

3 APPLICATION SITE & PROPOSED DEVELOPMENT

3.1 INTRODUCTION

3.1.1 This chapter of the ES provides a description of the Application Site and Proposed Development.

3.2 APPLICATION SITE

3.2.1 The Application Site (or "Site") covers an area of approximately 66.15 hectares (ha) of land, located on land east of Junction 11, M40, Banbury. The Site is located entirely within the administrative boundary of Cherwell District Council (CDC).

3.2.2 The Site lies approximately 1.8km to the north-east of the town centre of Banbury with the suburban edge of Banbury running parallel to the M40. The village of Middleton Cheney is circa 1.8km to the east of the Application Site.

3.2.3 The settlement pattern of Banbury has seen employment land develop along the western side of the M40 motorway corridor and to the north of the town. This has recently been extended east of the motorway north of J.11 with the allocation and construction of the Frontier Park employment area. This expansion has logically used J.11 to create an extension to the established employment land to the north of Hennef Way and south along the western edge of the motorway.

3.2.4 The existing established employment land and areas under construction have a strong correlation with the motorway corridor and junction J.11. The geographical extent of the employment land creates robust separation between the motorway and the main civic areas of the town.

3.2.5 The Site itself is a singular parcel of land bounded by the A422 to the south, and the A361 to the west. To the north and east of the Site lie further agricultural fields. Carrdus School, an independent day preparatory school, lies c.180m east of the Site, separated by a dense woodland copse. To the west of the A361 and opposite the Site is the recently consented commercial development of Frontier Park, which is currently under construction. The boundaries of the Site are defined by hedgerow, mature trees and woodland copses around the existing field pattern.

3.2.6 The Site is well related to and will be accessed from the A361, with direct access to Junction 11 of the M40. There are no Public Rights of Way within or in close proximity to the Site.

3.2.7 The Site has two distinct topographical characters which together influence the character of the site and the wider landscape context. The main area of the Site falls gently to the west and northwest with local undulations. This land lies at approximately 100m AOD to 110m AOD. To the east the Site ascends quickly to form a local ridge which extends up to 160m AOD beyond the eastern boundary of the site.

3.2.8 The Site is not subject to any statutory or non-statutory ecological designations. The nearest statutory designation is the Neithrop Fields Cutting Site of Special Scientific Interest (SSSI) which is located at a distance of around 3.1km to the west of the Site. The Application Site is adjacent to the southern edge of Environmentally Sensitive Area, Upper Thames Tributaries.

3.2.9 The north-east part of the Site contains a NERC Act S41 Habitat site (as per the Adopted Cherwell Local Plan 2011-2031 (Part 1) Partial Review- Oxford's unmet Housing

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Need, September 2020). This part will remain undeveloped with a substantial buffer around it, providing opportunities for habitat and biodiversity enhancements

3.2.10 The Site has been carefully selected to exclude any heritage assets and is not located within any statutory/non-statutory designated heritage sites. The Site is not located within a Conservation Area and there are no Listed Buildings within or in close proximity to the Site boundary. A number of Conservation Areas are within approximately 3km of the Site including Banbury, Banbury Grimsbury, Overthorpe, Middleton Cheney and Chacombe Conservation Area. A number of Listed Buildings are associated with the Conservation Areas. The closest Conservation Area is Overthorpe circa. 690m south and Grade II Listed Building, Home Farmhouse (reference: 1200143) is circa.490m south of the Site. The closest Scheduled Monument is Former World War I National Filling Factory, Banbury (reference:1409811) circa.1km south from the Site.

3.2.11 The Site is not covered by any current national or local landscape designations. The Proposed Development lies within the gently rolling, limestone hills and valley landscape of the 'Northamptonshire Uplands' National Character Area 95 (NCA). At a county level the Site is across the 'Clay Vale' and 'Upstanding Village Farmlands' landscape character type, as set out in the Oxfordshire Wildlife and Landscape Study. The Clay Vale landscape is associated as a flat, low-lying landform with small pasture fields, many watercourses and hedgerow trees and well-defined nucleated villages. The Upstanding Village Farmlands landscape is associated with elevated landform, with a strong pattern of hedgerows and nucleated villages; this is consistent with the western part of the Site where the topography rises to form a slope.

3.2.12 The greenfield parcel of land comprising the Site is bordered by a line of mature trees and hedgerow along field boundaries. The internal areas of the fields consist of permanent arable and pastoral land. There are five, small waterbodies within the Site according to OS Maps.

