

**LAND SOUTH OF GLAN USK PRIMARY SCHOOL, HERBERT ROAD
NEWPORT**

ENVIRONMENTAL STATEMENT

NON-TECHNICAL SUMMARY

1. INTRODUCTION

1.1 This Environmental Statement (ES) has been prepared on behalf of POBL in support of a full planning application submitted to Newport City Council in respect of a proposed residential development and other associated works. The planning application description is as follows:

‘Construction of 206 residential units, internal road network, parking, landscaping and associated works at land south of Glan Usk Primary School, Herbert Road’

1.2 A scoping opinion was requested from Newport City Council on the 17 January 2017 in accordance with Regulation 13 (1) of The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulation 2016. On the 8th February 2017 a scoping opinion in relation to the development was received from the Principal Planning Officer at Newport City Council’s Planning Department. A copy of this document together with individual consultation responses attached can be found in Volume 3 Appendix 1.1. As the Scoping Opinion was requested and received prior to the change in regulations on the 16th May 2017 the Environmental Statement has been prepared in accordance with the 2016 EIA regulations.

1.3 A screening opinion had previously been requested and received from Newport City Council on the 26th November 2012. At this time Newport City Council provided an opinion that the proposed scheme constituted EIA development since the development area was over 0.5 hectares and is located adjacent to a ‘sensitive area’ as defined by Schedule 2 of the EIA Regulations. The new EIA regulations now include a development threshold area of 1ha or development includes more than 150 dwelling houses. As such the site is over 1ha, includes more than 150 dwelling houses and the location of the proposed development is adjacent to a sensitive site, i.e. the River Usk SSSI and SAC. As such the circumstances of the site remain unchanged and it is therefore still considered to fall within Schedule 2 10(b) of the EIA Regulations as an Urban Development Project.

1.4 The key issues identified by the Local Planning Authority and which are included in the content of this Environmental Statement, are as follows:-

- Contamination
- Access and Highways
- Landscape and Visual Impact;
- Ecology and Nature Conservation;
- Hydrology and Drainage;
- Noise;
- Socio-economic; and
- Air Quality

- 1.5 In addition to the issues identified by the LPA the following issues are also considered important and will be dedicated a chapter of ES:
- Planning Policy Context
 - Cumulative Impact
- 1.6 The assessment described in this Environmental Statement (ES) relates to the design of the scheme as it stands in October 2017. The ES is published in three volumes:-
- Volume 1: Non-Technical Summary
 - Volume 2: Written Statement; and
 - Volume 3: Appendices to Written Statement
- 1.7 Environmental Impact Assessment was managed by Asbri Planning Ltd. with guidance from an expert consultant team.

2.0 THE EIA PROCESS

- 2.1 Guidance on how the Regulations are applied in Wales remains within Welsh Office Circular 11/99 Environmental Impact Assessment (EIA). The relationship between a proposed development and its location is a crucial consideration. For any given development proposal, the more sensitive the location, the more likely that the effects will be significant and will require EIA. All developments within environmentally sensitive areas, must be screened for the need for EIA. The main steps in the assessment procedure leading up to the publication of the ES are as follows:-
- Screening;
 - Scoping;
 - Description of the project/development;
 - Complete detailed baseline surveys;
 - Identification of potential environmental impacts;
 - Prediction of impacts;
 - Evaluation and assessment of significance;
 - Identification of mitigation measures and modifications to the design;
 - Identification of residual impacts and cumulative impacts; and
 - Presentation of results of the EIA in the ES (up to 16 week decision period).
- 2.2 The EIA has been undertaken, and the ES prepared, taking into account UK Environmental Legislation and guidance, including the published 'Environmental Impact Assessment: A Guide to Good Practice and Procedures' and The Institute of Environmental Management and Assessment (IEMA) 'Guidelines for Environmental Impact Assessment (2004)'.

