Rushden Lakes,
Section 73 Application

Environmental Statement:
Volume 3 Non-Technical Summary

For
LXB RP (Rushden) Limited

Project No:
11229

October 2014
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1.0 INTRODUCTION

1.1 This Non-Technical Summary (NTS) has been prepared on behalf of LXB RP (Rushden) Limited (the ‘Applicant’) to accompany a Section 73 application to East Northamptonshire Council (ENC) to make minor material amendments to the existing planning permission for a mixed-use development (LPA ref. EN/12/00010/FUL) which comprises:

‘Full planning permission for the erection of a home and garden centre, retail units, drive thru restaurant, gatehouse, lakeside visitor centre, restaurants, boathouse, together with proposals for access and outline planning permission for the erection of a hotel, crèche and leisure club with some matters reserved (appearance); plus removal of ski slope and associated levelling, landscaping, habitat management and improvement works, vehicular access and servicing proposals together with the provision of car and cycle parking and a bus stop.’ (henceforth referred to as the ‘Approved Scheme’).

1.2 The Application Site is located to the north west of Skew Bridge roundabout and adjacent to the A45 Northampton Road on the north-western edge of Rushden in East Northamptonshire. The Proposed Development, unless stated otherwise, will be located within the southern part of the Application Site south of Skew Bridge Ski Lake and Delta Pit Lake in an area henceforth referred to as the ‘development area’ as shown on Figure 1.1.

1.3 This document provides the non-technical summary of the findings of the ES that accompanies the Section 73 Application. The full findings of the ES are presented in a comprehensive set of documents that can be viewed at East Northamptonshire Council, Cedar Drive, Thrapston, Northamptonshire, NN14 1LZ. Hard copies of the NTS can be obtained free of charge from Campbell Reith Hill LLP, Raven House, 29 Linkfield Lane, Redhill, Surrey, RH1 1SS.

Background to the Project

1.4 The Application Site benefits from planning permission (LPA ref. EN 12/00010/FUL) that was granted on 11th June 2014 for the Approved Scheme. The Applicant is now applying for the
following minor material amendments pursuant to Section 73 of the Town and Country Planning Act 19901 (as amended):

- A reconfiguration within Terrace A, increasing the number of units from 11 to 15. The overall floorspace of Terrace A decreases. An increase in the width of the pedestrian walkway to the front of Terrace A;
- A reconfiguration of the units within Terrace B. The overall number of units remains the same and there is a decrease in floorspace;
- A reorientation (northwards) and extension to Terrace C. One additional unit results in Terrace C and the overall floorspace increases;
- Changes to the façade treatment of the three retail terraces;
- The removal of the Garden Centre outside plant area;
- Reconfiguration of the two existing restaurants and the provision of five further restaurants in the area adjacent to Skew Bridge Ski Lake. Additional works to the lake edge. Increase in size of the visitor centre and provision of a boats enclosure to the rear of Terrace C;
- Reconfiguration of the hotel/leisure club layout, provision of an additional restaurant adjacent to the leisure club;
- Landscaping amendments and an amendment to the layout of the gatehouse;
- 154 additional car parking spaces are provided. The Environment Agency has recently informed the Applicant that following further studies, a reduced area of the Proposed Development is necessary to accommodate flood water storage. As such, the swales within the car park are no longer required which allows the provision of additional car parking spaces; and
- The removal of the need to store flood water on the surface of the car park has also allowed for changes to some of the finished floor levels (FFL) - an increase to the FFL of Terraces A (by up to 550mm), B (by up to 650 mm), the Garden Centre (by up to 150mm) and the drive-thru (by up to 100mm) as well as a decrease to FFL of the hotel and leisure club (by 1m) and the restaurants by Skew Bridge Ski Lake (by 500mm). The FFL of Terrace C remains the same. These amended levels seek to achieve a better relationship with the lake edge as well as minimize the length of the road behind Terraces A and B that needs to be lowered.