3.2.13 The Site does not lie within an Air Quality Management Area (AQMA). The closest AQMA is Cherwell District Council AQMA No.1, located approximately c.540m to the west of the Site. The designated area incorporates Hennef Way between the junctions with Ermont Way and Concorde Avenue.

3.2.14 The Site is located entirely within Flood Zone 1 which is considered to be the zone with the lowest risk of flooding by the Environment Agency.

3.2.15 The location and extent of the Site in comparison to the surrounding environs is shown on **Figure 3.1- Environmental Designations Plan**.

3.3 PROPOSED DEVELOPMENT

3.3.1 The planning application seeks outline planning consent with matters of landscaping, access layout, scale and appearance reserved for future determination. Indicative details of the principal means of access are included within the supporting plans.

3.3.2 The Proposed Development comprises:

"Outline planning application for the construction of up to 140,000 sqm of employment floorspace (use class B8 with ancillary offices and facilities) and servicing and infrastructure including new site accesses, internal roads and footpaths, landscaping including earthworks to create development platforms and bunds, drainage features and other associated works including demolition of the existing farmhouse. All matters of detail reserved."

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3.3.3 As previously set out in Chapter 2, the Environmental Impact Assessment (EIA) has been carried out with regards to a range of development parameters. These parameters are defined by such conditions including:

- Land Use;
- Maximum Proposed Building Heights;
- Means of Access into the Site;
- Landscape and bunding areas within and on the perimeter of the Site;
- Indicative locations for Sustainable Drainage Systems (SuDS) infrastructure; and
- Existing woodland to be maintained and managed.

3.3.4 The Proposed Development which is the subject of this EIA is shown within the Parameter Plan provided in the following **Figure 3.2- Parameter Plan**.

3.3.5 Once built out the Proposed Development will seek to have 24-hour operation at the Application Site.

Land Use

3.3.6 The Application Site area has been divided into ten land use zones (See **Figure 3.2-Parameter Plan**). These zones are:

- Employment Development Zone (EDZ), Zone A-K.

Table 3.1 Generic Land Use by Zone

Zone	Generic Land Use	Approx. Total Zone Area (hectares)
A	EDZ (class B8)	3.36
B	EDZ (class B8)	2.36
C	EDZ (class B8)	3.92
D	EDZ (class B8)	5.39
E	EDZ (class B8)	1.74
F	EDZ (class B8)	2.28
G	EDZ (class B8)	1.96
H	EDZ (class B8)	3.17
J	EDZ (class B8)	3.94
K	EDZ (class B8)	3.09

Building Footprints and Maximum Heights

3.3.7 For all proposed buildings this application is seeking outline planning permission. Therefore, there are no detailed design plans that accompany this Environmental Statement that show a preferred detailed layout of this proposal were it to gain planning permission. However, **Figure 3.3-Illustrative Site Layout** has been prepared to demonstrate one way in which the development could be achieved in accordance with the Development Parameters.

3.3.8 Therefore, the technical assessments included within this Environmental Statement have assessed the Proposed Development and the maximum building heights that would be installed in each parcel. It is proposed that in any final detailed design there will be up to ten new buildings creating circa 140,000m² of proposed floor area. The final number and locations of the buildings have yet to be determined and depends on the needs of the users of the buildings. However, they will be spread across the ten zones of the Site and all roof heights will be up to or less than the maximum building height for each zone, as can be seen on **Figure 3.2 -Parameter Plan**.

3.3.9 The building heights have been established in response to a combination of factors, including existing onsite features and topography, the vision for the Proposed Development, views into / out of the Site and existing building heights in the surrounding area. The maximum building heights and finished floor levels within the ten employment zones can be seen on **Figure 3.2- Parameter Plan**.

3.3.10 For clarification, the proposed maximum building heights and finished floor levels for each relevant parcel is shown within **Table 3.1** below.

Table 3.2 Building Heights and Finished Floor Levels by Zone

Zone	Maximum Building Heights above finished floor level (meters)	Finished Floor Levels (meters)
A	23	108
B	19	112
C	23	112
D	23	108
E	19	106
F	23	109
G	19	113
H	19	112
J	19	108
K	19	114

Green Infrastructure

3.3.11 Green infrastructure, landscaping and surface water drainage attenuation will be provided as part of the Proposed Development. The areas to be used for green infrastructure, amenity open space, natural and semi natural open space, footways / cycleways and drainage attenuation are shown on **Figure 3.2- Parameter Plan**. A comprehensive network of proposed Green Infrastructure is shown on **Figure 3.4- Illustrative Landscape Strategy**, prepared to demonstrate how Green Infrastructure could be achieved in accordance with the Development Parameters.