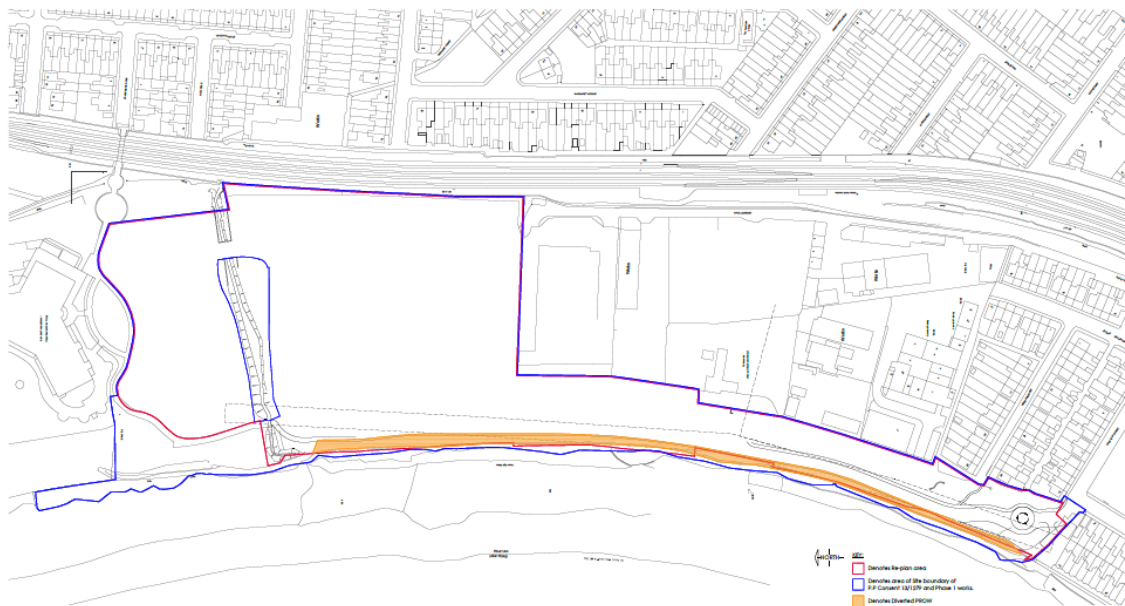
- 2.3 The residual significance of impacts is assessed taking into account mitigation, i.e. the assessment applies to the residual impacts. A residual impact is any impact that would remain following the implementation of proposed mitigation measures.
- 2.4 Using these criteria, the significance of the impacts arising from the proposed development have been categorised (where appropriate) throughout the ES using a seven point scale, as follows:-
- Insignificant;
 - Minor (adverse or beneficial);
 - Moderate (adverse or beneficial); and
 - Major (adverse or beneficial).
- 2.5 The above criterion was not appropriate to assess the significance of impacts of all issues assessed in the ES. Where this criterion is not suitable a significance of impact criteria appropriate to the particular topic has been applied and this has been identified to the reader.
- 2.6 Impacts are assessed for all phases of the development. Construction impacts are considered to be temporary, short term impacts which occur during the construction phase only. Permanent impacts are those long terms effects which would occur as a result of the proposed development once it is in operation.
- 2.7 The assessment of cumulative impacts has been integral throughout the EIA process and has been assessed within all study areas of the ES. For clarity, each chapter has assessed the environmental impacts of the development along with other relevant developments and their associated environmental impacts from the outset of the preparation of the ES.
- 2.8 There is no prescribed approach to assess cumulative impacts in legislation and assessments are defined on a case by case basis. The process used in this ES is unique to this proposed scheme whilst drawing on good practice guidance. The following chapter set outs clearly the methodology in regards to cumulative impacts which has been applied when preparing this ES and provides an overview of the cumulative impacts associated the development in relation to each environmental discipline. The following chapter is an additional chapter and to avoid any confusion in chapter numbering will be entitled 'Chapter 2A: Cumulative Impacts'. The topic

specific chapters succeeding chapter 2A will elaborate on the findings of that chapter.

3.0 SITE CONTEXT

- 3.1 The Site measures 5.2022 hectares and is a brownfield site, previously in industrial use.
- 3.2 The Site is an irregular shape comprising of three distinct land parcels. To the north of the Site are two larger land parcels which are accessed via the third land parcel which is a narrow strip of land that lies between the river bank and the adjacent industrial units and residential dwellings along Courtney Street and Morgan Street. The Site has a right of way along the western edge of the site, adjacent to the river Usk.

