

Volume II: North & East MMDR

ES Non-Technical Summary Report & Figures

**Report Number: 60542201-ACM-EGN-GEN_GEN_ZZ_Z-RP-LE-0006 P01 S2
September 2018**

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Revision	Current Status	Date	Prepared By	Reviewed By	Approved By
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INTRODUCTION

Non-Technical Summary and Figures

This document is Volume II of the North & East Melton Mowbray Distributor Road (the proposed scheme) Environmental Statement (ES). It presents the Non-Technical Summary and the Figures that should be read in conjunction with the ES.

The Non-Technical summary is presented first followed by the figures.

The following figures are included:

- Figure 2.1: Scheme Location Plan
- Figure 2.2: The Proposed Scheme
- Figure 2.3: Structures Locations
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- Figure 3.3A: River Eye Diversion Option 1 Long Realignment
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NON-TECHNICAL SUMMARY REPORT



North & East Melton Mowbray Distributor Road

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SCHEDULE OF REVISIONS

Revisions Issued Since Publication

Report Revision Number	Revision Date	Paragraphs amended

Standard codes for suitability models and documents See BS1192:2007 Table 5 for further details					
Revision	Status	Description	Revision	Status	Description
P01.01 etc. to Pnn.nn etc.	S0	Initial status or WIP	P01.1 etc. to Pnn.nn etc.	D1	Costing
P01.01 to Pnn.nn	S1	Co-ordination	P01.1 etc. to Pnn.nn etc.	D2	Tender
P01 to Pnn	S2	Information	P01.1 etc. to Pnn.nn etc.	D3	Contractor Design
P01 to Pnn	S3	Review & Comment	P01.1 etc. to Pnn.nn etc.	D4	Manufacture/ Procurement
P01 to Pnn	S4	Stage Approval	C01 to Cnn	A1, A2 etc	Approved and accepted as stage complete
P01 to Pnn	S5	Manufacture	P01.01 etc. to Pnn.nn etc.	B1, B2 etc	Partially signed-off:
P01 to Pnn	S6	PIM Authorization	C01 to Cnn	CR	As Construction Record
P01 to Pnn	S7	AIM Authorization			

1 INTRODUCTION

Leicestershire County Council proposes to provide a single carriageway road to the north and east of Melton Mowbray. The route extends from the A606 Nottingham Road (Roundabout 1) to the A606 Burton Road (Roundabout 6), crossing Scalford Road (Roundabout 2), Melton Spinney Road (Roundabout 3), A607 Thorpe Road (Roundabout 4) and B676 Saxby Road (Roundabout 5). The length of the proposed road is 7.1km (Refer to **Appendix A: Proposed Scheme**).

The proposed scheme aims to improve Melton's quality of life by reducing congestion and delays within the town centre and surrounding urban areas and to strengthen the town's economic competitiveness. The overarching objective of the proposed scheme is to enable the current applications and development proposals coming forward in the town; and jobs largely associated with 20 hectares (ha) of employment land to the south-west of Melton to ensure Melton Mowbray remains a vibrant, active and highly-viable, growth location in the County.

The proposed scheme requires an Environmental Impact Assessment in line with the Town and County Planning (Environmental Impact Assessment) Regulations 2017 and an Environmental Statement has been submitted as part of the Planning application.

Prior to submission of a planning application, the local community and other stakeholders were consulted on the proposals, including a description of the proposed scheme, the likely significant environmental effects based on the environmental information available at the time, measures to avoid or reduce such effects and the alternatives considered. The consultation supported consultees in developing an informed view of the likely significant environmental effects of the proposed scheme.

This document is the Non-Technical Summary of the Environmental Statement and presents a summary of the key findings to understand and report the effects of the proposals on the environment. The Non-Technical Summary is easy to read and free from technical jargon.

Environmental Impact Assessment

An Environmental Impact Assessment (EIA) is an assessment of the impacts of a major project which affect the natural, built and social environment. The EU Council Directive (2011/92/EU) on the assessment of the effects of certain public and private projects on the environment forms the basis of the legal requirements for Environmental Impact Assessment. The Environmental Impact Assessment directive is implemented in the UK through separate statutory instruments specific to different consenting regimes. The Environmental Statement is a key part of the application documents submitted by the applicant in support of the planning application. Its principal purpose is to assess the likely significant effects of the proposed scheme on the environment and to enable an informed decision on whether or not to grant planning permission.

The EIA considers impacts during the construction and operation of the proposed scheme. The construction phase assessment addresses both the temporary activities involved in building the scheme and the operational phase addresses the subsequent permanent presence of the scheme once constructed.

During its construction, most of the scheme's potential adverse environmental impacts would be avoided or mitigated through the implementation of industry standard practice and control measures, which would be contained within a Construction Environmental Management Plan (CEMP).

The final assessment of environmental impacts is presented in the Environmental Statement that will be submitted with the planning application.

2 THE SCHEME

Environmental Context

The proposed scheme would be located in a predominantly rural environment, with a mixture of residential housing, recreational facilities and agricultural land. Notably, the community of Thorpe Arnold located west of the proposed scheme (roundabout 4), Melton Country Park located south (roundabout 2) and Twinlakes to the east of roundabout 3.

The proposed scheme would cross Thorpe Brook, Scalford Brook, the River Eye (a Main River and a Site of Special Scientific Interest) and tributaries of these watercourses. It also crosses the Leicester to Peterborough railway line.

Proposed Scheme

The proposed scheme is 7.1km in length and would entail the following:

- A two way single carriageway road with a speed limit of 40 mph between Roundabout 1 and Roundabout 3, where the proposed residential development is planned to be built as part of the Northern Sustainable Neighbourhood, and 60 mph between Roundabout 3 and Roundabout 6.
- Two 3.65 m wide lanes with an additional 1m hard strip on either side within the 60 mph section.
- A 2.5 m to 3.5 m verge on either side of the carriageway and a 3m combined footway/cycleway on the Melton Mowbray town side of the carriageway.
- Pedestrian refuge islands where existing footpaths cross the proposed route and uncontrolled crossing facilities would be incorporated at roundabouts.
- Localised increases in verge width to accommodate highway features such as signs, vehicle restraint systems, and communication equipment where required.
- Vehicle restraint systems would be provided in accordance with the nationally recognised standards.
- Environmental and drainage mitigation features have been integrated into the proposed scheme design to minimise potential adverse impacts.

If the planning application is approved, construction is planned to start in 2020, with the proposed scheme being fully open to traffic in 2022.

Alternatives

Proposals for the North & East MMDR have been the subject of extensive study since 2015. The process of options identification and route selection leading to the proposed scheme is summarised in Volume 1 North & East MMDR ES: Chapter 3: Assessment of Alternatives. The process has followed the following stages:

- Option identification;
- Options appraisal and sifting to identify options to take forward for further appraisal;
- The selection of options which was taken to public consultation in September 2017; and
- The selection of preferred option for the crossing of the River Eye was consulted on with Natural England and Environment Agency;

The route shown in this application is similar to the option presented at consultation in September 2017, but with modifications due to comments received by the community and key stakeholders.

The Applicant

Leicestershire County Council is the applicant, working proactively with Melton Borough Council planning for Melton Mowbray's future growth.