3.3.12 The Illustrative Landscape Strategy has been developed in order to integrate and enhance the existing Green Infrastructure framework within the Site and enable the overall masterplan to be accessible, distinct and legible. The development of the landscape strategy has included consideration of the ecological constraints and opportunities.

3.3.13 The Illustrative Landscape Strategy uses these retained natural features to create corridors of Green Infrastructure which contribute to both landscape and visual mitigation as well as provide a distinct sense of place to the future development. The green corridors also conserve existing habitat and provide an opportunity for expansion of this habitat. In landscape and visual terms both the inherent and proposed mitigation measures reduce the scale and massing of the development structures and reduce visual prominence of new built form from confirmed visual receptors.

Surface Water Drainage

3.3.14 The Proposed Development will result in an increase of impermeable surfacing within the Application Site, with the presence of buildings, access and other hard surfaces. In order to ensure the Proposed Development will not increase flood risk elsewhere, surface water discharge from the Site will be controlled.

3.3.15 Sustainable Drainage Systems (SuDS) will be provided to manage surface water run-off. The surface water drainage strategy aims to mimic existing hydrological conditions. A Flood Risk Assessment and Drainage Strategy appended to **Chapter 9: Hydrology, Flood Risk and Drainage**. Indicative locations for SuDS are also shown on **Figure 3.2- Parameter Plan**. The drainage strategy seeks to:

- Locate all development in Flood Zone 1 (lowest risk of fluvial flooding) - The Application Site lies entirely within Flood Zone 1 (low probability of fluvial flooding) which means that the Application Site comprises land which has been assessed as having a less than 1 in 1,000 annual possibility of flooding.
- Control the rate of surface water discharge from the Site at a rate equal to or lower than the existing undeveloped rate for specified event return periods including an allowance for climate change.
- Ensure that there is no material increase in flood risk downstream for the specified event return periods as required by national guidelines.
- Provide a range of wildlife habitats to enhance the biodiversity of the Site.

Access and Movement

3.3.16 Access to the Site would be via the A361 through two principal means and is likely to involve the creation of a primary site access roundabout and a secondary ghost island right turn priority junction to the west.

3.3.17 The A361 is a single carriageway road which measures approximately 7.5m in width. The road is subject to the national speed limit of 60mph. This is to be reduced to 50mph as part of the permitted planning application for the land to the west of the A361 (ref: 19/00128/HYBRID; 'Frontier Park') from the M40 Junction 11 for a distance 250m north of the Frontier Park site access.

3.3.18 Plans of the proposed vehicular access to the Site is shown on **Figure 3.2-Parameter Plan** and **Figure 3.3-Illustrative Site Layout** as described in the Transport Chapter (**Chapter 8**) of this ES and further detailed plans of the proposed site accesses are in the supporting Transport Assessment and Framework Travel Plan.

3.3.19 The Illustrative Site Layout has been created to offer a further plan that shows how the development might look at the detailed design stage. However, it is not a formal application plan and so not be treated as such within this Environmental Statement. The precise details of the vehicle access roads within the various parcels would be subject to detailed design at the Reserved Matters stage. All internal vehicle access would be constructed to Highway Authority standards.

Provision for Pedestrians and Cyclists

3.3.20 Full details of the Proposed Development's access and accessibility, are provided within the separately prepared **Appendix 8.1- Transport Assessment (Chapter 8-Transport and Access)**.

3.3.21 At present there are no pedestrian footways along the A361. Following the development to the Frontier Park, a 2m wide footway leading from the northern side of the access and along the western side of the A361 as far as the new bus layby. A dropped kerb and tactile crossing with pedestrian refuge island leading to a 2m wide footway on the eastern side between the crossing and a new bus layby is also being provided as part of Frontier Park.

3.3.22 As part of the outline consent for the site to the Frontier Park, a shared use footway/ cycleway along Wildmere Road between the existing cycle facility at Banbury Gateway Retail Park and Hennes Way is to be provided.

