## Quality Management

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Table of Contents

Introduction ........................................................................................ 4
The Proposed Development .............................................................. 5
Environmental Effects ........................................................................ 8
What happens next? ........................................................................ 15
Introduction

Overview

Lucent Group are applying for planning permission to develop land to the west of Scunthorpe and deliver up to 3,500 new homes through a series of unique and attractive villages. In addition, the proposals will also deliver a new primary school, commercial park and significant open space and infrastructure.

As part of the planning process, an Environmental Impact Assessment (EIA) has been undertaken to understand the potential environmental effects that the new development may have on the surrounding environment and residents during both the construction and operation of the Proposed Development.

What is an Environmental Impact Assessment?

An EIA is a process that identifies the key environmental effects of a development and suggests ways that these effects can be reduced / managed. It is required by law for large developments that have the potential to cause a lot of different environmental effects. For this specific project the requirement for the EIA was a decision made by the local planning authority, North Lincolnshire Council (NLC). The findings of this process are reported in a document called an Environmental Statement (ES), which will be in the public domain for anyone to review.

What is a Non-Technical Summary?

The full results of the EIA (baseline information, survey information and technical assessments) which support the planning application are available in two further volumes, one which presents the key outcome of the assessment and associated illustrations and another volume which contains all the detailed and highly technical reports that support the assessments. The findings are then summarised and presented in this Non-Technical Summary (NTS). This document is presented as a series of key questions and answers regarding the Proposed Development.
The Proposed Development

What is the proposed development?
Lucent Group propose to construct up to 3,500 new homes through a series of unique and attractive villages. There will be two village centres, one to the east of the M181 and one to the west of M181 and each village will benefit from local shops, amenities and public spaces. The Proposed Development will also include a new business park and community facilities, including primary school, community centre and integrated health centre and extensive recreational areas and greenspace. The Proposed Development also involves the downgrading of the M181 motorway (to make it a non-motorway with reduced speeds) and a new access to western Scunthorpe from the new junction on the M181 to Scotter Road.

Where is the Site?
The Site of the Proposed Development covers an area of 262.4 hectares and is located to the west of Scunthorpe, North Lincolnshire. The location of the Site is shown in Figure 1.

Figure 1 Location of Proposed Development

Currently the Site comprises large open agricultural fields which are used for arable cultivation and grazing pastureland. There are also small areas of hardstanding, including the M181 motorway and local roads as well as a farm with associated buildings in the east of the Site, adjacent to the Brumby Lane junction with Scotter Road.

The red line on the plan overleaf (Figure 2) shows the extent of the overall Site boundary.
Why is it being built here?

A study of other housing sites in and around Scunthorpe has been undertaken. Based on a high-level review of environmental conditions at each Site, it was found that Proposed Development had the least constraints and was able to deliver the quantum of development necessary for a step-change in the economic trajectory of North Lincolnshire. In addition, further studies have been undertaken in relation to development within the wider Lincolnshire Lakes Area Action Plan area. This study found that the Proposed Development was the most preferable option in relation to traffic, air quality, noise and flooding.

When will it be built?

In order to allow flexibility in the way the Proposed Development is built out, four separate planning applications are being made to NLC. The EIA has considered all four applications together. A summary of the applications is provided below:

- Application 1 is for the development of up to 500 new homes, a village centre, a care/retirement home, a health care facility, community facilities, new roads and footpaths, informal areas of open space, play areas and sports pitches;
- Application 2 is for the new terminating junction to the M181 Motorway (due to the downgraded section of the highway to the north of the terminating junction) and the development of the western section of the new access road to Scunthorpe;
- Application 3 is for a commercial park including food and non-food uses; offices and other non-residential uses; and
- Application 4 is for development of up to 3,000 new homes, a 3 form of entry primary, a village, a care/retirement home, community facilities, new roads and footpaths, informal areas of open space, play areas and sports pitches and new wildlife habitat, lakes and wetlands.

The boundaries for each application and the location of the new M181 junction and connecting road to Scotter Road are shown on Figure 3 overleaf.
Whilst, the proposed phasing of the Proposed Development is not yet fully known, it is thought that the construction phase will span over 20 years, beginning in 2014 and completing in 2034. The expected timescales for the four Applications are provided below:

- Application 1: 2014 – 2025;
- Application 3: 2016 – 2034; and

Is this development compliant with the local development plan?

