



10.3 Tree and Woodland Impact Assessment

The proposed development site is of mixed current use with allotments, industrial and commercial, former mineral extraction workings and derelict buildings and land.

There are two woodlands on the site. One is located to the north west of the site, at the entrance to allotments. The more prominent woodland is central to the site and is on the former mineral extraction site with a relatively steep gradient. Both woodlands are category A for retention. The large woodland and associated pond is classified as 'Site of Nature Conservation Value' the importance of which is assessed in Section 5: Flora, Fauna and Nature Conservation.

A TPO protects 13 trees to the west near the existing entrance to Ambron House.

An important role of trees across the site is to screen the proposed development from existing properties. This is most significant along the Eastfield Road interface with existing properties, the trees along this part of the site will be retained to prevent overlooking of existing properties.

The development would retain the trees protected by the TPO and also retain most parts of the central woodland area. Without a detailed site layout tree retentions cannot be confirmed but based on the parameter plan it appears that 32% of individual trees, 79% of tree groups, 67% of hedges and 94% of woodland would be directly removed.

The other recognised impacts are a matter of detailed design and management which have also been reviewed. An arboricultural method statement should set out the tree protection requirements for retained trees and this should be implemented throughout development to ensure safe and health tree retention.

Planting trees along the highways and linked to the key open spaces across the site will benefit green infrastructure through integrating and harmonising the development with the local landscape.

In conclusion, the overall the impact of the development upon trees and their amenity is considered to be minor beneficial.



11.0 Waste

11.1 Introduction

A baseline survey of waste management facilities of the Wellingborough area was carried out. The impact of the proposed development was predicted for potential waste production on site during its construction and operational stages. Waste disposal routes were then formulated for all identified waste materials, with particular attention being paid to hazardous wastes that are a risk to human health and the environment.

Due to the close proximity of the Wellingborough East Development (WEAST) to the Eastfield site its influence on waste disposal must also be considered. The site is a larger scale development and will therefore have a more adverse impact on waste disposal in the Wellingborough area and thus jointly with Eastfield will create an increased adverse impact, especially with regards to the movement of waste from the area.

11.2 Key Waste Issues

From the foregoing assessment of waste materials produced during the demolition and construction stage of the project, it was identified that there is considered to be a significant risk as a result of the hazardous nature of the wastes likely to be produced. With a construction stage of approximately four years, a clear and in-depth waste management plan must be adhered to.

Some of the potentially hazardous waste materials are also likely to be produced during the operational stage of the development and therefore a significant risk is also presented by waste materials produced during this stage.

Provided the construction and operational waste materials are dealt with by competent contractors and that all waste materials are disposed of by suitable waste management contractors and licensed disposal sites in accordance with the recommendations provided, the overall environmental impact of waste associated with the proposed development is considered to result in a minor adverse impact.



- All community and support facilities including retail, considerable amounts of car free open space, consolidated allotments and the Green Classroom will be available to adjacent communities. These uses are to serve the community and are help to integrate the proposals into the surrounding area.

The cumulative socio-economic impact of the proposals to the Eastfield Urban Quarter and Wellingborough as a whole are considered as beneficial for the people and the local economy of Wellingborough.



13.0 Transport Assessment

13.1 Introduction

This non-technical summary represents a synopsis of the Transport Assessment prepared for the proposed re-development of a key brownfield site within the Wellingborough Area known as the Eastfield Urban Quarter.

The proposals comprise a mixed use development consisting primarily of residential units (1,006 flats and 27 live/work units), together with a mixture of office, commercial and community uses. Additionally, a 200 bed hotel is proposed near the Finedon Road access.

13.2 Local Highway Network

The site is surrounded by three main roads:

- Finedon Road which will serve as the sites principle access route and forms the northern boundary of the site;
- Mill Road, which forms the southern boundary and provides a key foot and cycle route to the nearby Wellingborough train station; and
- Eastfield Road, which runs in a north/south direction and connects Mill road and Finedon Road.

Key highway improvements include the reduction of Heavy Goods Vehicles along Eastfield Road due to the removal of the existing light industrial activity within the site. Additionally, it is proposed that the existing speed humps be removed and replaced with alternative speed reducing measures such as chicanes. The removal of these speed humps together with the reduction of these vehicles will significantly reduce the noise and vibration levels along Eastfield Road.

13.3 Public Transport

Rail

Wellingborough train station is within approximately 400m (5 min walk) from the southern end of the site and is easily accessible via Mill Road. The train station provides services to London, Leeds as well other local areas, including Leicester and Milton Keynes.

Bus

Bus stops are currently located along Finedon Road and are within 400m (5 min walk) of the entire site. From here, bus route 45 operates on a half hourly service between Wellingborough town centre and Irthlingborough. Alternatively, bus routes 27 and 38 operate along Elsdon Road (5 min walk) running between Wellingborough Station and the town centre at regular intervals throughout the day.

