

9. Transport and Access

9.1. Introduction

9.2. Introduction

9.2.1. This chapter of the ES assesses the impacts and the consequential effects (level of significance) on transport as result of the Proposed Development. The chapter has been prepared by ADC Infrastructure Ltd.

9.2.2. The chapter should be read alongside the following appendices and figures:

- **Appendix 9.1** Transport Assessment (TA)
- **Appendix 9.2** Travel Plan (TP)

9.2.3. This Chapter has been prepared by ADC Infrastructure Ltd, a company competent and experienced in undertaking EIA relating to transport. ADC Infrastructure Ltd has provided transportation and highways support in relation to the Site over several years and, as such, is well placed to understand the requirements of the Proposed Development, as well as having an in-depth knowledge of the Site's locality and traffic conditions in the area.

9.2.4. The primary author of this chapter is an Associate Director with over 30 years of experience in transportation planning. The author has an HNC in Civil Engineering and is a member of the CIHT.

9.3. Assessment Approach

Methodology

9.3.1. The methodology employed in this Chapter is based on the relevant guidance contained in the IEMA Guidelines for the Environmental Assessment of Traffic and Movement (hereafter referred to as 'IEMA Guidelines').

9.3.2. The IEMA Guidelines (July 2023) provide advice specifically aimed at the environmental effects of changes in transport and traffic due to development. It defines the effects that should be regarded as a material consideration whenever a new development is likely to give rise to changes in traffic flows and then considers the weight to which those effects should be defined.

9.3.3. As outlined above, the IEMA Guidelines provide a list of environmental effects which could be considered as part of the EIA process. The effects for assessment are as follows:

- Severance;
- Driver delay;
- Pedestrian delay;
- Pedestrian amenity;
- Fear and intimidation; and
- Accidents and safety.

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- 9.3.4. Other elements that the IEMA Guidelines suggest may be considered, for example, noise and vibration or air pollution, are considered in their respective chapters of this ES. Where these assessments rely on baseline data in respect of transport assessment, this is stated accordingly.

Assessment of Significance

- 9.3.5. The IEMA Guidelines provide advice specifically aimed at the environmental effects of changes in transport and traffic due to development. It defines the effects that should be regarded as a material consideration whenever a new development is likely to give rise to changes in traffic flows and then considers the weight to which those effects should be defined.

- 9.3.6. The extent of the study area for the assessment has been based on the following rules set out in the IEMA Guidelines:

- **Rule 1:** include highway links where traffic flows will increase by more than 30% due to the proposed development (or the number of heavy goods vehicles will increase by more than 30%).
- **Rule 2:** include any other specifically sensitive areas where traffic flows will increase by 10% or more.

- 9.3.7. The IEMA Guidelines are formed on the basis that, in environmental terms, a 30% increase in traffic flow represents a reasonable threshold for including a highway link within an environmental assessment. There is no suggestion that a 30% increase in traffic will necessarily correspond with a detrimental impact on the operation or safety of a road or junction or have any moderate to substantial adverse environmental impacts, as traffic flow changes below this would be unlikely to lead to significant effects on the environment. Nevertheless, the 30% change can be used to assist with defining the extent of the assessment study area.

- 9.3.8. An increase in traffic flow of less than 10% would not be discernible to highway users as background traffic flows can fluctuate by this amount on a daily basis.

- 9.3.9. The traffic impacts of the Proposed Development will be assessed using the strategic East Midlands Gateway Model (EMGM). The EMGM has been developed by consultants SYSTRA, on behalf of the East Midlands Council, and is used to provide a strategic assessment of development and/or infrastructure proposals on the highway network.

- 9.3.10. The EMGM will be used to provide traffic data to consider the following future scenarios (based on a 2041 assessment year to coincide with the end of the Local Plan period):

- 2041 Reference Case scenario (future baseline including cumulative sites and allocated Local Plan growth).
- 2041 Do-Something scenario (2041 Reference Case + Proposed Development and including the Toton and Chetwynd Link Road).

Significance Criteria

- 9.3.11. The magnitude of the effects must be examined to determine whether they are considered to be 'significant.' The IEMA Guidelines imply that there are no simple rules or formulae that can be applied to determine the magnitude of such effects. Therefore, a judgement must be made, based upon the information and data available.