NLC published its Core Strategy in 2012, which is the key document within the new local planning development framework for North Lincolnshire as it provides a framework for planning up to the year 2026. During the preparation of this document, NLC identified land to the west of Scunthorpe as the most suitable location for a significant amount of new housing. This wider Lincolnshire Lakes area is envisaged to deliver up to 6,000 new houses and is a key part of the growth and development of Scunthorpe as a sub-regional town.

Who has been consulted about this development?

A significant amount of consultation with the regulators, including NLC, the Environment Agency (EA) and Natural England (NE) has been undertaken during the preparation of the planning applications. Three public exhibitions were also held on Thursday 9th May at Lodge Moors Community Centre; Friday 10th May at Burringham Village; and Saturday 11th May at Scunthorpe Central Library. 164 members of the public attended the exhibition over the three days. The feedback from these events indicated that effect in relation to traffic, flooding and drainage and ecology were important to the local communities.
Environmental Effects

What is the existing environment like in and around the site?

The Site covers an area of 262.4 hectares and is situated between the River Trent to the east and Scunthorpe to the west. The Site is bordered to the west by residential properties and the River Trent, to the south and north by agricultural land and to the east by Scotter Road and residential properties. The M181 motorway passes through the centre of the Site and ends to the north of the Site at Berkley Circle. Brumby Common Lane forms the southern boundary to the Site, west of the M181. Brumby Common Lane crosses the M181 using the existing overbridge and passes through the Site, east of the M181.

The wider landscape is also generally flat dominated by large open arable fields with large scattered properties to the south, north and west and by the urban residential area of Scunthorpe to the east. The Trans-Pennines railway line runs east-west approximately 250m to the north of the Site.

The key environmental receptors considered within the ES are illustrated below in Figure 4.

*Figure 4 Key Environmental Receptors*
What effect will the new development have on the existing road network?

At present there is some peak time congestion on the local road network, particularly in the Doncaster Road / Berkeley Circle areas. However there is existing capacity on the strategic road network (M181 and M180). The baseline studies found that public transport facilities and walking and cycling facilities in the area are generally good, but are focussed on Scunthorpe rather than the Site itself, due to its agricultural nature.

During the construction phase there will be an increase in traffic on local roads, including Doncaster Road and Berkley Circle due to construction works and Heavy Goods Vehicles (HGVs) travelling to and from the Site. This increase in traffic is predicted to affect users of the local highway network such as pedestrians, cyclists, users of public transport and other vehicle drivers and will also have an impact on road safety. The effect of traffic from the Proposed Development has been taken into account and measures within the Transport Assessment and the Construction Logistics Plan will reduce effects as far as possible.

Construction traffic will only use Doncaster Road and Scotter Road for the first phase of Proposed Development which includes for Application 1 and for a short period of Application 2 until the new junction of the M181 is built and the new access road to Scotter Road is constructed. Once the new M181 junction and connecting East-West Link Road to Scotter Road is constructed, all traffic for the construction of the remainder of the Proposed Development (remainder of Application 1 and 2 and Applications 3 and 4) will access the Site from the M181 and new junction. Therefore, the effect of construction traffic on Doncaster Road and the Berkley Circle will only occur for a limited period of time.

During the operational phase of the Proposed Development, there will be an increase in demand for all modes of travel, therefore a walking and cycling strategy, public transport strategy and highway design measures have been developed. The facilities for these modes of transport will be greatly improved for new and existing residents, with new bus stops and new links with the wider public footpath network. However, due to the new residents, traffic flows will increase and even with the implementation of the highways design which form part of the Proposed Development, some negative effects are still anticipated on some junctions; however the proposals should relieve congestion on some existing congested roads including the Berkley Circle.

Overall, the Proposed Development complies with and supports the objectives of relevant local and national transport legislation and guidance.

Will the construction of the new development cause a lot of noise?