3 THE ENVIRONMENTAL EFFECTS AND MITIGATION

Under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), the proposed scheme is defined as the type and scale of development that automatically requires an EIA. Accordingly, an EIA was undertaken to meet the requirements of the relevant planning policy and legislation, and cover the effects of the proposed scheme on the environment.

The EIA considers impacts during the construction and operation of the proposed scheme. The construction phase assessment addresses both the temporary activities involved in building the proposed scheme and the subsequent permanent presence of the proposed scheme once constructed. The operational assessment considers the situation when the proposed scheme is being used by traffic.

During its construction, most of the proposed scheme's potential adverse environmental impacts would be avoided or mitigated through the implementation of industry standard practice and control measures, which would be contained within a Construction Environmental Management Plan (CEMP).

The findings of the EIA are presented in the Environmental Statement (AECOM, 2018) that will be submitted with the planning application.

Air Quality

Baseline

Air quality in the area around the proposed scheme is considered to be good. This is confirmed by the fact that there are no Air Quality Management Areas (AQMAs) close to the proposed scheme, with the nearest being 14 km from Melton Mowbray town centre. AQMAs are areas that the local authority has identified as requiring management to achieve desired air quality objectives. Notwithstanding this, air quality monitoring data indicates that the level of nitrogen dioxide at one location within the town is above objective levels.

Construction

Without mitigation, construction of the proposed scheme would temporarily impact air quality as a result of dust from construction activities, such as earth moving and excavations, and emissions from construction traffic and equipment/plant. Mitigation measures in the CEMP would include those for dust suppression, control and use of equipment/plant and construction traffic management. These would minimise the temporary impacts during construction activities.

Operation

During operation there could be impacts on air quality due to the introduction of a road infrastructure in an area that is predominantly rural. However, the proposed scheme is as far away from residential properties as reasonably possible and the low concentrations of pollutants in these areas means that air pollution will remain far lower than levels considered harmful to health. With the proposed scheme in place, medium to large improvements in air quality for nitrogen dioxide are predicted at all three receptors where the concentration would exceed the objective without the scheme, removing the exceedance at two of the receptors. Sections of the proposed scheme are within deep cutting therefore minimising the effects of traffic on air quality

during scheme operation.

Cultural Heritage

Baseline

Cultural heritage includes archaeology, historic buildings/ structures and historic landscapes including parks and gardens. The proposed scheme would traverse an area with records of pre-historic, Roman and medieval and post medieval features, as well as assets associated with more modern times. A total of 115 archaeological heritage assets were recorded on the Historic Environment Record within the defined study area, including three scheduled monuments and 11 listed buildings. A total of 67 events were also identified within the study area, the majority of which are associated with recorded heritage assets.

Construction

The proposed scheme has the potential to impact upon both recorded archaeological assets and potential archaeological deposits. Implementation of appropriate mitigation measures and taking into account impact avoidance measures included in the proposed scheme design, the following effects would likely result during construction of the proposed scheme:

- A slight adverse effect on the setting of Sysonby Lodge (B11).
- The demolition of Sysonby Farm (B12) to accommodate the proposed scheme would result in a moderate adverse significant effect.
- A slight adverse effect on scheduled monument of the hospital, fish ponds and moated site at Burton Lazars (A55).
- A slight adverse effect on historic transport links and a number of areas of archaeological potential
- Potential for large adverse effect archaeology in areas identified through geophysical surveys.

Operation

The cultural heritage assessment indicated that with appropriate scheme design, adoption of a bespoke archaeological mitigation strategy, implementation of mitigation measures included within the CEMP and a programme of archaeological fieldwork would mitigate impacts and effects upon archaeological sites and or historic buildings and settings. No significant effects upon cultural heritage assets are anticipated during the operation of the proposed scheme.

Landscape and Visual Effects

Baseline

The proposed scheme is located in an area that is primarily arable farming, with some pastoral farming in the valley bottom. The terrain is characterised by rolling hills with elevated plateaux, narrow river valleys and distinctive scarp slopes. Located away from the main town of Melton Mowbray, settlement is typically either

concentrated in small villages such as Burton Lazars, or hamlets such as Brentingby or Wyfordby.

Construction

Construction activities have the potential to have temporary impacts on the local landscape, on views for users of public rights of way and local roads, and on residential properties in the vicinity of the proposed scheme. Measures to mitigate potential impacts of the construction activities include the sensitive siting of construction compounds, minimisation of construction lighting and minimising the loss of screening vegetation.

During construction, the landscape effects in the vicinity of the proposed scheme are anticipated to be neutral to slight adverse. However, effects upon some viewpoints during construction have the potential to range from slight adverse to moderate/large adverse, depending on the receptor sensitivity and the predicted impact magnitude. Potentially significant visual effects during the construction phase have been identified from the northern edge of Melton Country Park, Melton Fringe, the junction of A606 Nottingham Road & St. Bartholomew's Way Footpath F2, Footpath E1 and residents located on the edge of Thorpe Arnold.

Operation

The proposed scheme would be accompanied by an appropriate landscape design which incorporates tree and shrub planting.

During operation of the proposed scheme, landscape effects are anticipated to be slight adverse (Year 1 and Year 15).

Visual amenity effects are predicted to range from neutral to very large adverse. Below is a summary of the significance of effects from most susceptible viewpoints:

- At A606 Nottingham road & St Bartholomew's way visual effects are predicted to range from slight adverse to neutral/slight adverse at proposed scheme opening year (Year 1) and following maturation of the proposed scheme landscape mitigation (Year 15).
- At the northern edge of Melton Country Park visual effects are predicted to be slight/moderate adverse at proposed scheme opening year (Year 1) and reducing to slight adverse following maturation of the proposed scheme landscape mitigation (Year 15).
- Visual effects from the entrance of Twinlakes Park are predicted to be slight/moderate adverse at proposed scheme opening year (Year 1) and reducing to slight adverse following maturation of the proposed scheme landscape mitigation (Year 15).
- At Footpath F2, visual effects are predicted to be large/very large adverse at proposed scheme opening year (Year 1) and reducing to moderate/large adverse following maturation of the proposed scheme landscape mitigation (Year 15).

- At Footpath E1, visual effects are predicted to be slight/moderate adverse at proposed scheme opening year (Year 1) and reducing to slight adverse following maturation of the proposed scheme landscape mitigation (Year 15).
- The visual effects experienced by residents at the edge of Thorpe Arnold are predicted to be moderate/large adverse at proposed scheme opening year (Year 1) and reducing to slight/moderate adverse following maturation of the proposed scheme landscape mitigation (Year 15). With regard to highway users, visual effects are predicted to be slight/moderate adverse at proposed scheme opening year (Year 1) and reducing to neutral/slight adverse following maturation of the proposed scheme landscape mitigation (Year 15).

Refer to **Appendix B: Existing NMU** that illustrates the locations of the footpaths.

Nature Conservation

Baseline

There are no internationally designated sites, such as Special Protection Areas (SPAs) or Special Areas of Conservation (SACs) located within 2 km of the proposed scheme. Additionally, there are no international sites specifically designated for bats, located within 30 km of the proposed scheme. The proposed scheme crosses the River Eye a Site of Special Scientific Interest (SSSI). Other important Local Wildlife Sites (LWS) nearby include Melton Park (LWS); Nottingham Road Hedgerow (LWS) and Scalford Brook (LWS).

