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This document has been prepared and checked in accordance with Waterman Group’s IMS (BS EN ISO 9001: 2008, BS EN ISO 14001: 2004 and BS OHSAS 18001:2007)

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<td>First</td>
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1. INTRODUCTION

Hermes Property Unit Trust (hereafter referred to as the ‘Applicant’) is seeking to obtain planning permission through a hybrid application (part full, part outline) for a mixed-use scheme (hereafter referred to as the ‘Development’) located on land adjacent to Newmarket Road in Fordham, East Cambridgeshire (hereafter referred to as the ‘Site’). The Site encompasses an area of 14.22 hectares. The Site location is shown on Figure 1 and the red line planning application boundary is indicated on Figure 2.

An Environmental Impact Assessment (EIA) has been undertaken by Waterman to assess the potential environmental effects of the Development. The EIA is reported in an Environmental Statement (ES) which has been prepared to accompany the planning application. The ES describes the likely significant environmental effects of the Development. This document provides a summary of the ES in non-technical language.

2. ENVIRONMENTAL IMPACT ASSESSMENT METHODOLOGY

EIA is a process which aims to ensure that the likely significant environmental effects of a proposed development (which can be beneficial or adverse) are given due consideration in the determination of a planning application. In accordance with the relevant legislative requirements and best practice guidelines, the EIA was undertaken using established methods and assessment criteria. This involved visits to the Site, along with surveys, data reviews, consultation with all relevant statutory authorities, computer modelling and specialist assessment undertaken by a team of qualified and experienced consultants.

The first stage of the EIA process involved undertaking a ‘Scoping Study’. The purpose of the study was to identify the potentially significant environmental effects associated with the Development and therefore provide the focus or scope of the EIA. A Scoping Report, which presented the findings of the Scoping Study, was submitted to East Cambridgeshire District Council (ECDC) to support a request for their ‘Scoping Opinion’. The scope of the EIA was formally agreed with ECDC via their formal ‘Scoping Opinion’ which was received on 11th May 2017.

It was agreed with ECDC that the EIA should include assessments of the following environmental topics:

- Socio-Economics;
- Transportation and Access;
- Noise and Vibration;
- Air Quality;
- Water Resources and Flood Risk;
- Ground Conditions and Contamination;
- Archaeology;
- Ecology;
- Built Heritage,
- Landscape and Visual Impact; and
- Cumulative Effects.

Each of the above topics are addressed in the ES, with a chapter dedicated to each topic. (The Landscape and Visual Impact is presented in a separate Volume of the ES.) In each chapter, a description of the assessment methodology is given together with, the relevant environmental conditions on and adjacent to the Site and the likely significant effects of the Development.

The significance of likely effects is graded on a scale as either negligible, minor, moderate or major (note, this NTS does not generally use this terminology as its purpose is to present the findings of the ES in non-technical language).
Each chapter also describes measures that would be incorporated to avoid, reduce, or offset any identified likely adverse effects or enhance likely beneficial effects. Such measures are referred to as ‘mitigation measures’. The resulting effects (known as ‘residual effects’), following the implementation of mitigation measures, are also described.

3. **EXISTING AND LAND USES AND ACTIVITIES**

The existing buildings at the Site comprise a mixture of offices, laboratories, houses and storage facilities along with areas of car parking and extensive green space. The existing commercial buildings on the Site have a Gross External Floor Area (GEA) of 7,377sqm. In addition, the existing two semi-detached residential properties in the west of the Site have a GEA of 293sqm. There are currently 202 parking spaces on the Site. A flood protection embankment is located along the eastern boundary of the Site. Approximately 5.2ha of the Site is currently occupied by buildings and structures. The remaining approximately 9ha within the Site is currently open land.

The existing Site layout is shown on Figure 3 and photographs of the existing buildings on the Site are provided on Figure 4.