Noise surveys/measurements were taken from the Site and the surrounding area at sensitive receptors to ascertain the background noise levels. The current noise environment at the Site is a mix of road traffic noise from the M181 motorway, Scotter Road and Brumby Common Lane and noise from the trans-Pennine railway line.

A detailed assessment has been undertaken for the local noise-sensitive receptors that may be affected by noise from construction of the Proposed Development. These include properties to the east (along Scotter Road) and to the west in the villages of Burringham and Gunness as well as the proposed future sensitive receptors within the Site.

To ensure that best practice is adopted throughout the works to reduce noise levels to acceptable levels, the principal contractor appointed by the Applicant will be charged with developing and implementing a Construction Environmental Management Plan (CEMP). While noise from construction activities may be audible for periods of time, through the adoption of a CEMP and a considerate approach throughout the on-site construction work disturbance to local residents will be kept to a minimum. Examples of measures within the CEMP include: keeping residents informed, ensuring that best practicable means are adopted at all times to minimise noise levels, appropriate selection, maintenance and siting of machinery; careful timing and routing of deliveries and the implementation of local hoarding/screens.

Will noise levels increase once the Proposed Development is completed?

The assessment of noise once the Proposed Development is completed looked at the potential disturbance to residents, the proposed school and noise-sensitive commercial development from noise generated by
additional traffic noise, noise associated with leisure uses at the development and noise associated with the commercial parts of the Proposed Development (i.e. from service yards and HGV deliveries and fixed plant). In order to predict the noise effects once the Proposed Development is finished, modelling has been undertaken.

For road traffic noise, it was determined that there will be a very minor increase in noise levels for the majority of dwellings on the surrounding road network. However, for those residential properties closest to the M181 (i.e. those on Chesterfield Road, Derby Road, Tidewell Court, Buxton Court and Glossop Road), the downgrading of the M181 will reduce the existing noise levels. Future residents and the school have also been assessed in relation to road traffic noise which has shown that the location of the future residents and school will be located in areas where noise standards will be achieved assuming suitable glazing is installed.

Noise from the plant associated with the retail/commercial buildings in the Site will be minimised as noise limits for the equipment within these buildings will be enforced to ensure that noise limits are met at surrounding residential properties. It is possible that deliveries to the retail/commercial buildings will generate noise at future residential areas; however, with appropriate orientation of the service yards in relation to future residential areas and appropriate glazing, noise levels will be acceptable. Noise from leisure areas such as the outdoor play areas will be reduced to acceptable levels with the appropriate use of glazing.

**Will there be vibration from the construction of the development?**

As part of the assessment, effects relating to vibration have been considered. This assessment found that residential properties close to the Site are likely to experience some effects from vibration due to the construction methods used (for example, the use of hydraulic driven piling methods during the reinforcement of the Trent flood defences). However, mitigation measures including the adoption of pressed-in steel sheet piles rather than a drop hammer being used will prevent vibration levels being felt at the majority of properties. No vibration levels (even unmitigated) are expected to give rise to any cosmetic damage.

**What will happen to local air quality during the construction and operation of the new development?**

The area surrounding the Site is an area of reasonably good air quality as pollutant concentrations (nitrogen dioxide and particulate matter (the finer fraction of dust) are well below the relevant air quality objective levels in the vicinity of the Site. However, concentrations of nitrous oxide are exceeded at one location which is an ecological receptor (Silica Lodge Local Nature Reserve).

The study area for the air quality assessment has been based on the criteria set out in air quality guidance documents and comprises sensitive receptors (people and ecology) close to the Site and along the routes that will be used by vehicles travelling to and from the Site. Extensive consultation has been undertaken within the Environmental Health Officers at NLC to determine the scope of the assessment.

Details of likely construction traffic (number, type and speeds) over the duration of the construction programme are not known, although an estimate of 26 HGVs is likely in any one day. This number of vehicles is not considered to significantly worsen local air quality.

For the operational phase, the traffic flows are available and have been used to determine the likely changes in air quality. The traffic flows have been modelled using an air quality dispersion model. Based on the results of this modelling, the Proposed Development will cause both increases and also decreases in air pollutants along the local road network. The Proposed Development will not cause any exceedences of the statutory objectives for people or any new exceedences for ecological receptors.