Construction

During construction, and without mitigation, there is the potential for adverse impacts to the watercourses [notably Scalford Brook, Thorpe Brook and the River Eye (SSSI)], Local Wildlife Sites and protected species.

A section of the River Eye would be diverted and a new bridge would be created to facilitate the construction of the proposed scheme. Without mitigation, adverse impacts such as permanent loss of habitat, shading of the river channel, bankside and aquatic vegetation loss and dissection of the floodplain closest to the channel of the River Eye SSSI could arise during the construction of the proposed scheme. Mitigation measures in the CEMP would include measures to control run-off and spillages in the River Eye SSSI. Surveys have been undertaken for a wide range of plant and animal species. With mitigation during construction, it is unlikely to result in significant effects on these species.

The proposed scheme would avoid direct impacts on the Scalford Brook LWS, although the brook will be crossed by an open span bridge to the south of the LWS. The embankments of the crossing would be sensitively planted and landscaped to maintain safe passage of wildlife to and from the LWS.

The proposed scheme would include wider measures to mitigate impacts or enhance existing biodiversity, for example, habitat translocation/habitat reinstatement and enhancement.

Ongoing monitoring would include additional baseline surveys which would inform the requirement for additional further mitigation measures to be implemented in the event of changes in species distributions. A feedback mechanism would also be implemented to ensure results of monitoring surveys are taken account of within the detailed design for the proposed scheme (where applicable).

Operation

There would be reinstatement of in channel and bank habitat as required following construction as far as reasonably practicable. Restoration and enhancement measures would be implemented for the River Eye SSSI to ensure its functionality. The proposed scheme includes measures to mitigate severance impacts caused by traffic on the new road and create links between existing habitats to allow the movement of wildlife across the scheme. Where habitats would be lost or impacted by the proposed scheme, alternative habitats would be provided.

Noise and Vibration

Baseline

The highest measured and predicted noise levels are recorded at locations very close to the existing main roads in areas near the A606 and A607. At these locations, the variation in the measured levels over different days is small reflecting the dominant nature of the road traffic noise. At locations more remote from existing road traffic there is a wider range of measured levels over different days.

Construction

The proposed scheme is relatively remote from the main areas of population, only a small number of receptors are located along the route, mainly concentrated at the junctions with existing roads. Therefore, typical daytime construction noise levels are anticipated to result in slight adverse effects (not significant) at the vast majority of receptors. When roundabout works are at the closest approach to the nearest receptors, there is the potential for higher construction noise levels than the typical levels reported herein for short durations.

Moderate adverse effects (significant) are anticipated at Grammar School Farm during the day, which is very close to the proposed scheme west of Scafford Road roundabout. Specific additional mitigation in the form of site boundary solid hoarding is proposed at this location to reduce the significance of the daytime effect to slight (not significant).

Typical night time works at the new roundabouts are estimated to result in moderate or large adverse effects (significant) at the closest receptors. The solid hoarding proposed to screen Grammar School Farm for typical daytime works is anticipated to reduce the significant effect at this location from large to moderate. At the remaining receptors temporary site hoarding around specific plant, combined with good communication with local residents, is proposed to minimise the effects over the 3-4 nights of works at each roundabout.

Operation

During the operation of the proposed scheme, it is likely that significant adverse effects would be concentrated in locations remote from existing roads and therefore

traffic noise levels are low both with and without the scheme. Beneficial effects are generally concentrated in locations close to the main roads through Melton from which traffic re-routes onto the scheme, and therefore where traffic noise levels are high. Moderate to large adverse effects is anticipated for some residential properties within 600m of the proposed scheme.

The implementation of noise reduction measures within the proposed scheme such as the selection of the vertical and horizontal alignment, the use of noise screening/earthworks and the use of low noise surfacing, would further mitigate the effects of noise and vibration.

Geology and Soils

Baseline

There are no Local Geological Sites (LGS) within the vicinity of the proposed scheme. The underlying geology across the proposed scheme comprises limestone, mudstone, siltstone and sandstone. Overlying deposits include alluviums, clay, sand, silts, and gravel. There are no licensed waste management facilities, registered waste transfer sites, registered landfill sites, historical landfill, and fuel stations within the study area. The proposed scheme is located within an area of predominantly agricultural soils.

Construction

Without mitigation and the implementation of adequate control measures, there is the potential for contaminants to enter groundwater, should they be disturbed during proposed scheme construction activities. The CEMP would include measures for the identification, treatment, re-use and management of arisings during the construction works. Measures would also be included to limit the potential for dispersal and accidental releases of potential contaminants, dusts from soil and uncontrolled run-off to occur during construction. The CEMP would also establish procedures for dealing with unexpected soil or groundwater contamination that may be encountered.

Operation

Operation of the proposed scheme would not include any activities that are likely to have an impact on geology and soils.

Materials

Baseline

Baseline information on nationwide demand for material resources was collected for the key raw materials; for example, aggregates, concrete, asphalt and steel. In terms of waste, data was collected on the current capacity of waste infrastructure in the waste disposal authority and in the wider South East and South West planning regions; waste conditions and waste arisings data was collected from the Environment Agency and Leicestershire County Council.

Construction

The proposed scheme design aims to balance the amount of material excavated (cut) and material placement (fill). However, it is currently estimated that

approximately 46,000 m³ of unsuitable excavated material may need to be sent off-site for reuse, recycling or disposal, and a further 36,000 m³ of surplus topsoil will be generated, which is likely to be sold for re-use off-site.

Given the relatively large landfill capacity in East Midlands and the potential for the reuse of most of the excavated material (either on site or off site), it is considered unlikely that the proposed scheme would result in a significant reduction in the available landfill capacity in the wider region, and hence significant effects are not anticipated.

Although the quantities of material used for construction are not yet available, it is anticipated that these quantities would represent only a very small proportion of the overall UK demand for construction materials. It is, therefore, considered unlikely that the proposed scheme would result in a significant reduction in the availability of construction materials within the regional or national market.

Operation

Material use and waste generation is expected to be very small during operation of the proposed scheme, with no significant effects expected. Operational waste and materials have consequently been scoped out of the assessment.

Climate Change Adaptation

Baseline

The baseline considered the existing climate conditions regionally and locally and the main factors that would likely impact on the climate.

Construction

During the construction of the proposed scheme severe weather conditions could prevent or delay access to the construction site and/or undertake certain construction activities. In addition, health and safety of the workforce would be affected and potential damage to construction material and equipment. The design of the proposed scheme has taken all of the above into consideration and the assessment concluded that the effects of climate change for the proposed scheme during construction would not be significant.

Operation

The proposed scheme would be designed to be resilient to impacts arising from current weather events and climatic conditions and designed in accordance with current planning, design and engineering practice and codes. The assessment identifies and takes into account existing resilience measures. Taking this into consideration the effect of climate change for the proposed scheme would not be significant.

Climate Change Mitigation (GHG Assessment)

Baseline

The proposed scheme is located on greenfield land on the outskirts of Melton Mowbray and therefore there are minimal associated greenhouse gas (GHG) emissions from the site. Any emissions associated with many agricultural buildings

or activity has been considered not material to assess in comparison to the emissions from the construction. The land and vegetation itself would currently be acting as “storage” for pollutants.