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1 Town and Country Planning Act 1990 (as amended)
1.5. The Approved Scheme including the minor material amendments listed above is henceforth referred to as the ‘Proposed Development’ and is shown on Figure 1.2.

1.6. The ES accompanying the Section 73 Application considers the changes proposed to the Approved Scheme and sets out the findings of a full Environmental Impact Assessment (EIA) carried out for the Proposed Development.

2.0 THE ENVIRONMENTAL STATEMENT

2.1. Under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (herein referred to as the ‘EIA Regulations’), an Environmental Impact Assessment (EIA) is required for a development of the scale and nature proposed. The findings of the EIA are presented in the ES.

2.2. The general approach to assessing environmental impacts and effects is to consider the current conditions on and around the Application Site for each environmental issue, and then to compare these with the predicted conditions during the construction and post-construction phases of the Proposed Development. Where there are international, national or local standards, policies or guidelines of relevance to these proposals, these are also taken into account.

2.3. In order to assess the potential impacts and effects of the Proposed Development on the environment, the sensitivity of existing resources are considered in conjunction with the scale (or magnitude) of the predicted impacts to establish the significance of the predicted effects.

2.4. The following sections set out the findings of the EIA process. The order in which sections appear matches the order in which they are considered within Volume 1 of the ES.

3.0 THE APPLICATION SITE AND SURROUNDING AREA

3.1. The Application Site is 29.8 ha, within which only 12.5 ha would be built on (the development area) to form the Proposed Development as shown on Figure 1.1. It is bound to the north by the River Nene, beyond which there is a sewage treatment plant; west by Ditchford Reserve LWS;

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2 Town and Country Planning (Environmental Impact Assessment) Regulations 2011
LXB Rushden Lakes 2
Client: LXB Properties

Figure 1.2: Development Proposals
east by Canal Lake and Wilson’s Pits LWS; and south by Claudius Way, the A45 and a service station. The key features within and surrounding the Application Site are shown on Figure 3.1.

3.2. The Application Site is a prominent brownfield site and includes Skew Bridge Ski Lake and Delta Pit Lake as well as the woodland surrounding and to the south of the lakes and the bareground, grassland and scrub dominating the development area. The lakes are located within pits that were formerly excavated for gravel during the fifties, sixties and early seventies. After Skew Bridge Lake was formed through flooding of the pit, it was used for leisure and recreational purposes including water skiing, sailing and fishing in association with a country club and a ski slope located to the south of Skew Bridge Ski Lake. In contrast Delta Pit Lake since being flooded has remained largely undisturbed with no leisure uses on the waters.

3.3. After the closure of the formal leisure facilities there was open access to the Application Site allowing it to be regularly used by unauthorised recreational vehicles (4x4’s and trail bikes). As a result, the ground across the Application Site has become highly disturbed and rutted.

3.4. During August and September 2014, the development area was cleared of vegetation and the skip slope dismantled to form a series of temporary stockpiles of spoil.

4.0 PROPOSED DEVELOPMENT

4.1. Subsequent to planning permission being granted for the Approved Scheme in June 2014, the Applicant is proposing the minor material amendments to the Approved Scheme described in paragraph 1.4 above. The amended Approved Scheme (Proposed Development) has remained consistent with the principles established in the Approved Scheme. In particular the Proposed Development will:

- Remain within the development area allocated within the Approved Scheme;
- Implement the agreed package of proposals to manage and improve the wildlife areas within the Application Site; and
- Retain the overall land uses agreed within the Approved Scheme.
Commercial Provision

4.2. The Proposed Development will deliver 51,374 (GIA) square meters (sqm) of commercial floor space. It is proposed that the commercial space will be flexible in terms of the uses. Table 4.1 provides a breakdown of the land uses.