9.3.12. To assess significance, two factors need to be considered, the magnitude of change and the sensitivity of the receptor. The magnitude of change identifies the extent of the impact of the Proposed Development from the original baseline conditions (the scale of impact) and is measured as major, moderate, minor, or negligible. These are as set in **Section 9.4** for each effect.

9.3.13. The sensitivity of receptor identifies the receptors which could be impacted by the Proposed Development and judges how vulnerable the receptor is to the impact and is based largely on professional judgement. The IEMA Guidelines have been reviewed to help define the value and sensitivity of receptors and these are set out in **Table 9.1**.

Table 9.1 Receptor Sensitivity

Receptor Sensitivity	Receptor Type
High	Receptors of greatest sensitivity to traffic flows: schools, colleges, retirement homes, frequently used routes in town centres with high concentration of vulnerable users (children, elderly, disabled)
Medium	Receptors sensitive to traffic flows, main vehicular routes in built up areas, congested links/junctions, roads with narrow footways
Low	Receptors with some sensitivity to traffic flow: places of worship, public open space, residential areas with adequate footway provision and rural roads with low pedestrian/cycle activity
Negligible	Any other routes not covered by the above and receptors sufficiently distant from affected links/junctions

9.3.14. The significance of the effects has been assigned to each of the effects using a significance matrix, as set out in the **Table 9.2**.

Table 9.2 Significance Criteria

Receptor Sensitivity	Magnitude of Change			
	Major	Moderate	Minor	Negligible
High	Major	Major	Moderate	Negligible
Medium	Major	Moderate	Minor	Negligible
Low	Moderate	Minor	Minor	Negligible
Negligible	Minor/Negligible	Minor/Negligible	Negligible	Negligible

9.3.15. The resulting significance of an effect will be reported considering its duration (long or short term), permanence (permanent or temporary) and the type of impact (beneficial or adverse).

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Legislative and Policy Framework

- 9.3.16. The overarching planning context in terms of the Development Plan and material considerations in relation to the Proposed Development are contained in the Planning Statement.

National Planning Policy

National Planning Policy Framework

- 9.3.17. The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It emphasises the importance of the transport policy in facilitating sustainable development. The NPPF has an overarching presumption in favour of sustainable development and requires all plans and decisions to apply it. The requirement is set out in paragraphs 10 and 11 of the document.
- 9.3.18. Paragraph 109 of the document states *"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places. This should involve...identifying, assessing, and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains"*
- 9.3.19. In assessing sites that may be allocated for development in plans, or specific applications for development, paragraph 115 identifies that it should be ensured that:

- *"sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

- 9.3.20. Paragraph 116 states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios"*.

Planning Practice Guidance

- 9.3.21. The Planning Practice Guidance sets out when Travel Plans, TAs and Statements for developments are required and was published in March 2014. It provides guidance on the content and preparation of TAs and suggests that the TA should be:
- *"proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
 - *established at the earliest practicable possible stage of a development proposal;*

- *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally)."*

The Local Plan

- 9.3.22. The Broxtowe Borough Council Part 2 Local Plan 2018–2028 was adopted in October 2019. Policy 26 of the Local Plan relates to Travel Plans and expects Travel Plans to include details of how developments will encourage walking, cycling and the use of public transport. It goes on to state that Travel Plans should be proportionate to the size and scope of the proposed development to which they relate and be tailored to particular local circumstances.

Scoping Criteria

- 9.3.23. As set out in Chapter 2 of this ES, EIA Scoping is not a statutory requirement, when committing a scheme to EIA. The Applicant has not requested a formal Scoping Opinion in relation to the proposed Development; however, has instead followed the scope of that agreed in relation to the larger, separate 'Toton North' scheme, which lies to the north-east of the Site. Given the primary reason for undertaking an EIA is in relation to the potential significant cumulative effects that could occur with Toton North (and other potentially cumulative schemes in the locality), this is considered appropriate and robust.
- 9.3.24. The scope of the assessment study area has therefore been identified based on the assessment thresholds as set out in the IEMA Guidelines.

Limitations to the Assessment

- 9.3.25. A number of assumptions are made when forecasting the traffic generation of the Proposed Development, both during construction and operation. These forecasts have been developed by the Applicant and their consultants based on professional judgement and derived from experience with other developments similar in scale and nature to the Proposed Development. Therefore, they are considered to represent a realistic estimation of traffic generation.
- 9.3.26. In addition, there are some limitations to the data used. The forecast year traffic flows obtained from the EMGM includes assumptions about the scale/mix of development for the Toton Strategic Location for Growth area. These assumptions will be superseded by the Proposed Development and proposals for the wider Toton area and updated modelling using the EMGM will therefore likely be required.