Construction

The following construction activities could give rise to greenhouse gas emissions without adequate mitigation:

- Enabling works
- Site clearance
- The extraction of raw materials and manufacturing of products required to build the proposed scheme
- Transport of construction materials and construction workers
- Ongoing use of construction equipment

GHG emissions from construction activities would be limited to the duration of the construction programme where all enabling, construction and landscaping would be taking place (that is, workers are on site and plant is running). The implementation of mitigation measures and Best Practice guidelines included in the Construction Environmental Management Plan (CEMP) would reduce the likelihood of significant effects.

Operation

The following operational activities could give rise to greenhouse gas emissions without adequate mitigation:

- Operation of associated lighting, overhead gantries etc.
- Maintenance works including re-surfacing
- Vehicle journeys

The GHG emissions from the operation of the scheme contribute 17% to the overall emissions of the proposed scheme. This is not considered significant. The design of the proposed scheme would ensure that traffic flows smoothly and therefore reducing the likelihood of engines running idle. Also, the land and vegetation currently acting as “storage” for pollutants within the vicinity of the surrounding area of the proposed scheme would be unchanged. GHG emissions are also likely to be mitigated by existing plans and initiatives to reduce carbon emissions. No additional mitigation or monitoring is required during the operation of the proposed scheme, other than what is discussed above.

Health

Baseline

With regard to the general health of Melton Mowbray, more than 50% of the population is considered to be in very good health. Melton performs better and in some cases worse for some health indicators when compared with the health profile of England.

Health and wellbeing baseline as it relates to the proposed scheme considered:

- Open Space and Opportunities for Physical Activity
- Access to Work and Training
- Accessibility and Transport
- Air Quality, Noise and Neighbourhood Amenity and,
- Flood Risk
- Crime Reduction and Safety

The resident population of Melton Mowbray have a lower tendency to be affected by long-term health problems than the local and national averages.

Construction

During construction the design and construction sequencing programme would ensure that open spaces are not impacted by the proposed works. Access and linkages would be maintained through diversions or temporary provisions. As presented in the Air Quality, Noise and Water sections of this Non-Technical Summary, mitigation embedded within the design and the implementation of additional mitigation during construction of the proposed scheme would not cause a significant effect on the health indicators as outlined above.

Operation

During operation, the proposed scheme would provide a number of beneficial effects with regard to health and wellbeing of residents of Melton Mowbray, due to the following:

- The provision of a new road that is safe with improved footways/cycleways; therefore increasing opportunities for active travel and physical activity
- The potential for increased job opportunities and improved accessibility to jobs with indirect benefits on mental health and well-being.
- Improved air quality in Melton Mowbray as the proposed scheme would relieve traffic congestion within the town, reducing concentrations of nitrogen dioxide and improving air quality within the town.
- Improved connectivity between communities, reducing any existing severance issues.

The operation of the proposed scheme on the health and wellbeing of the residents of Melton Mowbray would result in a positive significant beneficial effect.

People and Communities

Baseline

There is a comprehensive network of cycle-ways and footways in the vicinity of the proposed scheme connecting the town of Melton Mowbray to the outskirts of the town as well as connecting with national routes. There are a number of community facilities in the vicinity of the proposed scheme, notably Twinlakes Park and Melton Country Park, plus local education and commercial services. The community of Thorpe Arnold is also located in very close proximity to the proposed scheme.

The proposed scheme is within a rural agricultural setting where there are a number

of farm holdings.

Construction

Mitigation measures during the construction phase would include provision of temporary diversions and signage to limit the temporary impacts of footpaths and cycleway closures; implementation of appropriate traffic management plans; and use of appropriate mechanisms to communicate with local residents to highlight potential periods of disruption. However, even with such measures, potentially significant effects would be as follows:

- Likely significant temporary adverse effect on users of Footpath 25 which starts at Melton Spinney Road and connects to Thorpe Arnold via a crossing over Thorpe Brook. The proposed route may possibly be closed during construction to re-route the footpath.
- Likely significant temporary adverse effect on driver stress as a result of increase in construction traffic leading to additional congestion and unreliability of journey times.
- Permanent loss of Sysonby Farm which would be demolished as part of the proposed scheme. However due to the buildings being derelict and unoccupied this is not considered a significant effect.
- Likely significant permanent and temporary adverse effect on agricultural land and farm holdings.
- The proposed scheme would sever access within the vicinity of the proposed scheme. This would result in a temporary significant severance effect until former users become accustomed to the alternative access arrangements; and
- Construction of the proposed scheme may result in significant adverse effects upon some agricultural land holdings (due to temporary and/ or permanent land-take).

Operation

The proposed scheme includes a number of measures to minimise potential effects upon local people and communities – this includes: the provision of facilities for walkers, cyclists and equestrians and reinstating existing access to ensure connectivity. With these mitigation measures in place, the following potentially significant effects have been identified:

- Likely significant beneficial effects for walkers and cyclists as a result of improvements in amenity, connectivity and perception of safety;
- Likely significant beneficial effects for motorists due to reductions in stress in travelling in and through Melton Mowbray;
- Likely significant beneficial effects on development land as the proposed scheme would provide infrastructure to facilitate growth and future development.

Road Drainage and the Water Environment

Baseline

- The surface water environment includes the River Eye, Scalford Brook, Thorpe Brook, Burton Brook, and several unnamed watercourses. There are lakes and ponds located in Melton Country Park, Twinlakes Theme Park and across the study area. The proposed scheme would require the realignment of a section of the River Eye (SSSI). Sections of the proposed scheme, especially around the River Eye would be built in areas at risk of flooding.

Construction

- Without mitigation, proposed construction activities could impact upon surface water and ground water, water quality/ flows. Such impacts could result from accidental spillages or sediment run-off causing pollution and risk of contamination to surface water and groundwater, localised disruption to groundwater levels and worsening flood risk.
- The CEMP would include measures to mitigate potential adverse effects on surface watercourses during construction. This would include measures to tackle emergency spillage, and appropriate procedures for managing storage areas and material stockpiles. Potential effects on groundwater would also be mitigated through adherence to the CEMP, whilst the proposed scheme is being designed to minimise impacts on groundwater flows. Measures would also be put in place to ensure that flood risks at the River Eye would be appropriately managed.

Operation

- Without mitigation, operation of the road could lead to pollution impacts on surface water and groundwater from road surface run-off, as well as result in potential flooding. As such, a surface water drainage system would be provided for the proposed scheme which would collect highway runoff, with water being discharged into storage ponds located at key locations along the route of the scheme to provide treatment before allowing water to flow into local watercourses.
- In order to ensure that the proposed scheme does not have an adverse effect upon local flooding, flood storage areas would also be provided along the route of the proposed scheme. Such outline flood mitigation provisions are currently being discussed with LCC and the Environment Agency.

Combined and Cumulative Effects

The assessment of combined and cumulative effects of the proposed scheme brings together the principal findings of each of the previous topics of the Environmental Statement in order to identify and assess the combined effects and the cumulative effects of the proposed scheme in association with other future significant development projects within the study area.

Combined and cumulative effects are defined as effects which can result from multiple actions on receptors over time and are generally additive or interactive in nature. Receptors assessed in the combined effects assessment include: communities, landscape, geology and soils, vehicle travellers, materials, cultural heritage, the water environment and biodiversity. Cumulative effects can also be considered as impacts resulting from incremental changes caused by other past, present or reasonably foreseeable effects.