The Site is located between Fordham and Snailwell and is close to the larger settlement of Newmarket. Fordham is the nearest village approximately 1.5km to the north. Land uses and activities surrounding the Site include:

- Biggen Stud Farmhouse, a Grade II listed structure, immediately adjacent to the north;
- The eastern boundary of the Site is largely formed by the River Snail. Beyond the River Snail to the east are agricultural fields and Chippenham Fen.
- Agricultural fields adjacent to the south;
- The site of the remains of a Roman Villa, designated as a scheduled monument, is located approximately 100m south of the Site;
- The A142 (Newmarket to Fordham Road) passes adjacent west of the Site from which the Site is accessed. It provides vehicular access to the north (Fordham and beyond) and south (towards the A14 and A11);
- Beyond the A142, approximately 50m to the west, is an industrial park that contains large warehouse-style buildings including Turners Distribution centre and CP Foods UK Ltd. A railway line runs to the west of this industrial park; and
- South of Snailwell Road are business parks and industrial estates, including Pines Industrial Estate, Lynx Business Park and Snailwell Industrial Estate.

The existing land uses and key environmental features surrounding the Site are shown in **Figures 5 and 6**.

4. **ALTERNATIVES AND DESIGN EVOLUTION**

In line with the UK regulations which relate to EIA, the ES provides a description of the main alternatives to the Development which were considered by the Applicant. In addition, a description of how the design of the Development evolved over time is presented.

Guidance on the preparation of EIA suggests that it is good practice to consider ‘alternative sites’. However, given that the objectives for the Development specifically relate to the Site that is within the Applicant’s ownership, it is reasonable that no alternative sites were considered by the Applicant.

EIA guidance also requires that the option of doing nothing (the ‘No Development’ scenario) is also considered in an ES. The ‘No Development’ scenario would entail leaving the Site in its current state. It is considered that under this scenario, the Site would remain underutilised and without redevelopment would lead to several missed opportunities for the current tenants to expand their business and attracting new investment to the Site.
On establishing the need and acceptability for the scheme, the Applicant and their design team worked up a Development in which the overall design, massing, external materiality and landscaping was informed by the Site's constraints and opportunities; particularly those relating to landscape and visual matters, ecology, archaeology and vehicular accessibility. The final Development design emerged as a result of these factors together with an extensive programme of consultation with officers at ECDC and other relevant consultees.

5. **THE PROPOSED DEVELOPMENT**

**Overview**

The Development would provide a mixture of extensions and new stand-alone structures, providing a maximum of 31,867m$^2$ GEA of new floor space. The Development would mainly be a mixture of office, laboratory and industrial/warehouse uses with associated landscaping, access roads and utilities.

The Development would be built in five distinct Phases. Full planning permission is being sought for Phases 1 and 2 and outline planning permission is being sought for Phase 3, 4 and 5. The phasing of the Development and the general layout of the proposed new buildings are set out in Figure 7. The total proposed floorspace and land uses are presented in Table 1.

**Table 1: Total Proposed Floorspace and Land Use**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Building</th>
<th>Land Use (Use Class)</th>
<th>Gross External Area (m$^2$)</th>
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<tbody>
<tr>
<td>Phase 1</td>
<td>C East</td>
<td>Laboratory and Office Space</td>
<td>1,429</td>
</tr>
<tr>
<td>Phase 2</td>
<td>B West</td>
<td>Laboratory and Office Space</td>
<td>1,774</td>
</tr>
<tr>
<td></td>
<td>D South</td>
<td>Laboratory and Office Space</td>
<td>1,478</td>
</tr>
<tr>
<td>Phase 3</td>
<td>Amenity Block</td>
<td>Canteen and Gym</td>
<td>1,116</td>
</tr>
<tr>
<td></td>
<td>Incubator Hub</td>
<td>Laboratory and Office Space</td>
<td>1,116</td>
</tr>
<tr>
<td></td>
<td>Office / Laboratory Building</td>
<td>Office or Laboratory Space</td>
<td>584</td>
</tr>
<tr>
<td></td>
<td>Gateway Building</td>
<td>Laboratory and Office Space</td>
<td>4,728</td>
</tr>
<tr>
<td>Phase 4</td>
<td>Mid Tech 1</td>
<td>Industrial/Warehousing Uses</td>
<td>6,556</td>
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<td>Phase 5</td>
<td>Mid Tech 2</td>
<td>Industrial/Warehousing Uses</td>
<td>13,087</td>
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<tr>
<td></td>
<td><strong>Total</strong></td>
<td></td>
<td><strong>31,867</strong></td>
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**Phases 1 and 2**

Phase 1 includes Building C East only. Phase 2 includes Building B West and Building D South.

Building C East would be linked to Building C by a small corridor area. Building B West would be linked to Buildings B and C by small corridor areas. Building D South would be linked to Building D by a small corridor area. 3D representations of each of the three buildings are presented in Figures 8, 9 and 10 together with sections through each building which indicate building height.