Table 4.1: Commercial Land Uses

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Land Use Class</th>
<th>Total Gross Internal Area (GIA)</th>
<th>Approximate Height of Building (m)</th>
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<tbody>
<tr>
<td>Home and Garden Centre</td>
<td>A1</td>
<td>8,602 sqm</td>
<td>11.5 to windcatchers 10.1 to ridge</td>
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<tr>
<td>Retail Terrace A</td>
<td>A1</td>
<td>4,512.6 sqm</td>
<td>9.0/9.5</td>
</tr>
<tr>
<td>Retail Terrace B</td>
<td>A1</td>
<td>13,920 sqm</td>
<td>9.0/12.0</td>
</tr>
<tr>
<td>Retail Terrace C</td>
<td>A1</td>
<td>15,666 sqm</td>
<td>9.0/12.0</td>
</tr>
<tr>
<td>Restaurants 1-3</td>
<td>A3 - A5</td>
<td>975 sqm</td>
<td>6.2</td>
</tr>
<tr>
<td>Restaurants 4-7</td>
<td>A3 - A5</td>
<td>596 sqm</td>
<td>5.7</td>
</tr>
<tr>
<td>Restaurant 8</td>
<td>A3 - A5</td>
<td>593 sqm</td>
<td>7.4</td>
</tr>
<tr>
<td>Visitor Centre</td>
<td>D1</td>
<td>321 sqm</td>
<td>4.4</td>
</tr>
<tr>
<td>Boathouse</td>
<td>D2</td>
<td>289 sqm</td>
<td>4.4</td>
</tr>
<tr>
<td>Drive-thru coffee shop</td>
<td>A3 and A5</td>
<td>186 sqm</td>
<td>5.9</td>
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<tr>
<td>Site management building and garage/store</td>
<td>B1 and B8</td>
<td>116 sqm</td>
<td>4.6</td>
</tr>
<tr>
<td>Boat store</td>
<td>B8</td>
<td>84 sqm</td>
<td>4.6</td>
</tr>
<tr>
<td>Hotel</td>
<td>C1</td>
<td>4,088 sqm</td>
<td>11.0</td>
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<tr>
<td>Creche</td>
<td>D1</td>
<td>172 sqm</td>
<td>8.5</td>
</tr>
<tr>
<td>Leisure Club</td>
<td>D2</td>
<td>1,253 sqm</td>
<td>8.5</td>
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Access

4.3. Vehicular access will be maintained from the A45 via Skew Bridge roundabout and Claudius Way which runs parallel with the A45 adjacent to the Application Site. A total of 1,454 car parking spaces will be delivered within the Proposed Development.

4.4. A bridge will be provided over the A45 to connect the Application Site with the existing pedestrian and cycling crossing facilities on the A5001 Northampton Road close to the junction...
with the A5001 Crown Way on the southern side of the A45. The bridge will be provided prior to the opening of the Proposed Development.

4.5. Within the development area a total of 126 cycle parking spaces will be provided, along with covered pedestrian walkways which will be provided adjacent to the retail terraces. In addition a series of pedestrian crossings will be provided to comprehensively link the Application Site to the wider area.

4.6. The Proposed Development will also provide an important link within the emerging Greenway and Blue Way networks being created by ENC through the re-instatement of the bailey bridge over the River Nene which has fallen into disrepair. This will open up opportunities for local residents to access the Greenways on foot and by bicycle as well as those using the Greenways from further afield to access Rushden and the Proposed Development.

4.7. Within the wider Application Site, it is proposed to create an access track/footpath to the east of Delta Pit Lake from the development area to the bailey bridge. There will also be an access track/footpath created between Skew Bridge Ski Lake and Delta Pit Lake from the development area northwards which will then form part of the circular footpath around Skew Bridge Ski Lake.

4.8. The Applicant will also provide funding for a new bus service that will pass between Higham Ferrers, Rushden, the Proposed Development and Wellingborough. The service will run on a half hourly frequency between 07:00 and 19:00 Monday to Saturday and 09:00 to 17:00 on a Sunday. Therefore in combination with the existing hourly 49 service, which operates between Kettering, Irthlingborough, Higham Ferrers and Rushden, there will a minimum of two services per hour serving the Proposed Development.