Potential combined impact of noise, dust and visual disturbance during construction works. The combined impacts would however be short duration and temporary. Mitigation measures to avoid impacts (including phasing of works and provision of a key point of contact for the reporting of disturbance due to the works) would be set out within the CEMP. Although some minor adverse effects could be experienced for short periods during the construction phase, in-combination effects are not anticipated to be significant during construction or operation of the proposed scheme.

No additional mitigation over and above the mitigation specified within the Environmental Statement is considered necessary.

What happens next?

This Non-Technical Summary of the ES has been prepared to help those potentially affected or interested in the proposed scheme to understand the environmental setting and currently anticipated impacts and effects of the proposed scheme on the environment. This would enable communities and key stakeholders to understand the scheme and provide a consultation response to the planning application. There is a statutory 30 day period in which to make these representations after the application is validated.

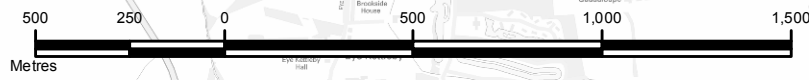
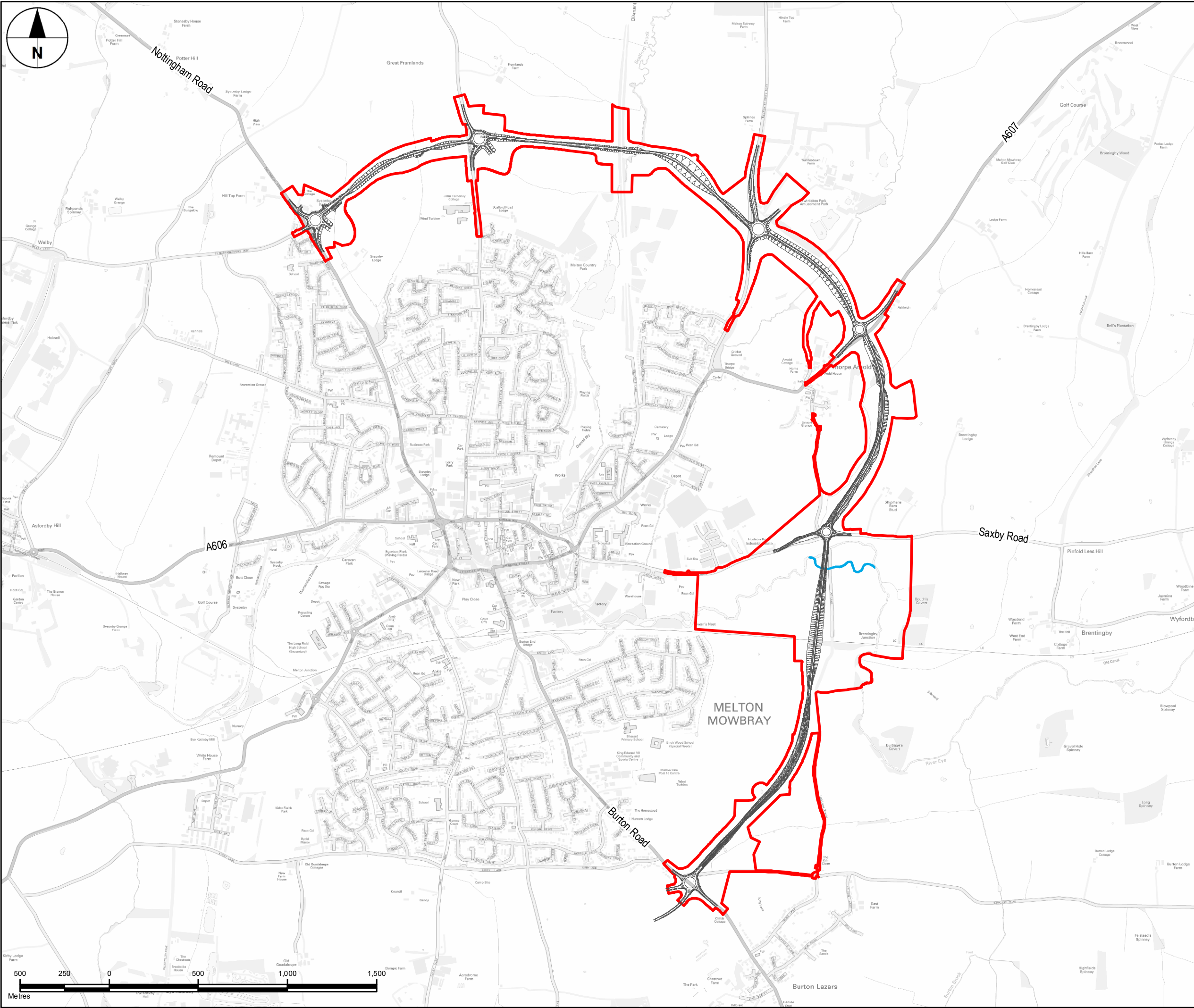
Next Steps

If the planning application is validated by the Local Planning Authority, consultees including the general public would be able to make relevant representations about the proposed scheme and its potential impacts.

The documents accompanying the application will be publicly available on LCC's planning application website, and consultees will be able to submit comments to the Local Planning Authority. These comments will then be considered by the planning officer when making their recommendation on whether planning permission is granted and the Planning Committee when a decision is made. The statutory decision period for planning applications with EIAs is 16 weeks, although a decision can be prior to or after this date depending on the nature of representations received. If the application is approved, work on the proposed scheme is planned to start in 2020, with the proposed scheme being fully open to traffic in 2022.

Appendix A

Proposed Scheme



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PROJECT
NORTH AND EAST MELTON MOWBRAY DISTRIBUTOR ROAD




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KEY

-  Proposed Scheme
-  Red Line Boundary
-  River Channel Diversion

PROJECT MANAGEMENT DETAILS

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INTERNAL PROJECT NUMBER **SCALE**
 60542201 1:20,000