Each new building extension would provide flexible office / laboratory space on the ground floor and office space on the first floor. Plant and photovoltaic (PV) panels would be situated on the roof areas.

The design of the proposed extensions in Phases 1 and 2 would take into account the existing buildings on-Site and use a mix of glass, timber and metal for the facades.

**Phases 3, 4 and 5**

Phase 3 consists of four new buildings, Gateway Building, Incubator Hub, Amenity Block and Office Building.

The Gateway Building would be located near the entrance of the Site in front of the existing buildings to provide new office/laboratory space. Flexible floor-plates are proposed to allow future tenants to use this space as required.
The Incubator Hub would be located adjacent to the south-east of the proposed Amenities Block, approximately 20m to the south-east of Building A. It would provide office/laboratory space and would be used as a hub for scientific research start-up companies.

Adjacent to the south-west of the Incubator Hub would be the Amenities Block which would include canteen, snack bar and gym uses and would supplement the existing facilities for future employees.

An Office / Laboratory Building is also proposed as part of Phase 3 and would be situated approximately 5m to the north-east of the Incubator Hub and Amenities Block building. The Office / Laboratory Building would provide either office or laboratory space.

Phase 4 of the Development includes the Mid Tech 1 building in the south-west of the Site, approximately 50m from Newmarket Road and the Site entrance. The Mid-Tech 1 building would provide industrial / warehousing space.

The Mid-Tech 2 buildings would be constructed in Phase 5, the final phase of the Development. The Mid-Tech 2 buildings would be three separate blocks located in the south-east of the Site. They would also provide industrial / warehousing space.

The Mid-Tech 1 and 2 buildings would be designed such that they can be split up into different internal unit sizes as the need arises to combine office, production and storage activities.

**Figure 11** shows the maximum developable area for each of the buildings within Phases 3, 4 and 5, i.e. the footprint of these buildings would not exceed the areas indicated on **Figure 11**. **Figure 12** shows the minimum and maximum possible heights of each of the buildings in Phases 3, 4 and 5.

**Vehicular Access**

Vehicular access would continue to be from Newmarket Road (A142). Upon completion of Phase 1 in 2019, it is proposed to ban the right turn out of the Site, requiring all vehicles turn left out of the Site.

The Applicant is committed to providing suitable financial contributions towards the cost of associated highway improvements. Proposals include redesigning the A14 Junction 37 and making minor improvements at the A142 Newmarket Road roundabout with Landwade Road and Snailwell Road. These improvements are proposed in 2020 (with Phases 3 and 4 of the Development).

Internal routes within the Site have been designed to allow easy access to each distinct area within the Development. Each building would have an individual drop off area for easy and direct access.

**Car Parking**

The proposed Development would provide a total of 764 new parking spaces over the five Phases. This would be in addition to the 202 spaces currently provided at the Site.

**Sustainable Travel**

The main entrance for pedestrians and cycles would be the same as for cars, via the main entrance from Newmarket Road. A total of 133 new cycle spaces would be provided as part of the Development and delivered over the five Phases.

The Applicant would provide a financial contribution towards public transport improvements in the form of two bus stop lay-bys and a pedestrian crossing on Newmarket Road.

**Landscaping and Ecological Enhancements**

As shown in the Indicative Landscape Masterplan (**Figure 13**), the Development would include a mix of soft and hard landscaping areas. New tree planting and trees that would be retained are shown on **Figure 14**. As many existing on-site trees, as possible would be retained, including the most valuable trees on the Site, namely the group of mature oak trees to the south-west of Building D and the pollarded ash tree to the north-east of Building D.
Vegetation, trees and hedges would be retained, enhanced and added to the periphery of the Site in order to screen the Development and to re-establish green corridors. Areas of meadow grass and native shrub and tree planting are proposed, including along the eastern boundary of the Site, between the Mid-Tech 2 building and the existing flood protection embankment.

The landscape between the Incubator Hub/Amenities Block and the Mid-Tech 2 Building would be enhanced as an amenity area for employees with, for example the creation picnic areas.