9.4. Baseline Conditions

Site Description and Context

- 9.4.1. This section provides an overview of the existing (baseline) transport and accessibility conditions in the locality of the Site.
- 9.4.2. The Site is located to the north of the built up-area of Toton and is bound by arable field parcels that form part of the wider Toton strategic allocation to the north, the B6003 Stapleford Lane to the east, existing dwellings to the south, and Toton sidings to the west.
- 9.4.3. The Proposed Development comprises residential development of up to 420 dwellings and associated open space and infrastructure. As set out in Chapter 4 'The Proposed Development' of this ES, vehicular access to the Site is proposed via a new signal-controlled crossroads

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junction on the B6003, with the eastern arm of this junction being provided as part of the Toton East development and forming part of the Toton and Chetwynd Link Road.

Local Highway Network

- 9.4.4. To the east of the Site, the B6003 corridor runs north–south through Toton. The corridor is urban in nature, being subject to a 30mph speed limit and having street lighting along its length. The corridor has a number of side road junctions, including a signal-controlled T-junction that serves the Toton Lane tram-based Park and Ride site, a signal-controlled crossroads junction with Swiney Way and Banks Road, and a signal-controlled T-junction with the A6005 Nottingham Road. To the north of the Site the B6003 forms the northern and southern arms of a signal-controlled roundabout junction with the A52, known locally as the A52 Bardills roundabout.
- 9.4.5. The A52 Brian Clough Way forms part of the Strategic Route Network (SRN), managed by National Highways. Regionally, the A52 runs west from the Bardills roundabout to Derby (15km to west) and east to the edge of Nottingham city centre (approx. 11km), before forming a ring road around the west and south of Nottingham and continuing east towards Grantham. There are a number of major highway junctions along the A52 corridor in the vicinity of the Site, including M1 Junction 25 to the west of the Site and the A52 Bramcote roundabout to the east.

Walking and Cycling Networks

- 9.4.6. Details of the walking and cycling infrastructure in the vicinity of the Site are provided in the Transport Assessment and Travel Plan documents (see **Appendices 9.1 and 9.2**). In summary, the Site is served by existing walk/cycle routes with a public footpath running broadly east–west along the northern boundary of the Site and leading south, along with three parallel public bridleway routes, to provide connections to Long Eaton.
- 9.4.7. The existing footway network along Stapleford Lane provides walk routes to existing facilities and amenities in Toton, to the south, and controlled pedestrian/cycle crossing facilities are provided at the B6003/Park and Ride junction and A52 Bardills roundabout to the north.

Public Transport

- 9.4.8. The Toton Lane Park and Ride site and tram line is situated less than 500m to the north–east of the Site. The Park and Ride site is served by a car park with over 1,400 car parking spaces.
- 9.4.9. The tram line serves a number of stops between Toton and Hucknall, including Beeston, Nottingham University, Queens Medical Centre, Nottingham railway station, the city centre, Nottingham Trent University, Bulwell, and Hucknall. The timetabled journey time to Nottingham city centre is 34 minutes. The tram operates at a minimum frequency of a tram every 15 minutes. During the weekday peak hours (7am to 10am and 3pm to 7pm) the frequency increases to a tram every 7 minutes. The tram operates between 0600 and 0100, Monday to Saturday, and 0600 and 0000 on Sundays.
- 9.4.10. There is also a Nottingham Cycle Park cyclehub at the Park and Ride site, with secure cycle parking provided for 16 cycles. The spaces are accessed through purchase of an annual Cycle Park card (price from 1st April 2024 is £12/year).
- 9.4.11. Bus stops at the Toton Lane Park and Ride site and on Stapleford Lane are served by the 'Nottsbus EConnect 510' service between Stapleford and Beeston via Toton. The service operates at an hourly frequency in both directions between 8am and 5pm, Monday to Saturday.

- 9.4.12. National rail services are available from Attenborough and Beeston rail stations, both of which are situated within a 15-minute cycle journey of the Site and both of which have cycle parking.

Baseline Survey Information

- 9.4.13. Baseline traffic flow information has been obtained from the EMGM for a base year of 2022. Daily traffic flows for the main highway links in the vicinity of the Site are shown in **Table 9.3**.