**Will dust be released during construction of the development?**

Sometimes the on-site construction activities will generate dust and particulate matter but these will be localised. The assessment of the effect from the release of dust and particulate matter on sensitive receptors has been considered qualitatively. During construction, measures will be put in place such as water sprays and dampening measures which will be used to keep vehicles clean and reduce dust pick up from dusty roads.
These measures will be formalised through a CEMP, which will be agreed with NLC. Through using these best practice measures, effects on and around the Site will be limited and no long-term effects from the dust are envisaged.

**Will there be a significant odour from the new development?**

The Proposed Development includes the potential for new restaurants and bars, which may generate odour once operational due to the cooking facilities. The key concern is with regard to the nuisance effects on both existing residents and residents of the new development. To understand whether there will be significant odour, an assessment has been carried out, which has considered the potential location of cooking facilities and local climate conditions (e.g. wind direction) to identify potential effects. Some odour issues were identified through this assessment. Therefore, mitigation measures have been proposed, including the positioning of extractor fans from cooking facilities away from sensitive receptors. With these measures in place, no significant odour issues are expected.

**What about the landscape character and views across the Site?**

As described above, the majority of the existing Site is Greenfield and currently in agricultural use. The Site sits centrally on the eastern edge of Humberhead Levels, a flat, low-lying and large scale agricultural landscape, characterised by extensive views and big open skies.

There are a number of key landscape features within the surrounding area which are shown on Figure 5 below.

*Figure 5 Existing landscape features*
During the construction phase, there is likely to be a change in views and character of the landscape due to the movement of mobile plant, partially constructed buildings and ground remodelling. However, due to the mature vegetation, some of the construction activities would be screened.

Once completed, the landscape and views will alter due to the introduction of buildings on previously agricultural land. The Proposed Development incorporates extensive landscaping works which would include the retention of some existing hedgerows and all tree belts and further enhancement with additional trees, shrubs and water features including significant lakes. Once completed and the landscaping is established it is considered that changes to the landscape and views of the Site compared with the existing will generally be positive.

**Is any archaeology likely to be found during the construction of the new development?**

Below ground archaeological assets within the Site (if present) are likely to relate to the Prehistoric, Medieval and Modern periods. A programme of archaeological evaluation is to be undertaken prior to the commencement of construction works on the Site which will be agreed with NLC archaeologists. The archaeological investigation works will aim to ascertain the level of archaeology remaining underneath the Site.

**Will you be able to see the development from local historic buildings and structures?**

Seven designated heritage assets were identified within 1km of the Site through initial baseline studies, however following assessment it is considered that only one Listed Building (Keadby Bridge Grade II Listed) is likely to be affected by the Proposed Development.

No direct effects on Listed Buildings will occur as part of the Proposed Development and the local setting and historic content of Keadby Bridge will not change. However, the built development in the area of Keadby may detract from the appreciation of the historic bridge in terms of the wider setting.

**What effect will the development have on local wildlife?**

A full suite of ecological surveys were carried out at the Site by qualified ecologists along with a desk study of information relating to local wildlife and designated sites. Surveys have been undertaken for woodlands and hedgerows, macrophytes, lichens and fungi; aquatic invertebrates; terrestrial invertebrates; amphibian and fish; reptiles; breeding birds; spring birds; autumn birds; winter birds; badger; bats; brown hare; and riparian mammals.

Extensive bat surveys have been undertaken which have found that bats are commuting along the existing hedgerows and clustered around the woodlands in the east of the Site. A bat roost was also identified at Brumby Grove Farm. A special protected species license will be obtained prior to starting any works in this area to remove bat roosts if necessary.

Breeding bird surveys have found 47 species using the Site, the majority of which are considered to be of high nature conservation value. However, none were present in internationally, nationally or regionally important numbers.

Surveys also found water voles present within 70% of the ditches across the Site. It is likely that their habitats would be affected during the construction activities. Therefore, to keep this effect to a minimal, a CEMP and a water vole mitigation strategy will be put in place to avoid any effects on this species during on-site construction activities, which will include measures such as temporary habitat creation.