Site Location Plan



- 3.3 The Site does not have any ecological designations. It does, however, lie adjacent to the river Usk which is a Special Area of Conservation (SAC) and a Site of Special Scientific Interest (SSSI). The Site does not have any landscape designations but the river Usk front is considered to be an important vista.
- 3.4 The site is bounded to the north by the Glan Usk Primary School, a new constructed school with associated play grounds to the north and beyond is the Glebelands Park.

- 3.5 The eastern boundary lies immediately adjacent to the Newport to Hereford railway line separated by a tree planted buffer. Beyond the railway line the land use is predominantly in residential use and interspersed with typical mixed uses, for example, community halls, shops and places of worship.
- 3.6 The River Usk is immediately adjacent to the western boundary and although there is no formal demarcation between the site and the river Usk, the top of the river banks are clearly defined. As mentioned above, the river Usk is a SAC and SSSI.
- 3.7 The south of site is bounded by industrial units and associated yards and the residential streets of Morgan Street, Courtney Street and Collier Street.
- 3.8 The main access to the site is gained via an access point located at the convergence of the north of Collier Street and north-west of Courtney Street. A pedestrian only access to the site is available to the north via the Glebelands Park which is access via Bank Street.

4. PROJECT DESCRIPTION

- 4.1 The development comprises a full planning application for the construction of 206 no. dwellings and associated works at land south of Glan Usk School, Herbert Road, Newport.
- 4.2 The vision for the application site is to develop a well-integrated residential development that responds to its riverside location, promotes national and local planning policy aims whilst providing an attractive place to live for future occupiers with particular regard given to the enhancement of the existing public right of way and ecological features to benefit existing and future local residents.

Site Layout Plan



4.3 The proposals comprise a mix of houses and apartments blocks within two, three and four storey units. All of the proposed houses are two storeys in height and this represents the majority of the units. The scheme also includes a number of apartments.

4.4 The existing right of way located across the Site will be retained and enhanced as part of this proposal. The enhancements include the formalising the right of way by surfacing it, widening it to 3 metres and lighting it with appropriate street lighting. This will provide an attractive riverside walkway and link the site to the Glebelands Park to the north and the residential streets to the south including the local area of play (LAP) located centrally to Turner street, Collier Street and Courtney Street.

5.0 ASSESSMENT METHODOLOGY AND IMPACT ASSESSMENT

5.1 The determination of the significance of the impacts arising from the proposed development is a key stage in the EIA process. It is this judgement that is crucial to informing the decision-making process. However, defining what is significant is not a simple task. The following criteria have been used (where appropriate to the issue being addressed) in the EIA to inform the assessment of the significance of an impact:-

- Type of impact (adverse/beneficial);
- Extent and magnitude of impact;

- Duration of impact (short term/long term);
- Sensitivity of receptor;
- Comparison with legal requirements, policies and standards;
- Comparison with applicable environmental thresholds; and
- Effectiveness of mitigation.

5.2 It should be noted that the residual significance of impacts is assessed taking into account mitigation, i.e. the assessment applies to the residual impacts. A residual impact is any impact that would remain following the implementation of proposed mitigation measures.

IMPACT ASSESSMENT

5.3 Cumulative impacts are the combined impact of the environmental impacts of the proposed development together with recent or development under construction and future planned development.

5.4 Potential impacts identified as a result of the development can be split into two distinct categories: those leading from the construction and those from the subsequent occupation of the development.

5.5 Mitigation measures are proposed to avoid, reduce, compensate, remediate or even enhance potential impacts. The assessment outlines mitigation measures to ensure that the local environment is adequately protected from adverse impacts during the construction and operational phases of the proposed development.

5.6 The following sub-sections summarise the impact assessment that has been undertaken for each of the key issues as summarised under paragraph 1.4.

6.0 LANDSCAPE AND VISUAL IMPACT

6.1 The townscape and visual appraisal has considered the character of the townscape and visual amenity within the context of the Site. It is considered the proposed development would be consistent in scale to the existing residential properties in the area and would not appear out of character with adjacent land uses. The site is able to accommodate the scale of the development proposed without harm to the character of the townscape. The main reasons

for this conclusion are outlined in the following paragraphs.