Table 9.3 Baseline Survey Flows

Highway Link	Two-way AADT (vehicles)	HGV
B6003 (north of Bardills Island)	12,677	2.0%
A52 Brian Clough Way (East of Bardills Island)	32,484	7.4%
A52 Derby Road (East of Bramcote Island)	33,262	6.1%
B6003 (south of Bardills Island)	20,142	2.0%
A6005 Nottingham Road (east of Toton)	19,741	3.8%
A6005 Nottingham Road (west of Toton)	24,711	3.8%
A52 Brian Clough Way (west of Bardills)	39,768	6.4%
M1 (south of J25)	109,632	16.5%
A52 (west of M1 J25)	33,116	7.9%
M1 (north of J25)	104,193	16.5%

9.5. Assessment of Likely Significant Effects

- 9.5.1. This section describes the potential effects associated with the Proposed Development in relation to construction and operational traffic. It takes into consideration the infrastructure proposals that form part of the Proposed Development including provision of the new highway corridor, enhancements to the existing Public Rights of Way (PRoW) on the Site, and other off-site infrastructure improvements.

Construction

- 9.5.2. For the purposes of this assessment it has been assumed that the primary construction access would be from the B6003 Stapleford Lane.

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- 9.5.3. At this stage an overall programme of seven years is assumed for the entire Proposed Development with construction potentially commencing in 2027 (if consented). The detailed programme will be developed with the contractor(s) in due course, and it would be for them to prepare and implement the programme taking into account traffic management requirements, temporary diversions, site hours, material deliveries and other programme constraints.
- 9.5.4. Normal hours of work are expected to be Monday to Friday 08.00 to 18.00 hours and Saturday 08.00 to 13.00 hours. However, site working hours will generally vary depending on seasons and the weather conditions. To progress the scheme and comply with the various restrictions night time and Sunday work may be necessary. Examples of this need may be working on the B6003 outside of the busy daytime hours to avoid causing additional traffic congestion and diversion of statutory utilities.
- 9.5.5. Construction traffic will include the movement of workers associated with the construction of infrastructure and individual dwellings along with the movement of material in the form of importing or exporting material. Construction traffic will make up a progressively lower proportion of the overall traffic volumes as the Site is developed, with overall traffic volumes anticipated to be highest on completion.
- 9.5.6. The quantum of workers on Site at any one time will primarily depend on factors such as the timing of the primary infrastructure along with demand for the Proposed Development. The provision of infrastructure will include the construction of the internal highway network and drainage along with the installation of utilities. The construction of individual dwellings will include the creation of the relevant accesses and car parking. It is estimated that there will be an average of 50 car/van trips per day associated with construction workers.
- 9.5.7. The volume of construction traffic HGV's will depend on the construction period, on the construction programme and phasing of the Proposed Development. The construction of the primary infrastructure will involve the movement of material around the Site along with the minimal importing and exporting of material. However, it will be necessary to import aggregates and material for the road pavement and construction of dwellings and car parking. The site is ideally located close to the A52 and M1, whilst Contractors will be required to adhere to routing agreements along with likely measures included in the Construction Environmental Management Plan (CEMP). It is estimated that there would be fewer than 20 HGV trips per day associated with construction.
- 9.5.8. There is an existing public footpath route (Beeston FP17) that runs along the northern boundary of the Site, which then leads through the western part of the Proposed Development and therefore a temporary closure/diversion of the route may be required during construction. This will be reviewed as part of the CEMP, and measures will be contained within to minimise the potential for significant effects.
- 9.5.9. In view of the high level of traffic volumes on the B6003, A52, and the M1, it is considered that the likely effects of construction traffic would be **negligible**.

Operation

- 9.5.10. A future assessment year of 2041 has been used for the TA. **Table 9.4** overleaf outlines the impact of the Proposed Development on the local highway network.