**Landscaping**

4.9. A comprehensive Landscape Masterplan (see Figure 4.1) has been designed to provide the landscape framework for the Proposed Development to meet the following objectives:

- Create an attractive and vibrant external environment with robust material treatments;
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Client: LXB Properties

Figure 4.1:

Landscape Masterplan
• Provide safe and rational pedestrian circulation routes within the car park;
• Provide significant new tree and boundary reinforcement planting to integrate the Proposed Development into the wider landscape;
• Retain existing mature boundary vegetation where possible;
• Reinforce sense of place with native planting, integrated with the overall sustainability and Access and Habitat Management Plan³;
• Employ a sensitive treatment in areas abutting Skew Bridge Ski Lake and Delta Pit Lake within the Upper Nene Valley Gravel Pits SPA, Ramsar and SSSI;
• Employ a cohesive language of external furniture and detailing, referring to and reflecting the Application Site’s history and lakeside environment.

**Sustainable Drainage Measures**

4.10. Sustainable Drainage Systems will be used to reduce flood risk, improve water quality, assist groundwater recharge whilst also providing amenity and wildlife benefits. Surface water run-off from roads and service yards/roads is proposed to be directed and stored beneath the parking areas, which will then be discharged to Skew Bridge Ski Lake at controlled rates or reused within the development area, where feasible. Surface water from access roads and car parking areas will be drained via gulleys and porous pavements respectively, which will act to ‘treat’ run-off prior to discharge.

**Flood Storage Capacity**

4.11. The flood storage capacity on the Application Site will be maximised by:

• Retreating the southern bank of Skew Bridge Ski Lake by an average of 30m (to a depth of 1.5m below ground level (bgl) in order to provide an additional 9,000m³ of surface water storage capacity;
• Including dry swales within the development area to allow for additional flood storage during extreme events; and

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³ Campbell Reith Hill LLP (September 2014) Access and Habitat Management Plan, Development at Skew Bridge, Rushden, Northamptonshire.
Raising the finished floor levels of the buildings above the 1 in 1000 year flood level with flood waters directed to less sensitive areas, including the car parks.

**Lighting**

4.12. Care will be taken to design a sensitive lighting scheme that will seek to limit light pollution whilst maintaining safety and security across the Proposed Development. External lighting will be provided to cover the new car parks, roads, entrances and walkways. The car parks and access roads will be lit using bollards and dimmable lighting columns, while lighting to pathways will be provided via bollards, feature lighting and down-lighting from buildings to ensure security of footing and to illuminate areas of shadow, highlighting steps, ramps and permitting recognition of faces of persons using the pathways.

**Waste Management**

4.13. The Proposed Development provides appropriate opportunities for the efficient collection and recycling of waste. Adequate space for refuse and recycling facilities will be provided as required by East Northamptonshire Council (ENC).

**Construction Programme**


4.15. A Construction Environmental Management Plan (CEMP) will be prepared for the Proposed Development that will provide the methods of managing environmental issues for all involved with the construction activities.

4.16. ENC may wish to stipulate the hours of work prior to the commencement of the works. It is anticipated that these will be 07:00-18:00 Monday to Friday and 07:00-13:00 Saturday. All work outside of these hours will be subject to prior agreement, and/or reasonable notice by ENC, which may impose certain restrictions. Night time working will be restricted to exceptional circumstances.
5.0 ALTERNATIVES CONSIDERED

5.1. The form of the Proposed Development has been influenced by a range of factors, including location, surrounding uses, results of the EIA and input from ENC, statutory consultees and stakeholders. A number of alternatives have been considered by the Applicant including:

- The ‘do nothing’ alternative where the Proposed Development is not progressed;
- Alternative locations for the Proposed Development; and
- Alternative design/layout in the context of the design evolution.