STATUS **BS1192 SUITABILITY**
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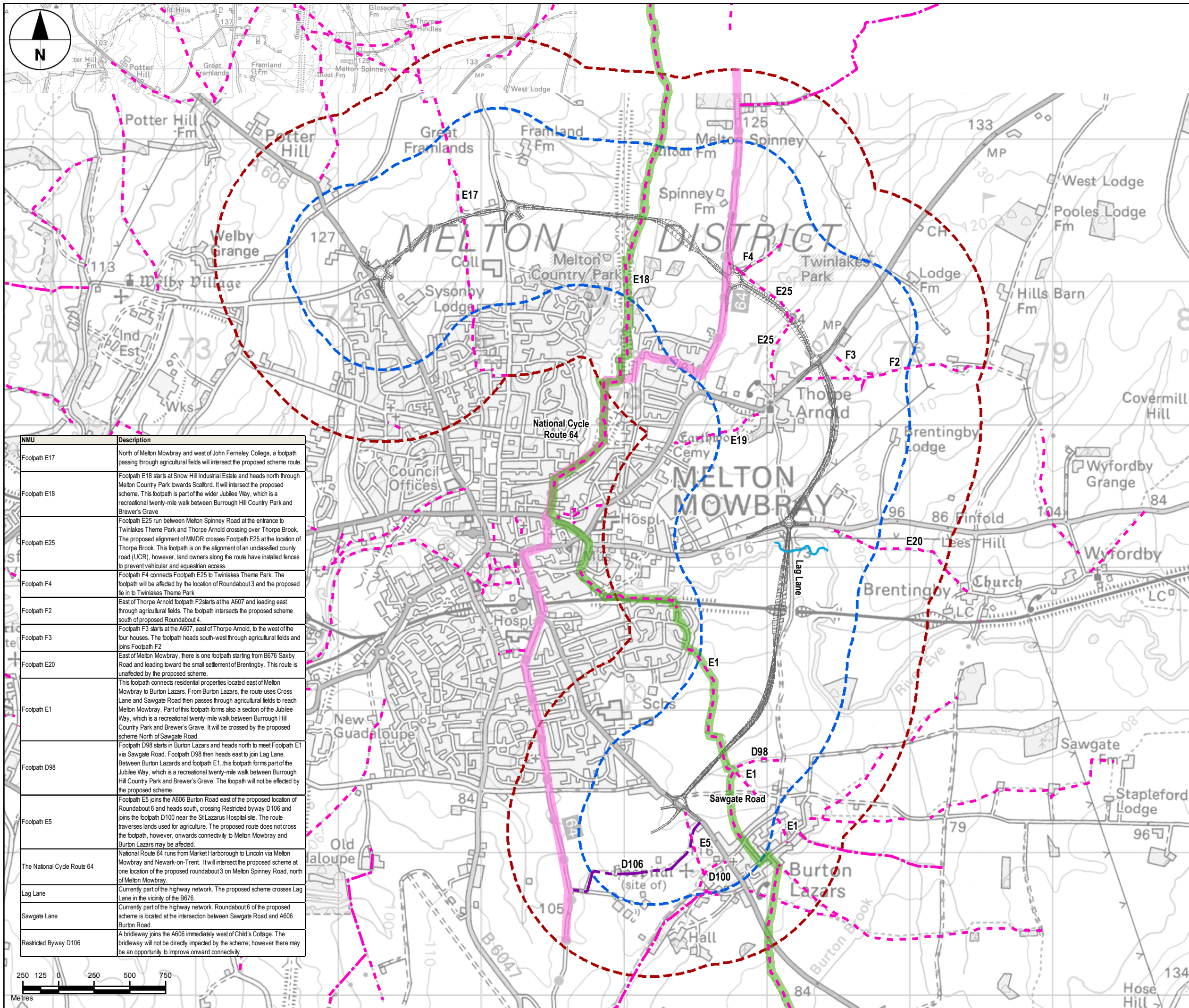
SHEET TITLE
 FIGURE 2.2

PROPOSED SCHEME

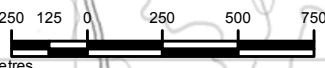
DRAWING NUMBER **REV**
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Appendix B **Existing NMU**



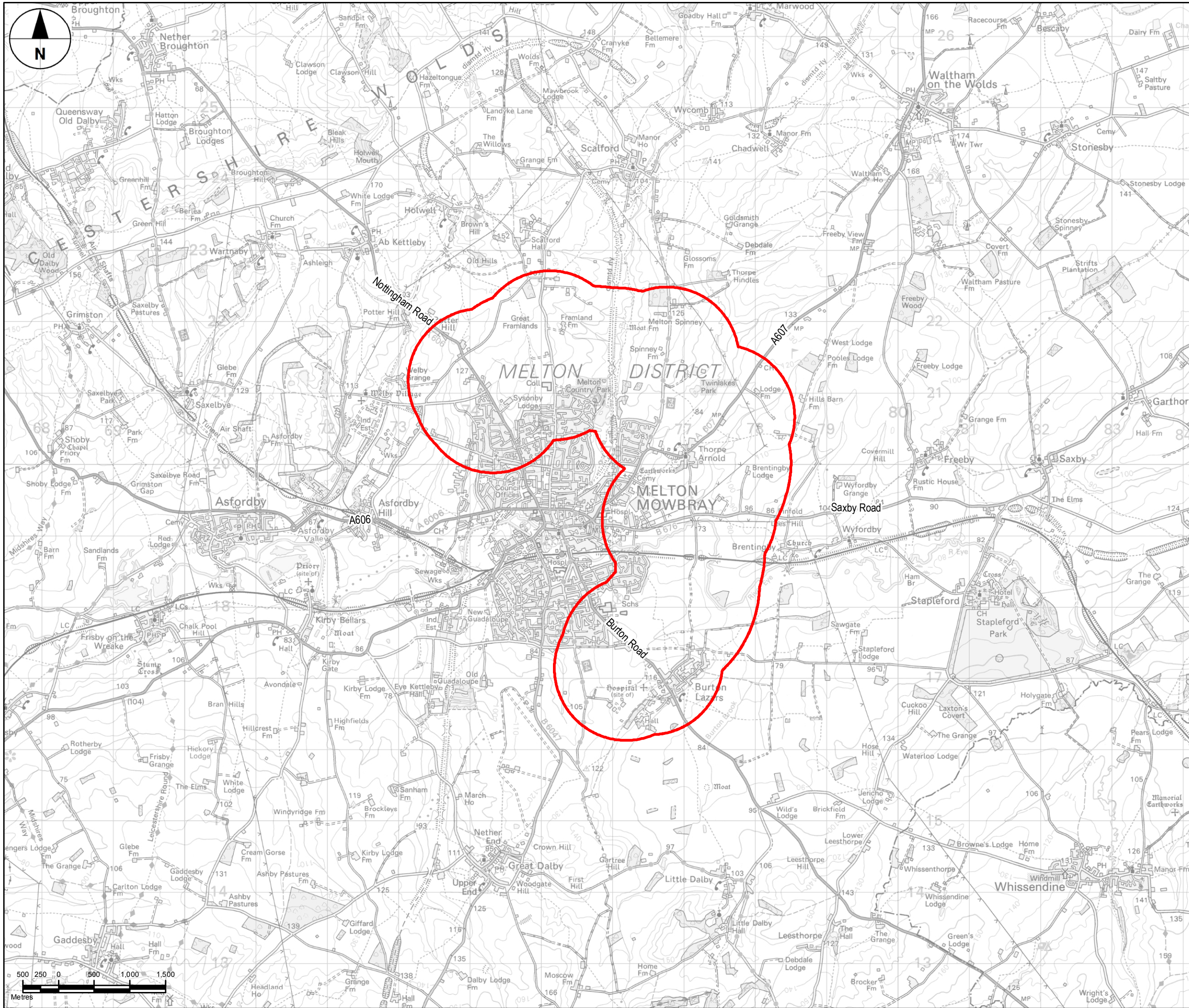
NMU	Description
Footpath E17	North of Melton Mowbray and west of John Ferneley College, a footpath passing through agricultural fields will intersect the proposed scheme route.
Footpath E18	Footpath E18 starts at Snow Hill Industrial Estate and heads north through Melton Country Park towards Scaford. It will intersect the proposed scheme. This footpath is part of the wider Jubilee Way, which is a recreational twenty-mile walk between Burrough Hill Country Park and Brewer's Grave.
Footpath E25	Footpath E25 runs between Melton Spinney Road at the entrance to Twinlakes Theme Park and Thorpe Arnold crossing over Thorpe Brook. The proposed alignment of MMDR crosses Footpath E25 at the location of Thorpe Brook. This footpath is on the alignment of an unclassified county road (UCR), however, land owners along the route have installed fences to prevent vehicular and equestrian access.
Footpath F4	Footpath F4 connects Footpath E25 to Twinlakes Theme Park. The footpath will be affected by the location of Roundabout 3 and the proposed tie in to Twinlakes Theme Park.
Footpath F2	East of Thorpe Arnold footpath F2 starts at the A607 and leading east through agricultural fields. The footpath intersects the proposed scheme south of proposed Roundabout 4.
Footpath F3	Footpath F3 starts at the A607, east of Thorpe Arnold, to the west of the four houses. The footpath heads south-west through agricultural fields and joins Footpath F2.
Footpath E20	East of Melton Mowbray, there is one footpath starting from B676 Saxby Road and leading toward the small settlement of Brentingby. This route is unaffected by the proposed scheme.
Footpath E1	This footpath connects residential properties located east of Melton Mowbray to Burton Lazars. From Burton Lazars, the route uses Cross Lane and Sawgate Road then passes through agricultural fields to reach Melton Mowbray. Part of this footpath forms also a section of the Jubilee Way, which is a recreational twenty-mile walk between Burrough Hill Country Park and Brewer's Grave. It will be crossed by the proposed scheme North of Sawgate Road.
Footpath D98	Footpath D98 starts in Burton Lazars and heads north to meet Footpath E1 via Sawgate Road. Footpath D98 then heads east to join Lag Lane. Between Burton Lazars and footpath E1, this footpath forms part of the Jubilee Way, which is a recreational twenty-mile walk between Burrough Hill Country Park and Brewer's Grave. The footpath will not be affected by the proposed scheme.
Footpath E5	Footpath E5 joins the A606 Burton Road east of the proposed location of Roundabout 6 and heads south, crossing Restricted byway D106 and joins the footpath D100 near the St Lazarus Hospital site. The route traverses lands used for agriculture. The proposed route does not cross the footpath, however, onwards connectivity to Melton Mowbray and Burton Lazars may be affected.
The National Cycle Route 64	National Cycle Route 64 runs from Market Harborough to Lincoln via Melton Mowbray and Newark-on-Trent. It will intersect the proposed scheme at one location of the proposed roundabout 3 on Melton Spinney Road, north of Melton Mowbray.
Lag Lane	Currently part of the highway network. The proposed scheme crosses Lag Lane in the vicinity of the B676.
Sawgate Lane	Currently part of the highway network. Roundabout 6 of the proposed scheme is located at the intersection between Sawgate Road and A606 Burton Road.
Restricted Byway D106	A brideway joins the A606 immediately west of Child's Cottage. The brideway will not be directly impacted by the scheme; however there may be an opportunity to improve onward connectivity.