Once the development is completed, the effects are predicted to be mainly positive, with many species benefiting from the size and types of extensive additional habitat which will be created as part of the Proposed Development.
What about the effects on designated ecological sites?

A desk top survey was undertaken at the outset of the project, which found that there are a number of internationally, nationally and locally designated ecological sites within close proximity of the Site which are shown in Figure 4.

A thorough assessment has been undertaken to identify the potential effects from the Proposed Development on these designated sites. The majority of designated sites are considered too far from the Site to be affected by construction activities. Construction related effects during the construction period will be limited to Brumby West Common Site Nature Conservation Interest (NCI) and Westcliff Lagoon Local Wildlife Site (LWS) which are adjacent to the Site. Once each part of the Application becomes operational designated ecological sites are not considered to be affected negatively by the Proposed Development due to the significant amount of new greenspace proposed and measures to prevent pollution reaching the local watercourses.

Will there be a loss of agricultural land due to the development?

Yes. A site specific survey has been undertaken which identified a small area of excellent and a large area of very good quality agricultural land within the Site which will be lost as a result of the Proposed Development. The Proposed Development will seek to re-use the soils in the creation of landscaped areas and public open space.

Will the new development lead to an increase in artificial lighting?

Yes. Artificial lighting is anticipated to be installed during on-site construction activities for health and safety and security purposes. However, the location and durations of lighting will be managed through a CEMP to minimise any negative effects to residential properties.

Once the development is completed, additional lighting is expected, including highways and street lighting, lighting of some pedestrian walkways, security lighting from commercial parts of the Proposed Development and community facilities. However, lighting will be reduced where possible and avoid unnecessary lighting particularly within landscaped/ecological areas. In order to minimise the effect of these additional artificial lighting installations, the Proposed Development will follow a specific lighting design, which will be agreed with NLC.

Will the development lead to a change in the night-time scene?

As the Site is currently unlit, the introduction of artificial lighting during the construction phase and within the completed development will lead to a change in views across the Site.

What about flooding at the Site?

The Site currently lies within Flood Zone 2 (medium probability of flooding) and Flood Zone 3 (high probability of flooding). Initial studies have confirmed that there is some potential for flooding from the River Trent or local watercourses (including the drains) across the Site. However, these flood zones do not take into account the existing flood defences along the banks of the River Trent which provide a high level of protection to the Trentside villages and the Site.

During the construction phase, a temporary drainage system will be put in place for each phase of the Proposed Development to minimise the potential of flooding off-Site. In addition a Materials Management Plan will mitigate any potential risks from fluvial flooding, whilst registration with the EA flood warning system and ground investigations and monitoring will be undertaken to ensure the risk to on-Site and off-Site receptors is insignificant.

As part of the Proposed Development, the existing earth embankment flood defence bunds will be reinforced, sustainable urban drainage systems will be implemented whilst the surface water and groundwater across the
Site will be managed by the Burringham Pumping Station. The reinforcements of the flood defence bunds will reduce the existing potential for flooding in the surrounding area. The Site will be raised to provide defence from fluvial, surface water and groundwater flooding. Additionally, a dedicated flood defence corridor has been provided within the western part of the Site to accommodate long term future enhancements of flood defences to minimise the risk of flooding on the Site itself. In case of the failure of the existing flood defence measures, additional mitigation will be implemented. This includes advice to residents, further hydrogeological modelling and provision of an external electricity supply connection facility to maintain the surface and groundwater levels should the Burringham Pumping Station fail. These measures should ensure that the existing standard of flood protection across the Site and also in the surrounding area is greatly improved.

Will the new development increase demands on the water supply network?

A review of strategies and studies published by Anglian Water and the EA was completed in order to ascertain the existing supply and demand issues in and around Scunthorpe. Through correspondence with Anglian Water, it has been confirmed that there is sufficient water supply within the strategic water main network although reinforcement works will be required to support the Proposed Development. To further mitigate any potential effects the Proposed Development will also consider water saving measures including dual flush toilets, rain water harvesters and green roofs which will reduce the water consumption and demand.

Are there any issues with the ground conditions at the Site?

