.	No impacts	None required. No hedgerows, woodland, scrub and favoured dormouse habitat e.g. hazel, will be affected by proposed works.	No impacts.	None required.
Birds	The site provides no suitable habitat for bird presence.	No impacts.	None required.	No impacts.	None required.
Bats	The site provides no suitable habitat for bat presence.	No impacts.	None required.	No impacts.	None required.
Aquatic ecology	There are no local above ground watercourses.	No impacts.	None required.	No impacts.	None required.
Water Quality	There are no local above ground watercourses.	No impacts.	None required.	No impacts.	None required.
Ground Conditions	There is no indication that historic contamination may exist at the site.	No impacts.	None required.	No impacts.	None required.

Environmental Issues	Description	Construction		Operation	
		Potential Impacts (positive and negative)	Controls	Potential Impacts (positive and negative)	Controls
Built Heritage/ Archaeology	<p>The proposed development does not lie within any Archaeologically Sensitive Areas or close to Scheduled Ancient Monuments.</p> <p>Consultation has been made with that there are no known archaeology records from the site itself, but potential in the wider area.</p>	<p>Potential impacts to archaeology during excavation works.</p>	<p>Consultation through planning process.</p> <p>Excavations should be kept within the existing area of disturbed ground or a watching brief may be required.</p> <p>If required, archaeology watching briefs will be carried out during excavation works.</p> <p>Reasonable requirements of the County Archaeologist will be carried out.</p>	<p>No impacts.</p>	<p>None required.</p>
Noise / Vibration	<p>Noise Impacts on nearby receptors.</p>	<p>There will be a temporary increase in noise levels associated with construction activities.</p> <p>Development type will not produce significant vibration.</p>	<p>Any noise associated with the construction activities will be short term and will be managed in accordance with best practice and incorporated within HASEMP.</p> <p>Construction plant will be carefully selected and located to ensure there are no significant noise impacts.</p> <p>Construction activities will be limited to between 07:30 and 19:00, Monday to Friday and 07:30 to 14:00, Saturdays.</p>	<p>None</p>	<p>None</p>

Environmental Issues	Description	Construction		Operation	
		Potential Impacts (positive and negative)	Controls	Potential Impacts (positive and negative)	Controls
Air Quality / Odour	There is a risk of dust emissions associated with the excavation and handing of materials during construction.	No significant impact.	Normal site practise of dust control by wetting dust generating activities or areas will be carried out if necessary. These will be incorporated within the HASEMP.	No impacts.	No impacts.
Traffic	Traffic impacts	Increased traffic on Kings Road.	<p>The local roads have adequate capacity for the vehicle movements required by the development.</p> <p>The site HASEMP will consider traffic movements and how they will be managed. A traffic management plan will be produced prior to site establishment and implemented during the development.</p>	None.	None required.