- 6.2 The Site appears in public views from a number of locations, the proposed development would be viewed within the context of the built development of Newport and would not be inconsistent with the surrounding character of the area.
- 6.3 The appearance and scale of the proposed development would not appear incompatible with existing development in terms of massing, ridge height or proximity to adjacent buildings; and would be generally consistent with the building spacing of existing properties to the south of the site in East Usk.
- 6.4 The development allows the site to become better integrated with the River Usk, proposes improvement to Lottery's Reen and will improve the amenity of recreational access. This results in a beneficial impact on the landscape and townscape character of the area.
- 6.5 The proposed landscaping scheme will assist in integrating the development into views by supplementing existing vegetation patterns within and outside the site boundary.
- 6.6 Visual impacts have generally been assessed to be low since the scale of the changes resulting from the proposed development are not considered to have an adverse impact on the most relevant vantage points in the local area. Despite this there are opportunities to mitigate visual impacts by screening or filtering views of the development with planting along the river and within and around Lottery's Reen.
- 6.7 There is a considered to be a slight impact on the amenity of nearby residential properties but once the site establishes itself as part of the urban character of Newport, particularly once vegetation has established across the site this impact is considered to reduce and the permanent impact is considered to be acceptable.
- 6.8 The most recent development related to the site is the development of Glan Usk School and there are no identified imminent developments within the vicinity of the Site that could have an impact on the landscape in combination with the proposed development. The assessment of this chapter have taken account of the school development and there the cumulative impacts together with the proposed scheme have therefore been assessed as an integral part of this chapter are **negligible** and have, as mentioned above, have been picked up in the

existing baseline conditions.

- 6.9 Overall the development of the site will not have an adverse impact on the landscape and townscape of the area and will have a beneficial impact on the character of the River Usk, Lottery's Reen whilst also safeguarding the sensitive habitats along the River Usk.

7.0 ECOLOGY AND NATURE CONSERVATION

- 7.1 The combination of desk study and field surveys have identified there to be no features of ecological value within the site. The site has been cleared of vegetation during the enabling works and Phase 1 of the development and as such is now dominated by bare ground. The River Usk SAC/SSSI lies approximately 35m to the west of the site and supports otters, migratory fish and saltmarsh habitat. The River Usk SAC features have been assigned the value of, at a geographical scale, 'International' importance; the River Usk SSSI features have been given a value of 'National' importance. No other statutory or local nature conservation designations exist within or adjacent to the application area. The potential impact of the scheme on the ecological features has been assessed using best practice guidelines.
- 7.2 The design of the proposed development has endeavoured to protect the features of highest biodiversity value as a priority. Mitigation and protection of the River Usk SAC/SSSI has already been agreed and is in the process of being implemented. An Otter Mitigation Strategy and a Wildlife Protection Plan/Environmental Management Plan have been prepared by David Clements Ecology Ltd (DCE, 2017a & 2017b) as part of Conditions 5 and 9 respectively for Planning Application 13/1279.
- 7.3 The development site is currently dominated by bare ground and as such is of negligible value for nature conservation. Mitigation measures including a landscaping scheme incorporating native tree, shrub and flower species will have a long term beneficial impact.
- 7.4 Protected and notable species were deemed unlikely to be present on the site in its current bare state. The adoption of measures such as the installation of bat and bird boxes and suitable native planting would probably have a beneficial long term impact on the site in

ecological terms.