Ecological enhancements would include bat boxes to provide suitable roosting places for larger numbers of bats and provide roosts of greater value for the local bat populations than are currently available at the Site. The lighting strategy would create larger amounts of dark areas for bats to forage and commute across the Site. Low level lighting would be implemented, and woodland edge habitat would not be lit. Landscape planting would provide larger areas of tree edge habitats creating areas of foraging habitat for bats.

Lighting timers would be implemented across the Site so that areas are only lit as and when required. All external lighting would be directional and faced away from nearby designated ecological sites. The lighting strategy would prevent light spill on to the River Snail which is the primary habitat for otters. The green corridor running along the River Snail would remain with a management plan implemented for the habitats adjacent to the River.

Areas of suitable habitat would be enhanced and protected for water voles, creating biodiverse areas for water voles to forage and prevent over-shadowing of ditches. A green corridor would be kept between the ditch in the north-west of the Site which has value for water voles, and the River Snail corridor so as not to isolate the water vole currently utilising the Site.

Habitats in which key species of flora are present would be enhanced. A management routine would be implemented which would benefit the small number of nationally-scarce species currently found at the Site.

6. Development Programme and Construction

The current expectation is the construction works would start in 2018, with completion anticipated in 2022. The Development would be delivered in the following 5 Phases:

- Phase 1: Building C East: September 2018 to June 2019
- Phase 2: Buildings B West and D South: July 2019 to July 2020
- Phase 3: Gateway Building, Incubator Hub, Office/Laboratory Building and Amenities Block: August 2020 to October 2021
- Phase 4: Mid-Tech Building 1: May 2021 to March 2022
- Phase 5: Mid-Tech Building 2: November 2021 to September 2022

Each Phase would comprise a similar sequence of construction activities, broadly summarised as:

- Site preparation and groundwork;
- Sub-structure;
- Super-structure, roof and façade;
- Fit out;
- Landscaping; and
- Finishing and testing and commissioning.

Hours of Work

Hours of work would be agreed with ECDC. It is likely that the standard hours of work would be:

- 08:00 to 18:00 hours Monday to Friday;
- 08:00 to 13:00 hours Saturday; and
• Unless agreed in advance with ECDC, no working should be undertaken on Sundays or public/bank holidays.

Although night-time, out-of-hours or Sunday working would not normally be permitted, it is conceivable that certain specialist construction operations and deliveries may have to be undertaken during these periods. If necessary, the hours of operation for such works would be subject to prior agreement and reasonable notice with ECDC, except in emergency conditions.

**Construction Environmental Management Plan**

The nature, extent and magnitude of likely adverse effects associated with construction works are largely dependent on the implementation of effective management controls e.g. employment of dust suppression methods and use of properly maintained plant.

Prior to commencement of construction works, a *Construction Environmental Management Plan* would be prepared in accordance with relevant guidance for agreement with ECDC. The purpose would be to:

- Identify potential adverse environmental issues associated with the construction of the proposed Development;
- Specify measurable limits and targets;
- Detail the mitigation measures to be undertaken; and
- Specify the management tools and procedures required.

### 7. SOCIO-ECONOMICS

A socio-economic assessment has been undertaken using a wide range of information sources. A detailed review of planning policies, guidance and standards, and population Census data has been undertaken, using extensive professional experience of similar development schemes.

It is estimated that the construction of the scheme would support the equivalent of around 28 permanent construction jobs during the 4-5 year construction programme. These jobs would include those directly created by the construction and those created along the supply chain through the provision of goods and services to the construction process. In addition, construction workers would be anticipated to spend money on convenience goods and services, such as food, drink and fuel, in the local area, which would further benefit the economy.

Gross Value Added (GVA) is a conventional measure of economic well-being. GVA measures the value of output generated by a producer minus the costs associated with the production of the output. It has been estimated that the temporary construction employment generated by the proposals would create GVA to the economy of around £19.2 million.

Once completed, the Development is predicted to generate between 750 and 867 net additional full time jobs which is considered to represent a substantial beneficial effect to the local economy. The Development will create a major new employment hub which will make a significant contribution to the delivery of economic growth and employment targets for East Cambridgeshire and the wider economy. It is estimated that the additional jobs created by the Development would generate GVA to the local economy of between £40.3 million and £46.6 million annually.

It is estimated that the total additional business rates generated by the Development once it is fully operational would be around £1 million.
8. **TRANSPORT AND ACCESS**

As part of Phase 1 of the proposed Development, it is proposed to ban the right turn out of the Site and amend the existing traffic island at the Site access junction to provide a physical restriction requiring all vehicles turn left out of the Site.