Table 9.4: 2041 Operational Impact

Highway Link	2041 Baseline AADT	Toton West AADT	% impact
B6003 (north of Bardills Island)	13,166	193	1.5%
A52 Brian Clough Way (East of Bardills Island)	46,836	580	1.3%
A52 Derby Road (East of Bramcote Island)	46,128	483	1.0%
B6003 (south of Site)	22,793	386	1.7%
A6005 Nottingham Road (east of Toton)	21,605	97	0.5%
A6005 Nottingham Road (west of Toton)	26,455	97	0.4%
A52 Brian Clough Way (west of Bardills)	55,872	773	1.4%
M1 (south of J25)	156,150	386	0.3%
A52 (west of M1 J25)	47,521	290	0.6%
M1 (north of J25)	143,317	97	0.1%

- 9.5.11. As can be seen in **Table 9.4**, none of the highway links experience an impact of greater than 10% in the assessment year. Therefore, the effects of operational traffic on the local highway network in terms of severance, driver delay, pedestrian delay, pedestrian amenity, fear and intimidation, and accidents and safety, are **negligible**. More detail on each of these is provided below.

Severance

- 9.5.12. In the context of a traffic and movement assessment, severance is the perceived division that can occur within a community when it becomes separated by major transport infrastructure. The Department for Transport has historically set out a range of indicators for determining the significance of severance. Changes in traffic flow of 30%, 60% and 90% are regarded as producing 'slight', 'moderate' and 'substantial' changes in severance, respectively. Although these thresholds no longer appear in Department for Transport guidance, they have not been superseded by subsequent changes to guidance and are established through planning case law.

- 9.5.13. As the changes in traffic flow on the existing highway network are <10% the effects of operational traffic on the local highway network in terms of severance is **negligible**.

Driver Delay

- 9.5.14. The assessment of driver delay has been based on the technical work within the Transport Assessment. This indicates that a number of junctions on the local highway network are at, or close to, capacity during peak periods. However, the assessment also indicates that the effects of the Proposed Development at these junctions is **negligible** in EIA terms.

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Pedestrian Delay and Pedestrian Amenity

- 9.5.15. The IEMA Guidelines states that changes in the volume, composition or speed of traffic may affect the ability of people to cross roads. There are no definitive thresholds to assess pedestrian delay, instead it is recommended that the competent traffic and movement expert use their judgement to determine whether pedestrian delay constitutes a significant effect.
- 9.5.16. Given the negligible (<10%) impact of the Proposed Development traffic on the local highway network, it is considered that the effects on pedestrian delay would be **negligible**.
- 9.5.17. Pedestrian amenity is broadly defined as the relative pleasantness of a journey, and is considered to be affected by traffic flow, traffic composition and pavement width/separation from traffic. The 1993 Guidelines suggest that a tentative threshold for judging the significance of changes in pedestrian amenity would be where the traffic flow (or HGV component) is halved or doubled. Although these thresholds no longer appear in Department for Transport guidance, they have not been superseded by subsequent changes to guidance and are established through planning case law.
- 9.5.18. As the impact of operational traffic on the local highway network is less than 10%, it is considered that the effects of the Proposed Development on pedestrian amenity would be **negligible**.

Fear and Intimidation

- 9.5.19. A further environmental impact that affects people is the fear and intimidation created by all moving objects. The extent of fear and intimidation is dependent on the total volume of traffic, the heavy vehicle composition, the speed these vehicles are passing, and the proximity of traffic to people.
- 9.5.20. The magnitude of impact is approximated with reference to the changes in the level of fear and intimidation from baseline conditions. The magnitude of impact for all links on the existing highway network would be **negligible**.

Accidents and Safety

- 9.5.21. The Transport Assessment includes analysis of existing highway collision data for the key links and junctions in the study area. The analysis concludes that there are no underlying highway safety issues on the existing local highway network that would be exacerbated by traffic associated with the Proposed Development. The impact on accidents and safety is therefore considered to be **negligible**.

9.6. Mitigation, Enhancement and Residual Effects

Mitigation by Design

- 9.6.1. The Proposed Development includes for a new highway route, including a signal-controlled junction with the B6003. The new highway route will include segregated foot/cycle facilities.
- 9.6.2. The provision of a Travel Plan will outline a strategy for maximising the sustainable travel uptake of the Site, reducing the reliance on the private car.

Additional Mitigation.

- 9.6.3. A CEMP and a Construction Traffic Management Plan (CTMP) will be produced. The CEMP will address the potential adverse effects of the construction on the local surrounding highway network in advance of construction. This will encompass all the necessary measures required to ensure that works potentially affecting the highway are adequately addressed. It will provide a framework to help ensure that all necessary mitigation and remedial measures are in place to deal with these during construction. The CEMP will be secured by a condition attached to any outline planning consent.
- 9.6.4. The CTMP will be prepared to establish how traffic flows on the B6003 will be managed during construction of the new access junction, including signage, temporary speed limits etc. The CTMP will be prepared as part of the S278 Agreement required to provide the access works
- 9.6.5. The Transport Assessment at **Appendix 9.1** identifies the following off-site improvements to enhance walk/cycle facilities:
- Diversion of part of the PRoW 'footpath FPI7' and improvements to surfacing, lighting and waymarking of the route (where practical/achievable).