6.0 LANDSCAPE AND VISUAL AMENITY

6.1. The Application Site is located on the broad relatively flat River Nene valley floor. It is characterised by Skew Bridge Ski Lake and Delta Pit Lake which are surrounded by trees and scrub, apart from south of Skew Bridge Ski Lake where the development area is open having been recently cleared of vegetation. There are unmanaged overgrown deciduous hedgerows along the eastern, southern and western boundaries of the Application Site screening views into the development area.

6.2. During construction potential damage to the hedgerows in and adjacent to the development area will be minimised through the erection of protective fencing. Furthermore the bund along the northern edge of the development area will prevent the woodland south of Delta Pit Lake becoming damaged. Overall there will be a permanent neutral effect on landscape within the Application Site.

6.3. During construction there will be views of: the general increase in activity on the development area associated with moving vehicles; and the presence of site machinery such as cranes which will be taller than the boundary vegetation. These will cause temporary minor to moderate adverse effects.

6.4. Post-construction, the introduction of large scale buildings close to Skew Bridge Ski Lake will be balanced by the management of the woodland and access, as well as the introduction of newly planted trees, shrubs and wetland areas around the Proposed Development.
6.5. The greatest effects on the visual amenity will be a moderate adverse effect on a little used non-
PROW footpath to the west of the Application Site, leading to the Ditchford Reserve. Other
visual impacts are no greater than minor adverse from the A45 where there will be views of the
rear building elevations, and neutral from the Nene Way.

7.0 ECOLOGY AND NATURE CONSERVATION

7.1. The Application Site is located partially within the Upper Nene Valley Gravel Pits Special
Protection Area (SPA)\(^4\), Ramsar\(^5\) and Site of Special Scientific Interest (SSSI)\(^6\) as well as Skew
Bridge Ski Lakes Local Wildlife Site (LWS)\(^7\) associated with presence of exceptional numbers of
waterbirds especially during winter.

7.2. Key habitats located within the Application Site include: bare ground; broadleaved semi-
natural woodland; defunct species dense scrub; open water; poor semi-improved grassland;
scattered trees; swamp and tall ruderal. Protected species known to use these habitats either
currently or historically include wintering and breeding birds, reptiles, otters and bats.

7.3. During construction there is potential for dust, noise, water quality and visual impacts to occur
across the Application Site. However through the effective implementation of the CEMP and
other mitigation measures these effects will be reduced to neutral.

7.4. Post-construction there will be some trees and wetland habitats associated with the swales
(ditches) introduced into the development area which will assist in compensating for the habitat
lost. In addition through the implementation of the Access and Habitat Management Plan,
management and enhancement activities will occur within the rest of the Application Site
providing benefits to the habitats and the wintering, passage and breeding birds, reptiles,
otters and bats using them.

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\(^4\) Special Protection Areas (SPA) - Sites classified in accordance with Article 4 of the EC Birds Directive (79/409/EEC) which came
into force in April 1979. They are classified for rare and vulnerable birds (as listed on Annex I of the Directive), and for regularly
occurring migratory species.

\(^5\) Ramsar - wetlands of international importance, designated under the Ramsar Convention.

\(^6\) Site of Special Scientific Interest (SSSI) - A site statutorily notified under the Wildlife and Countryside Act 1981 (as amended) as
being of special nature conservation or geological interest. SSSIs include wildlife habitats, geological features and landforms.

\(^7\) Local Wildlife Site (LWS) - A site of importance for wildlife, geology, education or public enjoyment. Some are also nationally
important Sites of Special Scientific Interest. Local Nature Reserves must be controlled by the local authority through ownership,
lease or agreement with the owner.
8.0 NOISE AND VIBRATION

8.1. The key sources of noise in the area surrounding the Application Site are associated with the local road network and the Waste Water Treatment Works located to the north of the Upper Nene Valley Gravel Pits.