The Applicant is committed to providing financial contributions to provide local highway improvements at the roundabout to the south of the Site on the A142 Newmarket Road with Landwade Road and Snailwell Road, and at the A14 Junction 37, during Phases 3 and 4 of the Development.

The Applicant is also committed to providing a financial contribution towards the creation of two new bus lay-bys and bus stops with a pedestrian crossing close to the Site on Newmarket Road to encourage the use of public transport by employees travelling to and from the Site.

During construction of the proposed Development, a CEMP would be implemented to control construction traffic movements and reduce potential adverse environmental effects. Nevertheless, occasional disruption to the local road network and to pedestrians and cyclists using the footway and cycleway adjacent to the local road network cannot be ruled out. There would be insignificant effects to off-road pedestrian and cycle routes during construction.

The operation of the proposed Development would result in increased traffic flows on the local road network. However, the proposed junction improvements would provide benefits by reducing levels of congestion.

The provision of new bus laybys and a pedestrian crossing close to the Site entrance, together with the implementation of a Travel Plan for the Development, would result in significantly increased public transport accessibility. The provision of an appropriate amount of cycle parking spaces as well as the provision of improved cycle and pedestrian infrastructure across the Site would greatly benefit pedestrians and cyclists and encourage a move towards more sustainable modes of transport.

The amount of car parking that would be delivered as part of the proposed Development has been designed to be appropriate for the predicted demand.

9. **NOISE AND VIBRATION**

Long-term noise monitoring was undertaken at two locations on the periphery of the Site over a five-day period in May 2017, covering typical weekday and weekend periods. Additional short-term noise monitoring was also undertaken at various locations to robustly quantify the existing noise climate, whilst also providing a good representation of the noise environment experienced at residential properties on the Site and in the wider area.

The Site is situated in a rural location next to a main road network with noise from the road being dominant.

Measures to control construction noise and vibration effects would be incorporated into the CEMP which would refer to appropriate legislation, guidance and best practice measures to minimise adverse effects. Consequently, no adverse effects are predicated at any off-site residential property during the construction of the proposed Development. Furthermore, no adverse effects are predicted at the two on-site residential properties in the west of the Site during the construction of Phases 1, 2, 4 or 5. However, relatively high levels of construction noise are predicted at the two on-site residences during the construction of Phase 3, specifically the Gateway building which is within 75m of the on-site residences. However, it is important to note the following mitigating factors:

- Construction operations would occur during daytime hours when it is reasonably likely that nearby residences would be unoccupied;
- Construction operations would not occur during evenings or night-time when conditions conducive to relaxation and sleep would be reasonably expected by residents;
- There would be no construction operations on Saturdays after 1300hrs or on Sundays;
• Noisy operations with the potential to cause disturbance would be intermittent and short-term and would be unlikely to occur simultaneously; and
• Both on-site residences are occupied by employees of the current on-site operations. The employees work normal daytime hours, are fully aware of the proposed construction operations and have confirmed they are very unlikely to object.

Measures would be put in place to appropriately pre-plan and manage construction traffic as far as practically possible to minimise any potential disturbance to local residents and businesses from associated noise. No significant adverse effects are predicted.

Construction vibration limits would be set to ensure compliance with national standards and, hence, minimise the risk of complaints or building damage. These limits would be controlled through the implementation of a CEMP.

Once the Development is operational, noise from fixed building services plant would be designed to comply with appropriate noise emission limits. Providing that the limits are met, with careful attention paid to plant selection, installation and noise attenuation as appropriate, then disturbance to surrounding SRs would be avoided.

With regards to road traffic noise, the proposed Development is predicted to result in increases of less than three decibels on all modelled road links once it is complete and operational. A change in noise levels of this magnitude would give rise to imperceptible impacts.

10. **AIR QUALITY**

The main likely effects on local air quality during construction relates to dust. A range of measures to minimise or prevent dust generated from construction activities would be set out in the CEMP and implemented throughout the works. Therefore, it is considered that likely effects due to dust emissions would be not significant.

It is anticipated that the effect of construction vehicles entering and leaving the Site during the construction period would be insignificant when compared to local background pollutant concentrations and existing local road traffic emissions.