8.0 GROUND CONDITIONS

- 8.1 This chapter of the Environmental Statement, written by Terra Firma (Wales) Limited, is based upon data compiled under planning condition 00/0768 and 13/1279 (Phase 1 only). All data and reports and significantly the Terra Firma (Wales) Limited Remediation Strategy Report produced for planning condition 00/0768 remain entirely relevant. The remedial works planned for the site under planning application 13/1279 are identical to those set out in the Remediation Strategy already approved under 00/0768. The already approved Remediation Strategy has been submitted and agreed in order to discharge condition 3 for the whole site for planning application 13/1279.
- 8.2 Phase 1 has subsequently been investigated and relevant conclusions regarding remediation of Phase 1 detailed in Terra Firma (Wales) Limited Geotechnical and Geo-Environmental Report 12032P1, dated February 2017 must be incorporated into the remediation scheme. Through preparing desk studies and undertaking intrusive investigations of the site, including sampling and analysis of soil and groundwater, the baseline ground conditions of the site have been determined enabling a human health and environmental risk assessment to be completed and suitable geotechnical recommendations to be made.
- 8.3 The ground conditions beneath the site were confirmed to comprise in general made ground over soft clay and peat, over firm to stiff clay with intermittent sand and gravel lenses, over mudstone bedrock. Laboratory chemical testing of site soils found contamination from arsenic, cyanide, asbestos, lead, PCBs and polyaromatic hydrocarbons to be present. These substances were considered to present a potential risk to human health. The groundwater beneath the site and ree water were, however, confirmed to not be affected by site soil contamination.
- 8.4 During the construction phase, risks to construction workers from contaminated soils should be mitigated by:
- COSHH Assessment and good standards of site hygiene, PPE etc.;
 - Appropriate health and safety instructions being in place to cover the above;
 - Dust suppression measures when necessary;
 - Measures to limit contact with any contaminated groundwater.

8.5 As a result of flood risk measures the level of the main body of the site is being raised. Screening and verification that these materials are suitable for use has and will continue to be obtained prior to use. Reen waters will continue to be monitored during fill works as a precaution. Site end users will be protected through capping of gardens and landscaped areas with 600mm clean imported soils and construction of the new access road. No remediation is required in the residential portion of Phase 1.

8.6 A series of recommendations follow relating to:

- a piled foundation of appropriate dimensions and depth for the proposed residential properties.
- Adequate supervision of earthworks
- Addressing issues relating to differential settlement

8.7 It is concluded that with appropriate mitigation any potential impacts can be addressed and are not considered to be significant or likely to have a significant environmental effect on receptors.

9.0 FLOOD RISK

9.1 The Chapter, prepared by Waterman Infrastructure and Environmental Ltd, sets out the hydrological regimes that currently exist and assesses the risk of flooding to the Site. The impact of the proposed development on flood risk to surrounding properties, the proposed flood mitigation measures and the residual risk/compliance with relevant planning policies are also assessed. The NRW Flood Map and the TAN 15 DAM indicate that the majority of the Site is at risk of tidal and fluvial flooding.

9.2 A comprehensive Flood Consequences Assessment (FCA) has been prepared by WIE, which is located in Appendix 10.1. The findings of the FCA are summarised in this chapter.

9.3 Hydraulic modelling of the River Usk (using the NRW model) and the ordinary watercourse (Lottery's Reen – using the same simulations as the tidal flood risk to simulate a conservative, tide locked scenario) have been carried out. Hydraulic analysis of the potential mechanisms of flooding has established based on existing ground levels that:

- The site will not be affected by an extreme fluvial flood event in the River Usk;
- An extreme fluvial event in the ordinary watercourse would cause flooding to the eastern extent of the site; and
- A present day 0.1% AEP tidal event in the River Usk Estuary will affect the site in present-day scenario. The Site will also be inundated by the 0.5% AEP+CC (2117).

9.4 Flood risk from pluvial, sewer, groundwater and artificial sources have also been assessed. However, none are considered significant or would cause an impact on the development's design.

9.5 In order to ensure that the proposed site remains dry during the 0.5% AEP+CC (2117) design event, even with the Upper Confidence Interval applied, it is proposed to raise site levels to 10.40m AOD for areas of the site north of the ordinary watercourse , and 9.95m AOD for areas of the site south of the ordinary watercourse.

9.6 Pedestrian access/egress routes are available through the gated pedestrian link adjacent to the emergency vehicle access route in the north of the site. The pedestrian link will remain open at all times. Pedestrians can use the underpass beneath the railway embankment that provides access onto Charnwood Road and higher ground to the east. An alternative option would be to remain on-site until flood waters recede, and to seek safe refuge above the high water level. This may be an option to be used in conjunction with a flood warning system.