3.3.23 Once this link is completed, it is considered to be an appropriate pedestrian/cycle link for the employees of Frontier Park, and therefore the employees of the Proposed Development, to access Banbury.

3.3.24 The following measures to provide accessibility are proposed: -

- Provision of pedestrian and cycle links through the Site;
- Internal road layout design to ensure low traffic speeds. The design will promote safe walking and high permeability through the site; and
- Appropriate signage and crossing points of roads through the Proposed Development, to include dropped kerbs, tactile paving and guardrails as appropriate.

Car and Cycle Parking

3.3.25 Consideration of the needs for cycle and car parking is key to the design process for the Proposed Development. The provision, which will be finalised in a detailed design stage, and will be in accordance with the Council's adopted standards and/or appropriate guidance at the time of the reserved matters applications.

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3.3.26 The Site will also be compliant with EVI 8 of the Oxfordshire Electric Vehicle Infrastructure Strategy (adopted in 2021) which requires 25% of all new parking areas to be provided with EV Chargers.

Utilities

3.3.1 Foul drainage, water supply, electricity and gas supply, and telecommunications would be provided to all units within the Proposed Development.

3.3.2 At point of writing, no known existing utilities affecting the Proposed Development of the Application Site has been received.

3.4 DEVELOPMENT PROGRAMME OF CONSTRUCTION

Introduction

3.4.1 Detailed consideration of potential effects during the construction process and any mitigation measures are provided in the relevant technical chapters of this ES.

3.4.2 Planning for construction is necessarily broad at this stage and may be subject to modification during the detailed design stage and in some instances when construction has commenced. Consequently, it has been necessary to predict some of the likely significant effects of the construction of the Proposed Development with the best possible degree of accuracy based on worst case scenarios.

Programme of Works

3.4.3 The construction programme will span up to May 2029 (circa 4 years). An assumption has been made that outline planning permission would be granted by May 2024. Reserved Matters for the first phase including site preparation works would be in place by May 2025 with first completions following by May 2026. The remainder of the development would then be constructed by May 2029 at the latest. Construction of Zones would may be phased to ensure that infrastructure is coordinated with the construction programme.

3.4.4 Construction procedures will be drawn up and best practice techniques employed to ensure that any adverse effects which may arise during the construction phase of the Proposed Development are minimised.

3.4.5 The programme can be divided into the following main stages:

- Enabling and site clearance works;
- Construction of Access and Primary Infrastructure; and
- Construction of commercial development.

Construction Methodology

Hours of Work

3.4.6 It is anticipated that the working hours will be as set out below:

- 08.00 – 18.00 Monday to Friday; and
- 08.00 – 13.00 Saturday

3.4.7 All work outside these hours will be subject to prior agreement, and/or reasonable notice, with Cherwell District Council, who may impose certain restrictions. Night time working will be restricted to exceptional circumstances. Neighbouring houses

and businesses would be notified in advance of such activities should any exceptional circumstances require working outside of these hours.

3.4.8 The proposed working hours will be agreed with Cherwell District Council prior to the commencement of the works and will be set out in a Construction Environmental Management Plan (CEMP)

Construction Environmental Management

3.4.9 The construction procedures will be provided to Cherwell District Council (and other relevant bodies) in the form of a CEMP and/or CMP prior to commencement of the works. Measures to eliminate, reduce or offset adverse environmental effects are identified below:

- Preparation of procedures which will clearly set out the methods of managing environmental issues for all involved with the construction works, including supply chain management;
- Requirement to comply with these procedures included as part of the contract conditions for each element of the work. All contractors tendering for work will be required to demonstrate that their proposals can comply with the procedures and current best practice techniques;
- In respect of necessary departures from the procedures, Cherwell District Council and affected parties will be notified in advance;
- Establishing a dedicated point of contact and responsibility to deal with issues if they arise; this will be a named representative from the construction manager or contractor, part of the professional team (the Construction Liaison Officer, see below); and
- Regular dialogue with Cherwell District Council and the local community.

3.4.10 The establishment of agreed methods and procedures enables any prospective departures to be identified, the reasons understood and appropriate provisions made.