Any emissions from construction plant operating on the Site would be very small in comparison to the emissions from traffic movements on the roads adjacent to the Site. It is therefore considered that the effect on local air quality would be not significant.

The effect of future traffic-related exhaust emissions and the likely changes in local air quality following the completion of the Development have been modelled. The effect of the Development on local air quality has been predicted for sensitive receptors surrounding the Site. The completed Development is predicted to have an insignificant effect on concentrations of nitrogen dioxide and particulate matter. The overall effect of the Development on air quality is therefore considered to be insignificant.

11. **WATER RESOURCES AND FLOOD RISK**

The effects of the Development upon water resources and drainage have been informed by a review of various information sources including those made available by the Environment Agency (EA) and Anglian Water. A Flood Risk Assessment and Drainage Strategy has also been prepared to accompany the planning application and is included as part of the ES.

The River Snail is located adjacent to the Site. The Development does not include any works to the River Snail. The Site is located within Flood Zones 1, 2 and 3 which denotes some areas of medium to high probability of fluvial flooding. However, the Site benefits from a flood defence (earth bund) which had previously been omitted.
from the EA’s flood models. This has since been rectified via an updated model supplied to the EA by Waterman. There are also ditches within the Site, currently providing ecological and biodiversity benefits as well as keeping groundwater levels down. These would be maintained where possible.

During the construction works, the CEMP should include temporary measures to control surface water runoff from the Site. Such measures would include the provision of adequate drainage to manage surface water runoff. The CEMP should also set out measures to ensure that the existing sewers and ditches are adequately protected and / or disconnected and altered in line with best practice.

The Development is not expected to significantly alter or displace the existing groundwater flows beneath the Site as and thus the risk of groundwater flooding on or off-site is not expected to increase.

It is assumed that all works to the foul water drainage system would be undertaken in consultation and agreement with Anglian Water. Such works would be subject to standard best practice and mandatory regulatory controls and would be designed to cope with the future foul flows of the Development. As such, there would be limited risks of foul water flooding during construction and operation of the Development.

The completed Development would retain the amount of surface water run-off and drain to the River Snail as per the existing situation. This would be achieved through via the incorporation of geo-cellular tanks and / or permeable paving. Surface water flood risk would therefore not increase as a result of the Development.

Overall the Development would have an insignificant effect in regards to water resources and flood risk.

12. GROUND CONDITIONS AND CONTAMINATION

A desk based assessment for the Site has been undertaken in which the potential risk to identified receptors from contamination sources has been undertaken. The findings of the desk based assessment were used to inform the assessment of the likely effects from ground contamination to identified receptors.

The implementation of dust suppression methods, treatment of unforeseen contamination, and the recommendations from a Foundations Works Risk Assessment to be prepared prior to the construction works would control risks to sensitive receptors. With the implementation of relevant legislative regimes, the effect on construction workers from ground gases and vapour, and the release of fugitive emissions on controlled waters would be insignificant.

An intrusive ground investigation would be undertaken to determine current contamination levels at the Site and whether there may be significant quantities of ground gas and vapour present. Should unacceptable levels be present, remedial measures would be implemented to reduce the effect on future Site users to insignificant.

The completed Development would incorporate a greater proportion of hardstanding, thus reducing rainwater infiltration through potentially contaminated soil, and would also result in the removal of any unforeseen contamination where required. This would have a beneficial effect on sensitive underlying groundwater resources and the nearby River Snail. The removal of unforeseen contamination and reduction in soil mobilisation once the Development is completed would also have a beneficial effect on ecological receptors.

The effects of increased solvent and diesel storage in the completed Development would be negligible, provided relevant legislative regimes are followed. The effects on buried structures and services in potential contact with contamination in the ground would be negligible, provided they are suitably designed.

13. ECOLOGY

The Site supports numerous habitats including semi-improved grassland, amenity grassland, scattered trees, relatively recently planted woodland, hedgerows, ditches, buildings and scrub. None of these habitats of particularly great ecological value and most would be retained and incorporated within the proposed Development.
Protected and notable species have been found on the Site, including bats, otters, water voles and notable plant species. These species are of local value. All other species found within the Site are of less than local value and were therefore not assessed as part of this EIA.

During construction works, the implementation of a CEMP would reduce the risk of pollution, including dust, noise and vibration as well as lighting. Minimising night working would reduce disturbance to bats and otters. The inclusion of buffer zones around the ditch in the north of the Site and trees with bat potential would reduce disturbance to water voles and bats respectively. These measures would result in insignificant effects to designated sites, otters and water voles.