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FIGURES

FIGURE 2.1: SCHEME LOCATION PLAN



PROJECT MANAGEMENT DETAILS

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INTERNAL PROJECT NUMBER **SCALE**
 60542201 1:50,000

STATUS **BS1192 SUITABILITY**

FOR INFORMATION S2

SHEET TITLE

FIGURE 2.1

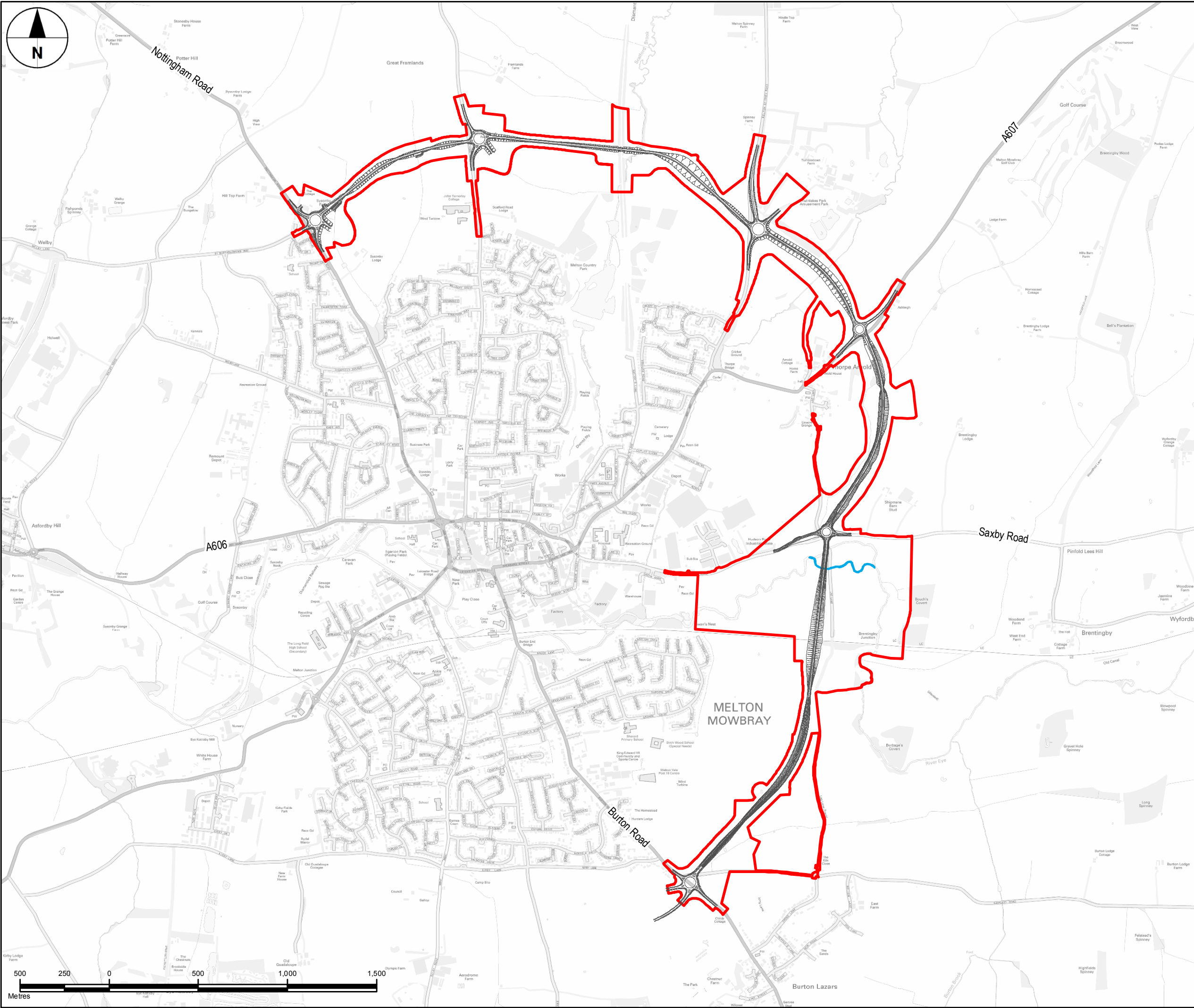
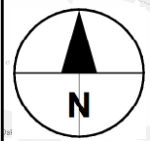
LOCATION PLAN