9.7 The channel of the existing reën would be reprofiled and extended to increase the capacity. This would reduce fluvial flood risk post development, and ensure no off-site fluvial flooding would result. Reprofiling the ordinary watercourse generally results in a beneficial impact on land elsewhere. Although there are some localised areas where tidal flood depths increase as a result of raised ground levels (by 0.03m), these areas are already subject to tidal flood depths of greater than 1m, and therefore any impact is considered negligible.

9.8 Effects are discussed at construction phases in relation to tidal flooding; fluvial flooding; risk of groundwater flooding; risk of accidental spillages; risk to site operatives; and risk to off site properties. With regard to the completed development stage, effects are highlighted with regard to tidal flooding to both future occupants and third parties; fluvial flooding to future occupants and third parties; groundwater flooding; increased risk from pluvial and artificial

sources; and risks associated from increased runoff from impermeable areas.

9.9 Most are identified as having negligible effects with some temporary, minor adverse impacts at the construction stage. Following mitigation and enhancement measures all residual effects are stated as negligible.

10.0 DRAINAGE

10.1 This Chapter of the Environmental Statement (ES), written by Waterman Infrastructure & Development Ltd (WIE), presents the Drainage Assessment for the proposed development, as designed by Steve Morgan Associates (SMA). It includes the relevant:

- assessment methodology and significant criteria;
- legislation and policy;
- baseline description;
- identification of potential impacts;
- assessment of the construction and operational phases of the project;
- design / mitigation measures and
- residual impact assessment and recommendations.

10.2 The Drainage Chapter sets out the drainage regimes that currently exist, and comments on the future site drainage proposals as illustrated on the site drainage plan provided by SMA. The general philosophy of approach to the development of the site layout has been to create proposals which are sympathetic to the site topography and environmental setting.

10.3 The surface water drainage strategy comprises two distinct disposal methods. The lower road section, located at the southern site boundary, is to be drained via conventional kerb drainage and conveyed to a geo-cellular attenuation tank situated within a parcel of land adjacent to the proposed roundabout. Attenuated water will then pass through a petrol/oil separator before discharging to the River Usk. The remainder of the development is to be discharged via piped surface water drainage system to the existing on-site watercourse at four separate points.

10.4 Notwithstanding the above, the watercourse (Lottery's Reen) is to be locally widened and re-shaped as part of the development landscaping proposals to provide a wetland area. In addition to the enhanced ecological and amenity value afforded by this area, the additional flood storage provided will help to mitigate future flood risk in storm conditions.

10.5 The most sustainable method of disposal of foul water discharge from the Development is via the existing mains sewerage network. Due to topographical constraints and the requirement to avoid pumping, three points of connection to the existing sewer network are proposed:

Phase 1

i) Flows from the apartment blocks will drain into the existing 150mm sewer adjacent to the southern boundary, subject to agreement with DCWW.

Phases 2,3 & 4

ii) Manhole B2 to the north of the on-site watercourse

iii) Manhole D to the south of the on-site watercourse

These connection points have been discussed and agreed in principle with DCWW.

10.6 In summary it is considered that the proposed development incorporates a range of conveyance, treatment and attenuation SuDS features located throughout the site which, as a whole, provide an effective drainage system that ensures all local planning policies and design standards are met.

10.7 Effects are discussed both at construction and operational stages in terms of surface water runoff increases; surface water and groundwater quality; sewer flooding; and, foul drainage. Whilst in some categories a moderate adverse significance is identified, following appropriate mitigation all will have negligible impacts. Based upon the findings of the assessment, it is therefore considered that the proposed development is unlikely to lead to any significant adverse residual effects in relation to drainage.

11.0 TRAFFIC, TRANSPORT AND MOVEMENT

11.1 The purpose of Chapter 11 is to assess the likely travel characteristics of the proposed development, identify the impact of this travel on the surrounding transport network, and identify any measures required to mitigate the impact of the proposed development. The scope of the assessment was agreed with Newport City Council Highways Department to

ensure the assessment was appropriate and also indicated what junctions in the local area required assessment.