Table 9.5: Mitigation

Ref	Measure to avoid, reduce or manage any adverse effects and/or to deliver beneficial effects	How measure would be secured		
		By Design	By S.106	By Condition
1	Provision of new highway route and access junction to the B6003	X		X
2	Construction Environmental Management Plan (CEMP)	X		X
3	Construction Traffic Management Plan (CTMP)	X		X
4	Diversion of public footpath and improvements to route			X
5	Travel Plan		X	

Residual Effects

- 9.6.6. Taking into account all mitigation measures, the residual effects in relation to severance, driver delay, pedestrian amenity and delay, fear and intimidation and accidents and safety are considered **negligible**.

9.7. Cumulative and In-Combination Effects

- 9.7.1. The cumulative impact of committed developments and wider strategic growth at Toton and Chetwynd has been considered within the EMGM model and no cumulative issues have been identified. The cumulative assessment is inherent in the traffic modelling, as it captures committed development in the locality.

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- 9.7.2. The cumulative and in-combination effects as a result of the construction and operation phases of development proposals are **negligible**.

9.8. Summary

Introduction

- 9.8.1. This chapter assesses the effects of the Site with regards to traffic and transportation and has been prepared by ADC Infrastructure Ltd. This assessment is based on the description of development as set out at **Chapter 4 'The Proposed Development'** and as shown on **Figure 4.1 'Parameter Plan'**. The supporting Transport Assessment and Travel Plan are provided in **Appendix 9.1 and 9.2**, respectively.

Baseline Conditions

- 9.8.2. The Site is located to the west of the B6003 Stapleford Lane. The Site is crossed by an existing public footpath and has links to existing foot/cycle routes to the north, south, east and west of the Site. The Site is accessible by bus and tram utilising nearby bus stops, and tram stops, including the Toton Lane tram based Park and Ride site.

Likely Significant Effects

- 9.8.3. During construction it is expected that that all construction traffic would be routed via the B6003 and A52 and as such the addition of construction traffic along these routes would result in less than a 10% increase, which is considered a negligible impact. Once the Proposed Development is completed none of the links experience an impact greater than the 10% threshold. The impact on severance, driver delay, pedestrian amenity and delay, fear and intimidation and accidents and safety is therefore considered to be negligible and below the threshold which requires further assessment.

Mitigation and Enhancement

- 9.8.4. The Proposed Development will provide a set of mitigation measures which are:
- Provision of a new highway route and access junction to the B6003 Stapleford Lane;
 - Diversion of, and improvements to, an existing PROW route that runs along the northern and western boundaries of the Site; and
 - Travel Plan.

Conclusion

- 9.8.5. The cumulative and in-combination effects as a result of the construction and operation phases of the Proposed Development, with the proposed mitigation, are considered to be **negligible** (not significant) in relation to severance, pedestrian delay and amenity, fear and intimidation, and accidents and safety.
- 9.8.6. **Table 9.6** provides a summary of effects, mitigation and residual effects.

Table 9.6: Summary of Effects, Mitigation and Residual Effects

Receptor / Receiving Environment	Description of Effect	Nature of Effect	Sensitivity Value	Magnitude of Effect	Geographical Importance	Significance of Effects	Mitigation / Enhancement Measures	Residual Effects
Construction								
Local Highway Network	Construction Traffic	Temporary	N/A	Negligible	Local	Negligible (not significant)	None required	Negligible (not significant)
Operation								
Local Highway Network	Vehicular traffic associated with Proposed Development	Permanent	N/A	Negligible	Local	Negligible (not significant)	None required	Negligible (not significant)
Local Public Rights of Way Network	Vehicular traffic associated with Proposed Development	Permanent	Medium	Negligible	Local	Negligible (not significant)	None required	Negligible (not significant)
Cumulative and In-Combination								
Local Highway Network	Vehicular traffic associated with Proposed Development and other committed developments	Permanent	N/A	Negligible	Local	Negligible (not significant)	None required	Negligible (not significant)