The construction of the Amenities Block would create overshadowing of two known bat roosts on Building A (refer to Figure 3) which would result in the roosts being made unsuitable for bats. Therefore, once completed, the Development would incorporate bat boxes which would provide alternate roosting features to bats and would replace the bat roosts likely to be made redundant once the Amenities Block is constructed. The lighting strategy would prevent light spill on to habitats suitable for bats and otters and a Landscape and Environment Management Plan would significantly increase the value of the habitats on Site for notable flora, bats and water voles.

14. **ARCHAEOLOGY**

At the time of submission of the hybrid planning application, the intrusive archaeological investigation of the Site had not been completed. Once the investigation is completed and the results reported, a full archaeological assessment of the Site and the proposed Development will be provided and this section will be updated.

15. **BUILT HERITAGE**

The Site itself does not include any designated heritage assets within its boundary. However, the proposed Development would indirectly affect the heritage significance of the listed building Biggen Stud Farm located immediately to the north of the Site. The heritage significance of this designated heritage asset, and the contribution of its setting to that significance, has been assessed.

The construction stages would be short term and temporary, and their effect on the understanding and appreciation of the heritage significance of the listed building would be indirect, i.e. not direct to the building but confined to change within a part of its wider setting. This effect would be limited in nature and extent, but adverse due to the construction noise and activity on Site, together with the visibility of hoarded but incomplete building works, detracting to some minor degree from the experience of the heritage significance of the listed building within its setting and some local shared views.

On completion of the Development, in particular the introduction of additional built form of a larger scale, there would be a permanent change to the character and appearance of part of the wider setting of the listed building. The established, more formal, even suburban character of the Site would be strengthened. The integration of a new and comprehensive landscape design and planting within the Development would also be an important feature. This would serve to soften the intervention of additional built form on Site, would reinforce boundary screening, and help to better integrate the Development within the surrounding landscape as appreciated in local and longer distance views.

There would be no direct impact on the heritage significance of the farmstead. Those remaining elements or areas of both the immediate and wider setting of the listed building that do contribute to its significance would be maintained and not undermined by the Development. The existing prominence of the farmhouse would be maintained, including its principal orientation westwards and close relationship with immediate garden and ancillary working buildings and spaces at its rear.
The proposed changes within the extended setting of the listed building would do little to undermine or detract from the existing understanding or appreciation of the significance of this designated heritage asset. The Site itself does not contribute positively to the significance of the farmstead, and the established character of its setting to the south and west is defined to a significant degree by the urbanising features of major road infrastructure and grouping of large scale commercial / industrial buildings and hardstanding areas about this route.

This existing context, together with the well-considered architectural and landscape design of the proposed Development, would serve to minimise any adverse effect of change on how the significance of this designated heritage asset would be experienced. However, further urbanising and reducing the existing openness and green space within part of the Site to the south of the listed building would weaken this aspect of the wider setting of the listed building. This built heritage effect would be adverse, but minor in degree.

**CUMULATIVE EFFECTS**

Two types of cumulative effects have been assessed:

- Type 1 Effects: The interaction of the individual effects during construction upon a set of defined sensitive receptors; for example, noise, traffic and visual intrusion; and
- Type 2 Effects: The combined effects arising from other reasonably foreseeable schemes.

**Type 1 Effects**

Table 2: Type 1 Cumulative Effects

<table>
<thead>
<tr>
<th>Sensitive Receptors</th>
<th>Phase of Development</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Residents at 51 and 53 Fordham Road (on-site)</td>
<td>T (v)</td>
</tr>
<tr>
<td>Biggin Farm, 30m north of Site boundary</td>
<td>(bh) (t) (v)</td>
</tr>
<tr>
<td>Cyclists, pedestrians and other road users on local road network.</td>
<td>T (v)</td>
</tr>
<tr>
<td>Occupants and users of existing commercial uses within the Site</td>
<td>(n) (t) (v)</td>
</tr>
</tbody>
</table>

Key: T: Adverse construction traffic effects  
N: Adverse construction noise effects  
BH: Adverse built heritage effects  
V: Adverse visual effects  
(.): Possible very minor effects

**Type 2 Effects**

The following reasonably foreseeable schemes were considered as part of the assessment:

- Land Adjacent 67 Mildenhall Road, Fordham: A residential development of 74 houses approximately 2km north-east of the Site;
- Land Rear of 98 to 118 Mildenhall Road, Fordham: A residential development of up to 100 dwellings approximately 1.75km north-east of the Site;
- Scotsdales Garden Centre: 150 residential dwellings, a 75-bed care home, a local shop and an ancillary medical consultation facility approximately 1.6km north-west of the Site; and
- New Sake brewery: Change of use from agricultural to mixed use including: brewery, café, classroom and exhibition space approximately 500m north of the Site.
For the purposes of the Type 2 assessment, it has generally been assumed that construction activities on the Site and at the four 'cumulative' schemes listed above would occur simultaneously. However particularly in the case of outline planning consents or schemes for which an application has not been made, this is unlikely to actually occur.

Due to the large distances and lack of inter-visibility or interconnection between the Site and each of the four cumulative schemes there are very few identified Type 2 cumulative effects. They are limited to:

- A small adverse effect to traffic flows on the local network once the proposed Development and the four cumulative schemes are operational;
- A small beneficial effect to flood risk, on the assumption that all five schemes would provide increased surface water attenuation; and
- Small beneficial effects to terrestrial habitats and protected / notable fauna and flora on the assumption that all five schemes would provide appropriate provision, enhancement and management of newly created habitats.

16. ES AVAILABILITY AND COMMENTS

The ES is available for viewing by the public on ECDC’s website: [https://eastcambs.gov.uk/content/planning-applications](https://eastcambs.gov.uk/content/planning-applications).

Copies of the ES are also available for viewing by the public during normal office hours in the planning department of ECDC at the address below. Comments on the planning application should be forwarded to the planning case officer at the address given below:

East Cambridgeshire District Council  
The Grange  
Nutholt Lane  
Ely  
Cambridgeshire  
CB7 4EE  
Tel: 01353616136

Hard copies of this NTS are available free of charge. Copies of the full ES are available for purchase. For copies of these documents, please contact:

Waterman Infrastructure and Environment Ltd  
Pickford’s Wharf  
Clink Street  
London  
SE1 9DG  
Tel: 020 7928 7888  
Email: ie@watermangroup.com
UK and Ireland Office Locations
Site Boundary

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Source: Scott Brownrigg

WIE10174-100: Fordham, Newmarket Road

Figure Details

Figure Title

Figure 3: Current Site Layout

Figure Ref

WIE10174-100_GR_ES_1.3A

Date

2017

File Location

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Site Boundary

Existing Building A

Existing Building B

Existing Building C

Existing Building D

Existing Building E

Existing Building F

Existing Building G

Residential Dwelling

Residential Dwelling

Existing Building

A

B

C

D

E

F

G

Residential Dwelling

51

53

B.B

B.C

B.D

B.E

B.F

B.G

Site Boundary

51

53

B.A
Figure Title: Surrounding Land Uses

- Agricultural Building
- Light Industrial
- Residential
- Commercial
- Agricultural / Open Land
- Woodland
Appendix 3 Phasing Plan

- **Phase 1 - C East**
- **Phase 2 - B West / D South**
- **Phase 3 - Gateway Building / Amenities Block**
- **Phase 4 - Mid Tech 1**
- **Phase 5 - Mid Tech 2**

**Source:** Scott Brownrigg

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Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any work is put in hand.
Figure Ref: WIE10174-100
Figure Title: Building B West Sections
File Location: WIE10174-100_GR_ES_5.15A

Figure 8: Building B West Sections

Source: Scott Brownrigg

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Project Details

Figure Ref

Date

Figure Title

File Location \s-lncs\wiel\projects\wie10174\100\graphics\es\issued figures

Figure 11: Maximum Developable Area – Phases 3, 4 & 5

WIE10174-100: Fordham, Newmarket Road

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Figure Ref: WIE10174-100: Fordham, Newmarket Road
Figure Title: Indicative Landscape Masterplan
Date: 2017
File Location: WIE10174-100_GR_ES_5.27A

Source: The Landscape Partnership

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Strategic Planting

Site Boundary
Existing Mature Trees Retained
Existing Native Hedge Retained
Proposed Specimen Trees
Proposed Native Tree and Shrub Planting
Proposed Native Tree Planting in Long Grass

Source: The Landscape Partnership

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