8.2. The construction activities associated with the Proposed Development will increase ambient noise levels at the most affected façades of the nearest noise sensitive receptors, although noise levels will vary according to the position and total number of mechanical and electrical plant in operation at any given time. In particular noise will be more noticeable during piling and concreting activities. Noise levels will be minimised through the production and implementation of a noise control plan which will form part of the CEMP. There should also be no vibration impacts during construction works.

8.3. Post-construction there will be a negligible noise impact at the existing residential properties located immediately adjacent to the local road network from traffic associated with the Proposed Development creating a minor adverse to neutral effect.

8.4. The impact from the mechanical and electrical plant installation is predicted to be potentially noticeable at the nearest noise sensitive receptors. However, there are a number of measures that can be introduced to control noise from mechanical and fixed plant at the Proposed Development such as provision of localised attenuation or enclosures around the sources of noise.

9.0 AIR QUALITY

9.1. The Application Site is not located within an Air Quality Management Area (AQMA). The nearest AQMAs to the Application Site are Bedford AQMA located approximately 19.6km to the south and Huntingdonshire AQMA located approximately 28.2km to the east. These have been declared on the basis that levels of nitrogen dioxide (NO$_2$) exceed the annual mean AQS objective (40μg/m$^3$).

9.2. Effects resulting from construction activities will be mitigated by undertaking construction works in accordance with the CEMP. This will reduce effects to neutral significance.
9.3. During post-construction, the Proposed Development is not predicted to result in any exceedances of relevant Air Quality Objectives for NO₂ or PM₁₀ (40μg/m³). There is an exceedence of the NOₓ limit value (30μg/m³) protective of ecological receptors but this would occur even without the development in place due to the existing poor air quality in the area.

10.0 LAND AND CONTAMINATION

10.1. The development area is located on made ground (comprising engineered and non-engineered material) which is underlain by Lias Clay as well as silts and gravels deposited over time by the River Nene. A Secondary A Aquifer is present beneath the development area and is likely to be in connectivity with Delta Pit Lake, Skew Bridge Ski Lake and the River Nene.

10.2. The development area has been subjected to industrial land uses resulting in a limited number of localised hotspots of hydrocarbons in soil and groundwater.

10.3. During construction, through the implementation of the CEMP and other mitigation measures such as use of appropriate Personal Protective Equipment, adverse effects such as generation of dust and exposure/movement of contamination on the development area will be reduced to neutral.

10.4. Post-construction effects will be managed through employing best practice methods for storage of hazardous materials and remedial measures for contamination.

11.0 WATER ENVIRONMENT

11.1. The man-made Skew Bridge Ski Lake and Delta Pit Lake, within the Application Site and the River Nene on the northern boundary of the Application Site, are the closest surface water features to the development area. The lakes are fed by groundwater flows associated with the Secondary A Aquifer described above, direct rainfall and runoff. They are linked along with the River Nene through groundwater and some permeation through the lake banks. The development area is considered to be partially at risk of fluvial flooding from the River Nene.

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8 Secondary A Aquifer - permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers. These are generally aquifers formerly classified as minor aquifers.
11.2. During construction there is potential for water quality and quantity impacts to occur within surface water and ground water bodies. However through the effective implementation of the CEMP and early installation of the surface water drainage strategy these temporary and permanent effects will be reduced to neutral. There will also be neutral effects on the drainage network and flood risk.

11.3. Post-construction the surface water drainage strategy will ensure that there are also permanent neutral effects on the local surface and groundwater bodies, drainage network and flood risk.

12.0 TRANSPORTATION

12.1 The road network in the surrounding area is currently nearing capacity especially in relation to the A45 Skew Bridge Roundabout and the A45 itself. In addition there is currently poor quality pedestrian, cycle and public transport access to the Application Site due to the separation of the Application Site from the rest of Rushden by the A45 dual carriageway.

12.2 The Proposed Development is likely to have a temporary minor adverse effect on the operation of the local road network during the construction phase resulting from the addition of construction vehicles to the local road network.

12.3 Post-construction the Proposed Development will also increase traffic flows on the local road network. However the improvement to the junctions being undertaken is likely to have a minor to substantial beneficial effect.