- 11.2 The development will generate a total 111 two way vehicle movements in the morning peak and 120 two way vehicle movements in the evening peak. In total, the proposals would be likely to generate 22 fewer vehicle trips (two-way) in the AM peak period and 25 fewer vehicle trips (two-way) in the PM peak period, compared with the extant planning consent. Capacity analysis of junctions within the locality has been undertaken. The analysis has indicated that there will be increased traffic at all the junctions once the development is completed and mitigation would be required to reduce this impact. The implementation of a Travel Plan to promote the use of more sustainable modes of transport including walking, cycling, public transport, and car sharing is considered to reduce the impact of the development to an acceptable level.
- 11.3 The proposed development proposes a total of 371 parking spaces, an increase of 23 spaces over the previously consented scheme.
- 11.4 The development once completed will have an improved vehicle and pedestrian access on to Collier Street/Courtney Street via a simple priority junction, with pedestrian facilities. Additional pedestrian links are proposed to the north of the Site which provide a connection between the Site and the St Julian's area of Newport.
- 11.5 As part of the development offsite works will be carried out to improve pedestrian movements in the area to take account of the increased footfall in the area. These works will include:
- Dropped kerb with uncontrolled tactile crossings at northern end of Collier Street
 - Dropped kerb with uncontrolled tactile crossings at eastern end of Courtney Street on northern side of the road
 - Dropped kerb with uncontrolled tactile crossings and build out to improve visibility at eastern end of Courtney Street on southern side of the road
 - Extend footway across scrub land in front of palisade fence, inclusion of radius kerb and uncontrolled tactile crossing along Tuner Stree
 - Build out to improve visibility, attention to levels to ensure crossfall to gully tactile crossings

11.6 The cumulative effects on the existing highway network traffic of the recent development in the area including the school development and the 32no. new dwellings at the former Evans Halshaw site have been assessed within the baseline conditions of the ES chapter. It is considered the cumulative impacts of the identified developments together with the proposed scheme are **negligible** and have, as mentioned above, been picked up in the existing baseline conditions.

12.0 NOISE AND VIBRATION

12.1 The Chapter, prepared by Waterman Infrastructure and Environment Ltd, presents an assessment of the likely significant noise effects on sensitive receptors (SRs) as a result of the Development. It provides a description of the methods used in the assessment, followed by a description of the baseline conditions of the Site and surrounding area, and an assessment of the likely significant effects of the Development during the Site preparation and construction works and once the Development is completed and operational. Mitigation measures are identified where appropriate to avoid, reduce or offset any adverse effects identified and / or enhance likely beneficial effects. Taking account of the mitigation measures, the nature and significance of the likely residual effects are described.

12.2 Noise monitoring results confirm the east of the Site to be exposed to the highest levels of noise during the daytime, evening and night-time periods where it extends closest to the rail route .

12.3 Measured environmental noise levels affecting the Site, preliminary façade sound insulation calculations have been undertaken to determine the performance requirements the glazing in the worst affected façades would be required to satisfactorily control the ingress of external environmental noise within residential room spaces. This study indicates that thermal double glazing providing the required attenuation will be required in combination with an acoustically passive ventilation system. During the detailed design phase of the project, a more detailed assessment will be undertaken.

12.4 With regard to construction noise, **short-term adverse effects of minor to substantial significance** are predicted at varying stages of the Site preparation and construction works.

However, with careful programming of work and the adoption of BPM, noise from construction is expected to be **insignificant**. With respect to construction traffic noise and vibration there are no anticipated significant effects at any location.

- 12.5 It is considered that given the temporary nature of yard noises from JS Payne Ltd, and through appropriate use of a physical barrier between Crawford Industrial Estate and the residential areas that there would be **insignificant effects** arising from noise upon the residential areas of the proposed Development.

With respect to fixed building services plant, appropriate noise emission limits have been specified, based on representative minimum background noise levels and the requirements of NCC. 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.

There are no specific mitigation measures to offset the predicted noise impacts along Turner Street as a result of operational traffic generated from the Development. As such, noise generated from operational traffic on Turner Street is likely to have residual **permanent, local, adverse, effects of moderate significance** on sensitive receptors. However, a Site wide Travel Plan for the Development should be implemented, with the aim of reducing the number of car trips associated with the Development. This has the potential to bring about noise benefits.