Due to the underlying geology and soils at the Site, there is the potential for limited areas of ground gas and unstable ground to be present at the Site. These could affect buildings and people using the site in the future. To remove potential risks, additional ground investigation work will be undertaken to inform the foundation design.

Will the development lead to the release of contamination?

As the majority of the Site is previously undeveloped, there is unlikely to be soil or groundwater contamination across much of the land. However, there may be localised contamination present in relation to the historic landfill off Scotter Road in the east of the Site and contaminants from vehicles using the M181 and existing roads across the Site.

Best practice measures, including the EA’s Pollution Prevention Guidelines will be adhered to at all times during the construction phase, substantially reducing the risk of releasing potential contaminants associated with construction activities e.g. oil spills and sediments into the ground or surface water features. Any contamination that is found during construction works will be removed. Following the completion of the Proposed Development, there is the potential for localised spillage of fuel, particularly from car parking areas, which may be carried to local watercourses, on-site ponds/lakes and groundwater. A concept drainage system has been formulated for the construction and completed phases of the Proposed Development, which would contain all contamination and treat all run-off through a series of gullies and oil interceptors integrated into the design.

Will the development bring new jobs to the area?

It has been calculated that the construction of the Proposed Development will create approximately 90 jobs per year over the duration of the construction. Once the Proposed Development is complete, it is estimated that it will provide approximately 1,000 permanent jobs in the new business park and local shops, care home, primary school and hotel. Given the size of the Proposed Development, it is anticipated that a further 1,500 jobs will also be created within the local economy due to increases on spending on goods, suppliers and services.
What effect will the development have on local services?

New residents help to sustain essential local services, such as education and healthcare but they also generate additional demands on local services. Based on the average household size (2.36 people per household), it is predicted that 8,260 residents may live in the Proposed Development.

Based on a detailed review of the capacity of local facilities, it was found that there are limited places for primary school pupils and a substantial surplus of secondary school places within the Scunthorpe area. The Proposed Development will include a new primary school which will accommodate the children likely to live within the new development.

Using NLC’s standard calculations, the development is likely to require an additional five GPs. New healthcare facilities will be provided within the Site and financial contributions will be made to maintain existing facilities in the local area.

The Site’s location, provision of well-designed streets and buildings will provide a place where people will want to live, work and visit. This will have a direct knock-on effect upon the local economy through the encouragement of new investment and businesses into the area, which will be attracted by new, modern premises that the development will offer. Using standard calculations, it is likely to generate approximately £900 million per year in the local economy.

What about the waste arisings from the development?

An assessment has been undertaken to identify the potential waste arising from on-site construction activities. No significant effects were identified as best practice will be adopted and the developers will be required to implement a Site Waste Management Plan, which will include commitments to waste minimisation and recycling and will lead to continual improvement in environmental performance.

As part of the construction of the Proposed Development, the existing ground levels across the Site will be raised to provide additional flood protection. It has been assumed that there will be no import of material from off-site and that the material excavated will either be utilised on the Site to create the necessary levels or exported off-site for reuse. This will significantly reduce the quantity of earthworks waste requiring off-site disposal.

Once completed, the Proposed Development is expected to produce 75.4 tonnes of waste a week. However, there will be recycling facilities which will ensure that a significant proportion of household waste can be separated and there will be initiatives in relation to reducing waste for the businesses within the Proposed Development.

What happens next?

The ES has been submitted along with other environmental documents to NLC for the councillors to make a decision on the planning application. During this period of determination, the Council will contact government bodies and agencies for advice on the new development. Members of the general public are also welcomed to make comments on the application during this time. The feedback from these discussions will be provided back to the project team to consider and address, and are taken into account by NLC in reaching the decision.

Who do I contact if I would like more information?

Please contact the individuals below

Contact: Emma Eldred - WSP
Address: The Victoria, 150-182 The Quays, Salford, Manchester, M50 3SP
E-mail: Emma.Eldred@WSPGroup.com
Contact Number: 0161 886 2661
Can I have a copy of the Environmental Statement or this Non-Technical Summary?

The ES will be available to view online in the planning portal. Hard copies can be provided of the full document at a cost of £425 + VAT. Copies of the NTS can be provided on email at no cost from WSP or £20 for a hard copy.