3.4.11 Details will be provided to Cherwell District Council (and other relevant bodies) prior to commencement of the works. It will include the following:

- Details of the site set-up, site compound facilities and services;
- Baseline levels for noise, vibration and dust and details of any monitoring protocols that may be necessary during the works (where specifically requested by the Council);
- Housekeeping procedures and environmental control measures;
- Any requirement for monitoring and record keeping;
- Contact details during normal working hours and emergency details outside working hours;
- Provision for reporting, public liaison, prior notification etc.;
- The mechanism for the public to register complaints and the procedures for responding to complaints;
- Procedures for managing environmental risks and responding to environmental incidents;
- Prohibited or restricted operations (location, hours etc.);
- Details of construction operations highlighting any operations likely to result in disturbance and/or working hours outside the core working period, with an indication of the expected duration of key phases and dates;
- The details of proposed routes for heavy goods vehicles travelling to and from the Application Site; and

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- Details of all works involving interference with a public highway, including temporary carriageway/footpath closures, realignment and diversions.

3.4.12 Preliminary works in the form of site set-up and the implementation of any required archaeological or ecological protection works would be carried out in accordance with construction standard best practice and ecological guidance and/or licence as appropriate to the species/habitat.

3.4.13 The requirement to comply with the procedures set out within the CMP/CEMP will be included as part of the contract conditions for each element of the work including the supply chain as appropriate. All contractors tendering for work will be required to demonstrate that their proposals can comply with the procedures and current best practice techniques.

3.4.14 Any proposed departures from the agreed CEMP/CMP will be submitted to the Council, relevant authorities and affected parties in advance.

3.4.15 Further details on key issues are provided in the rest of this chapter.

Management of sub-contractors

3.4.16 Individual contracts (for example for waste removal) will incorporate relevant requirements in respect of environmental control, based largely on the standard of 'good working practice' as well as Statutory Requirements. Potential sub-contractors will be required to demonstrate how they will achieve best practice, how targets will be met and how potential effects will be minimised.

Management of Construction Works

3.4.17 Contact details will be provided at the site entrance, and will be provided to Cherwell District Council prior to the start of site activities, and whenever a change of responsibility occurs.

Responses to Complaints

3.4.18 Any complaints will be logged, where necessary. The procedures will specify the roles and responsibilities in respect of breaches and complaints from the public. The required actions will be different in each specific case, depending on the operation, equipment or location, or applying additional controls.

Prior Notice

3.4.19 In the event of unusual activities or events that can be anticipated, these will be notified to Cherwell District Council, other relevant bodies and to the relevant property owners or occupiers wherever possible and neighbours, in advance of the activity.

Traffic Management

3.4.20 It will be the responsibility of the Applicant or their Contractor to finalise consultations with Cherwell District Council and the Highways Authority. Notice regarding planned closures and diversions of roads and footpaths shall be given by the Applicant or their Contractor to the Highways Authority, the Police, the Fire Brigade and other emergency services sufficiently in advance of the required closure or diversion dates.

3.4.21 Heavy Goods Vehicles (HGV) access will be from the proposed access at the A361. The vast majority of HGV and car movements generated during the construction period would be expected to route to/ from the M40.

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3.4.22 The primary mitigation during the construction phase will include initial temporary access to the Site to enable preparation for construction and the construction of the new site access roundabout off the A361.

3.4.23 In order to minimise the amount of construction vehicles using the public highway, the following factors will be considered:

- Re-use of materials on site, where possible; and
- Preparation of a Site Waste Management Plan

3.4.24 All construction traffic entering and leaving the Site will be closely controlled. Vehicles making deliveries to site or removing spoil material etc, will travel via designated routes, which will have been previously agreed with Cherwell District Council and the Highways Authority.

3.4.25 Site management and workers would be encouraged to travel to the Application Site by public transport. A Framework Travel Plan appended to Chapter 8 has further details.

Application Site Drainage and Effect on Water Resources

3.4.26 The assessment of potential effects of the Proposed Development on water resources is presented in the Flood Risk Assessment and Drainage Strategy (appended to Chapter 9). The potential effects on water resources during construction are likely to include:

- Water demand for construction activities and domestic use by the contractor (however, this is anticipated to be low);
- Generation of domestic foul effluent by contractors;
- Potential for mud and debris arising from the construction works to enter the existing surface water / land drainage system, causing blockages and restricting flow.
- Temporary increase in impermeable area during construction has the potential to increase flooding both on and off site; and
- Risk of pollution of run-off and groundwater due to construction activities.