13.0 AIR QUALITY

- 13.1 The Chapter, which has been prepared by Waterman Infrastructure and Environment Ltd. (WIE), presents an assessment of the likely significant effects of the complete and operational Development on air quality at existing sensitive receptors. It considers the effects of dust from demolition and construction activities, as well as the effect of emissions from road traffic associated with the completed Development.
- 13.2 Having considered the methods used to assess the effects of the new development and the baseline conditions currently existing at the Site and in the surrounding area, the likely

significant effects of the Development arise from demolition and construction activities. The main likely effects on local air quality during these phases relate to dust. A range of measures to minimise or prevent dust would be implemented and it is considered that following mitigation measures the effects from nuisance dust emissions would be negligible.

- 13.3 It is anticipated that with mitigation measures in place, the effect of construction vehicles entering and egressing the Site during the construction period would have a negligible effect, in the context of local background pollutant concentrations and existing local road traffic emissions. Emissions from construction plant are considered to be negligible.
- 13.4 Computer modelling has been carried out to predict the effect of future traffic-related exhaust emissions and the likely changes in local air quality from the proposed heating plant following the completion of the Development. The effect of the Development on local air quality has been predicted at existing residential locations surrounding the Site.

Following completion of the Development, and considering the uncertainty in future NO_x and NO₂ reductions, the Development is predicted to have a negligible impact on NO₂, PM₁₀ and PM_{2.5} concentrations, at all existing and future receptors considered. The overall effect is negligible.

14.0 SOCIO ECONOMIC

- 14.1 It is possible that the development will have an impact on existing residents living in the local area as well as businesses and services. The potential socio-economic and community impact of the Herbert Road development has been assessed in Chapter 14.
- 14.2 The land use will be permanently changed however this is not considered negative since the land is currently vacant, derelict land and will be replaced with a high quality housing scheme. Furthermore, the existing right of way across the site will be retained and enhanced for local residents to continue to use. The existing right of way will be markedly improved through the new development by its formation and added natural surveillance.
- 14.3 During the construction phase the development is considered to have a beneficial impact on the local economy by creating approximately 1,452 employment opportunities, using locally

sourced materials whilst also helping increase the skills sets of the workers employed.

- 14.4 It is acknowledged there will be an impact on local residents during the construction phase which will include the change in outlook from adjacent dwellings and the temporary nuisance to these dwellings of living in close proximity to a construction site. The impact of this on local residents can be reduced through ongoing consultation between the developer and the local community. Other measures that will be adopted to reduce the impact of the development on the local community include retention of ecological areas, adoption of a Construction Environmental Management Plan and the end use of the site as a high quality residential scheme.
- 14.5 The scheme once completed and occupied will place additional pressure on social services including schools, refuse services and recreational facilities. The developer will be required to enter a Section 106 agreement which legally obliges them to pay contributions towards local services to reduce increased pressure and improve these services. The improvement of capacity and facilities of local facility funded through Section 106 agreement is a positive impact on the local community.
- 14.6 The future occupants of the completed development will marginally increase the local population numbers this is not considered to such an extent that it would have an adverse impact on the community or change the demographics of the area. The future occupiers of the development are likely to support the local economy by increasing patronage to local businesses and increasing memberships to sport clubs and community groups.
- 14.7 In the summary of residual effects table, potential impacts are highlighted under the following headings, which refer to both operational and construction stages: land use; access; neighbouring residents; population change (operational phase); economic base; social services (operational phase); community facilities and groups; Newport as a whole. The mitigation measures proposed would allow for the removal, or at least the lessening of impacts such that they cannot be considered as significant. Whilst some minor and moderate adverse impacts are noted, with mitigation residual impacts range from negligible to major beneficial. The completed development and associated construction phase will therefore have positive impact on the local economy and the St. Julian's area.

15.0 SUMMARY

- 15.1 Overall, it is considered that any adverse impacts of the proposed development, identified in the process of Environmental Impact Assessment, can be mitigated against during the construction and operational phases as far as practically possible to reduce the impact to an acceptable level. It is, therefore, concluded that the proposed scheme will have a negligible impact on the wider environment. As such, it is considered that the proposed development is acceptable and, assuming other material considerations dictate otherwise, should be considered favourably by the Local Planning Authority.