An additional bus service, which runs through the development, is currently being discussed with the council. It is proposed that this service will be a shuttle service, which will run between the town centre and the train station via the site.

Pedestrian

Currently, there is a direct connection between the site and Wellingborough Station via a Mill Road bridge. Furthermore, the town centre is within 1km (just over 10minutes walk) of the site.

It is proposed that pedestrian facilities be improved throughout the local network as part of the development, particularly where junction improvements are required. This includes the provision of central crossing islands at both the Finedon Road and Eastfield Road site access junctions.



Cycling

At present the cycle network in the vicinity of the development site is limited with only Eastfield Road being designated as an advisory route within Wellingborough's cycling route map.

As part of the development, over 1,000 cycle parking spaces are proposed these will be located at various points throughout the site. All cycle parking will be secure and it is further proposed that the residential spaces be located in the basement.

13.4 Policy Review

The Wellingborough Local Plan highlights the need to provide housing while reducing the dependence on private cars and the promotion of public transport, walking and cycling.

The Draft Development Brief for Land East of Eastfield Road outlines the significance of the site within the Borough's wider WEAST (Wellingborough East) plans and the need to develop the site in a comprehensive fashion. It also mentions the need to preserve the access points along Finedon Road and Eastfield Road as the principle access/egress points.

13.5 Parking

The development will provide basement parking throughout the site and there will therefore be no on-street parking associated with the development. A total of 1,976 parking spaces are associated with the development. This includes residential parking and also 20% visitor parking.

The community facilities proposed within the development will not have any parking associated with them as these trips are likely to be internal and made on foot.

13.6 Servicing

The internal roads and site accesses are wide enough to accommodate a large refuse vehicle. All roads along which refuse vehicles are required to travel are within 20m to the refuse bins and are able to enter and leave the site in a forward gear.

13.7 Trip Generation

In order to assess the number of vehicles generated by the development, a combination of the trip rates assumed for the Stanton Cross development and data calculated by a computer database package was used for each of the land uses proposed. These trips were distributed onto the local highway network in order to assess the traffic impact.

13.8 Junction Assessment

Eight junctions were modelled as part of the transport assessment for 4 scenarios. The analysis indicated that proposed development had a significant impact on the surrounding network and that in order to preserve nil detriment, some mitigation measures would be required. These included junction improvements at the following locations:

- Finedon Rd/Rixon Rd
- Finedon Rd/Eastfield Rd
- Finedon Rd/Cross Rd
- Eastfield Rd/Mill Rd
- Midland Rd/Elsden Rd/Senwick Rd





13.9 Conclusion

It is accepted that the vehicular impact on the surrounding highway network is significant. However, suitable mitigation measures have been identified which will increase the capacity on the existing network, and thus minimise the impact on the highway. Furthermore, the pedestrian and cycle links both within the development and between the development and the surrounding areas have been significantly improved.

In conclusion, it is considered that the proposed development will have an acceptable impact on the existing transport network. Particularly as a result of the implementation of several measures, the proposals will lead to a sustainable development, which will have a positive impact on Wellingborough as a whole.



14.0 Interactive and Cumulative Impacts

14.1 Introduction

This non-technical summary presents a brief overview of how the interactive and cumulative impacts of the proposed Eastfield Urban Quarter have been addressed within each specialist chapter. Such impacts may arise as a result of interactions between environmental receptors or as a result of other developments in the area, namely WEAST.

14.2 Interactive Impacts

All relevant and potentially significant interactive impacts between receptors are addressed within each specialist chapter.

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14.3 Cumulative Impacts

The proposed development forms part of the much larger WEAST Strategic Development Area and by its very nature, it is envisaged that all development will be implemented in line with the Local Plan for Wellingborough and the draft development briefs produced by the Matrix Partnership. Cumulative impacts have been addressed within each specialist chapter where relevant.



15.0 Overall Development Assessment

Four key issues have been identified as part of the Environmental Impact Assessment process:

- Increased traffic generation on the existing highway network;
- Visual impact on surrounding residents from proposed building heights (notably the hotel on Finedon Road);
- Opportunities to enhance the environment surrounding the existing scrap yard and the County Wildlife Site;
- The regeneration of a semi-derelict brownfield site by creating up to 1,000 new jobs and the provision of community facilities for the benefit of existing and new residents.

It is considered that the adverse impacts of the development will be outweighed by the beneficial impacts, primarily the opportunity to regenerate an existing brownfield site.

Any comments or concerns regarding the proposed development can be made to Wellingborough Borough Council through the normal planning consultation process.

In the event that Wellingborough Borough Council, statutory consultees or other interested parties wish to receive further clarification or information concerning the content of this summary, or would like to purchase a copy of the main Environmental Statement or Technical Appendices, please contact:

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Further copies of this NTS can be provided free of charge. A charge of £250 will be levied for each copy of the Environmental Statement and the accompanying Appendices.