3.4.27 Surface drainage will be attenuated where required and any required discharge arrangements will be agreed with the Environment Agency and Lead Local Flood Authority. Foul water generated on the Application Site will be treated by a biodisc treatment plant (or similar). Treated flows will be discharged through the same network as surface water, therefore no pressure will be put on the public foul drainage network.

3.4.28 The Applicant or their Contractor will ensure that any water which may have come into contact with any contaminated materials during construction will be disposed of in accordance with the Water Resources Act (1991) and other legislation, and to the satisfaction of the Environment Agency or Severn Trent Water. In addition, any risk will be reduced by adopting good management practices and relevant measures described in the Environment Agency's Pollution Prevention Guidelines, including:

- PPG01 – General Guide to the prevention of water pollution; and
- PPG06 – working at construction and demolition sites

3.4.29 All liquids and solids of a potentially hazardous nature (for example diesel fuel, oils, asbestos and solvents) will be stored on surfaced areas, with bunding, to the satisfaction of the Environment Agency.

Waste Management, Recycling and Disposal

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3.4.30 Waste will be generated during all stages of the construction works. Major sources of waste within the construction process include:

- Spoil – concrete, brick rubble, steel, aluminium, plastics, wood etc.;
- Packaging – plastics, pallets, expanded foams etc;
- Waste materials generated from inaccurate ordering, poor usage, badly stored materials, poor handling, spillage etc; and
- Dirty water, for example from silt.

3.4.31 All relevant contractors will be required to investigate opportunities to minimise waste arisings at source and, where such waste generation is unavoidable, to maximise the recycling and reuse potential of construction materials. Wherever feasible, such arisings will be dealt with in a manner that reduces environmental impact and maximises potential re-use of materials. Recycling of materials will largely take place off-site where noise and dust are less likely to result in impacts to the occupants of surrounding properties.

3.4.32 A Site Waste Management Plan would be prepared to set out the procedures to sort, reuse and recycle construction waste. Adherence to the SWMP would support better control over materials handling and waste, compliance with relevant waste legislation for the handling, transport and disposal of wastes, compliance with environmental management systems and management of waste-related costs.

3.4.33 For those materials removed from the site, notification by the Contractor/Construction Manager for approval (via consultation with the authorities) will take place. Loads will only be deposited at authorised waste treatment and disposal sites. Deposition will be in accordance with the requirements of the Environmental Agency, the Environmental Protection Act 1990, the Environmental Protection (Duty of Care) Regulations 1991, the Controlled Waste Regulations 1992, the Landfill (England and Wales) Regulations 2002 and the Landfill (England and Wales) (Amendment) Regulations 2004, Hazardous Waste (England and Wales) Regulations 2005 and the List of Wastes (England) Regulations 2005.

3.4.34 To prove the correct depositing of excavated material and to prevent the occurrence of fly-tipping, a waste transfer note (WTN) system will be used in accordance with the Environmental Protection (Duty of Care) Regulations 1991. All contractor/sub-contractors will hold a current waste carriers licence and will operate a WTN system, to confirm that each load is received at the approved licensed waste management disposal site. Copies of the WTN are to be provided to the nominated manager, and available for inspection at the Application Site. In addition, direct routes via motorways/main roads to designated tips will be agreed with the sub-contractors.

3.4.35 No burning of construction waste will be undertaken on the Application Site.

3.4.36 In addition to the usual waste associated with a normal construction project, there is also the possibility of contaminants or hazardous materials found during construction. The control, handling and disposal of these materials will require special attention and specific procedures will provide the detailed requirements necessary.

Protection of Trees and Vegetation

3.4.37 Provision in BS5837: 2012 will be followed during the construction of the Proposed Development. All trees to be retained will be protected from any unnecessary damage.

3.4.38 All temporary material storage will be located wherever practical at adequate distances from vegetation and tree cover to avoid any physical damage. Where tree

roots may be subject to potential vehicle compaction, additional temporary protection of the ground surface may be introduced.

3.4.39 An arboricultural survey of the Site was undertaken and has been used within the design of the site and the various environmental assessments. The arboricultural survey is included within the planning application documents.

Demolition and Decommissioning

3.4.40 While it is anticipated that the Proposed Development will exist well beyond its design life of 60-120 years (including refurbishment) it may ultimately require subsequent redevelopment. Such demolition would comply with all the legislative requirements and codes of practice pertaining at that time. Due to the unknown timeframe for such works or what the legislative requirements would be at that time, the decommissioning process has been excluded from this EIA.