12.4 The new pedestrian and cycle bridge together with footway links and segregated footways within the Application Site, is likely to have a permanent substantial beneficial effect. Furthermore the funding of a new bus service in combination with the existing service will improve accessibility to the Application Site by public transport. This is considered to have a moderate beneficial effect.

13.0 CULTURAL HERITAGE

13.1 The Application Site prior to the 1950s was undeveloped farmland. Since then gravel works and leisure facilities relating to Skew Bridge Ski Lake and the ski slope have characterised the
Application Site. Currently the land is dominated by flooded pits, wet woodland, scrub, hardstanding areas associated with the previous buildings and rough grassland.

13.2. The Proposed Development is likely to have a neutral effect on archaeology during construction as previous development will have largely disturbed or destroyed any archaeology dating back to before the gravel works.

13.3. The Proposed Development is likely to have neutral effects on the Ditchford Bridge Scheduled Monument and Listed Buildings due to the intervening distance and vegetation during both construction and post-construction. There will also be neutral effects on the historic landscape as the characteristics will be retained by the Proposed Development during both construction and post-construction.

14.0 SOCIO-ECONOMIC

14.1. The Proposed Development will provide retail terraces, restaurants, hotels and leisure facilities for the benefit of the local community. Furthermore, employment opportunities will be created both of a temporary nature with 500 direct and 315 indirect jobs being created during construction phase, and of a permanent nature with 1,697 direct and 896 indirect jobs being created during the post-construction phase.

14.2. The provision of retail units and restaurants, hotel and leisure facilities within the Proposed Development will provide local facilities to meet day to day needs of local residents and employees of the Proposed Development and encourage sustainable local shopping patterns. The expenditure generated by the local residents will contribute a boost to the local economy.

14.3. Overall, the Proposed Development is anticipated to produce a minor to moderate beneficial effect on the socio economic conditions within the study area, East Northamptonshire and Northamptonshire.

15.0 SUMMARY AND CONCLUSION

15.1. In summary, the Proposed Development will result in the following beneficial effects:
• Improved habitat management within the Application Site including areas within the Upper Nene Valley SPA, Ramsar and SSSI;
• Improved protection of wintering, passage and breeding birds through managing people and their habitats within the Application Site;
• Increased capacity of water within Skew Bridge Ski Lake through its extension;
• Improved pedestrian and cycle links between the Application Site and the rest of Rushden through the provision of a new pedestrian and cycle bridge over the A45 together with footway links and segregated footways within the Application Site;
• Improvements to the Skew Bridge Roundabout and to the Northampton Road/Crown Way junction;
• Improved access by public transport through the provision of funding for a new bus service;
• Creation of approximately 815 jobs for people with skills that are readily available in the local market during construction; and
• Creation of approximately 4,243 jobs for people with skills that are readily available in the local market post-construction.

15.2. The ES has also identified a number of adverse effects which will mainly occur during construction which include the following:

• Impacts on human health resulting from the exposure to contamination within the development area;
• Changes to a limited number of views associated with construction activities from the A45, the Nene Way and local footpaths;
• Local changes to landscape features and character as a result of the construction activities;
• Temporary disruption to users of the surrounding road network in particular the Skew Bridge roundabout;
• Potential for mobilisation of contaminants resulting in the deterioration of surface and groundwater quality;
• Potential for dust emissions resulting from the construction activities; and
• Potential for noise and vibration disturbance for species within the Upper Nene Valley Gravel Pits SPA, Ramsar and SSSI.
15.3. However, the implementation of the mitigation measures outlined within the CEMP during construction such as the use of site hoarding, dust and noise suppression measures and temporary drainage will result in many adverse effects being minimised or avoided.

15.4. There will also be adverse residual effects post-construction resulting from the changes to a limited number of views associated with construction activities from the A45, the Nene Way and local footpaths and the continued exceedance of air quality objectives within the Application Site.