DRAWING NUMBER **REV**

60542201-ACM-EGN-GEN-GEN-ZZ-Z-DR-LE-0020 P01

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FIGURE 2.2: PROPOSED SCHEME






PROJECT
**NORTH AND EAST
 MELTON MOWBRAY
 DISTRIBUTOR ROAD**

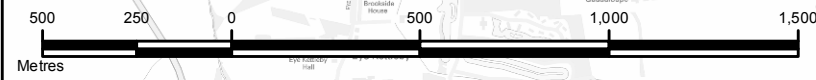
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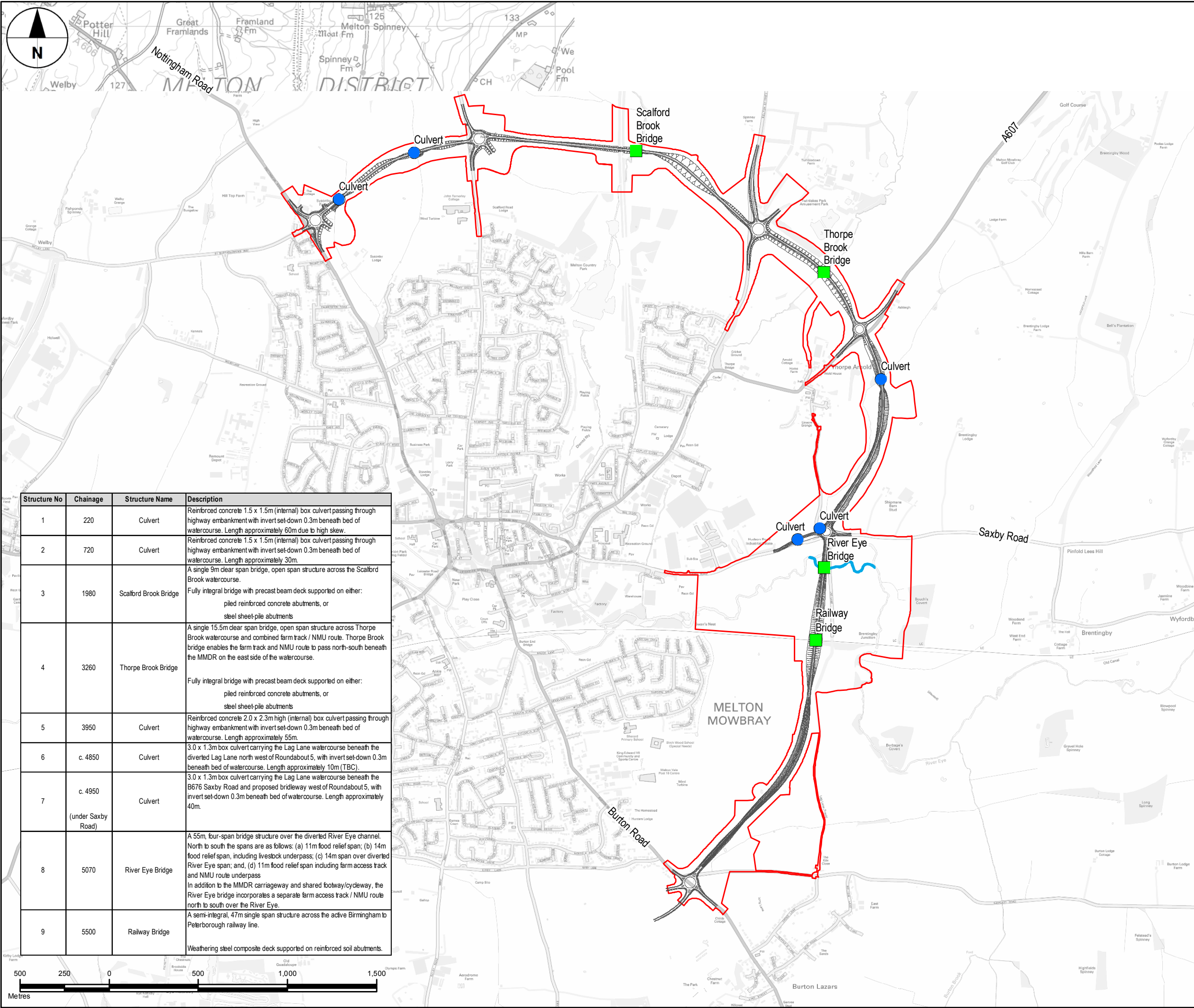
KEY
 Proposed Scheme
 Red Line Boundary
 River Channel Diversion

PROJECT MANAGEMENT DETAILS		
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INTERNAL PROJECT NUMBER	SCALE	
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STATUS	BS1192 SUITABILITY	
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SHEET TITLE		
FIGURE 2.2		
PROPOSED SCHEME		
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FIGURE 2.3: STRUCTURES LOCATIONS



Structure No	Chainage	Structure Name	Description
1	220	Culvert	Reinforced concrete 1.5 x 1.5m (internal) box culvert passing through highway embankment with invert set-down 0.3m beneath bed of watercourse. Length approximately 60m due to high skew.
2	720	Culvert	Reinforced concrete 1.5 x 1.5m (internal) box culvert passing through highway embankment with invert set-down 0.3m beneath bed of watercourse. Length approximately 30m.
3	1980	Scaford Brook Bridge	A single 9m clear span bridge, open span structure across the Scaford Brook watercourse. Fully integral bridge with precast beam deck supported on either: piled reinforced concrete abutments, or steel sheet-pile abutments
4	3260	Thorpe Brook Bridge	A single 15.5m clear span bridge, open span structure across Thorpe Brook watercourse and combined farm track / NMU route. Thorpe Brook bridge enables the farm track and NMU route to pass north-south beneath the MMDR on the east side of the watercourse. Fully integral bridge with precast beam deck supported on either: piled reinforced concrete abutments, or steel sheet-pile abutments
5	3950	Culvert	Reinforced concrete 2.0 x 2.3m high (internal) box culvert passing through highway embankment with invert set-down 0.3m beneath bed of watercourse. Length approximately 55m.
6	c. 4850	Culvert	3.0 x 1.3m box culvert carrying the Lag Lane watercourse beneath the diverted Lag Lane north west of Roundabout 5, with invert set-down 0.3m beneath bed of watercourse. Length approximately 10m (TBC).
7	c. 4950 (under Saxby Road)	Culvert	3.0 x 1.3m box culvert carrying the Lag Lane watercourse beneath the B676 Saxby Road and proposed brideway west of Roundabout 5, with invert set-down 0.3m beneath bed of watercourse. Length approximately 40m.
8	5070	River Eye Bridge	A 55m, four-span bridge structure over the diverted River Eye channel. North to south the spans are as follows: (a) 11m flood relief span; (b) 14m flood relief span, including livestock underpass; (c) 14m span over diverted River Eye span; and, (d) 11m flood relief span including farm access track and NMU route underpass In addition to the MMDR carriageway and shared footway/cycleway, the River Eye bridge incorporates a separate farm access track / NMU route north to south over the River Eye.
9	5500	Railway Bridge	A semi-integral, 47m single span structure across the active Birmingham to Peterborough railway line. Weathering steel composite deck supported on reinforced soil abutments.

PROJECT MANAGEMENT DETAILS

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STATUS **BS1192 SUITABILITY**
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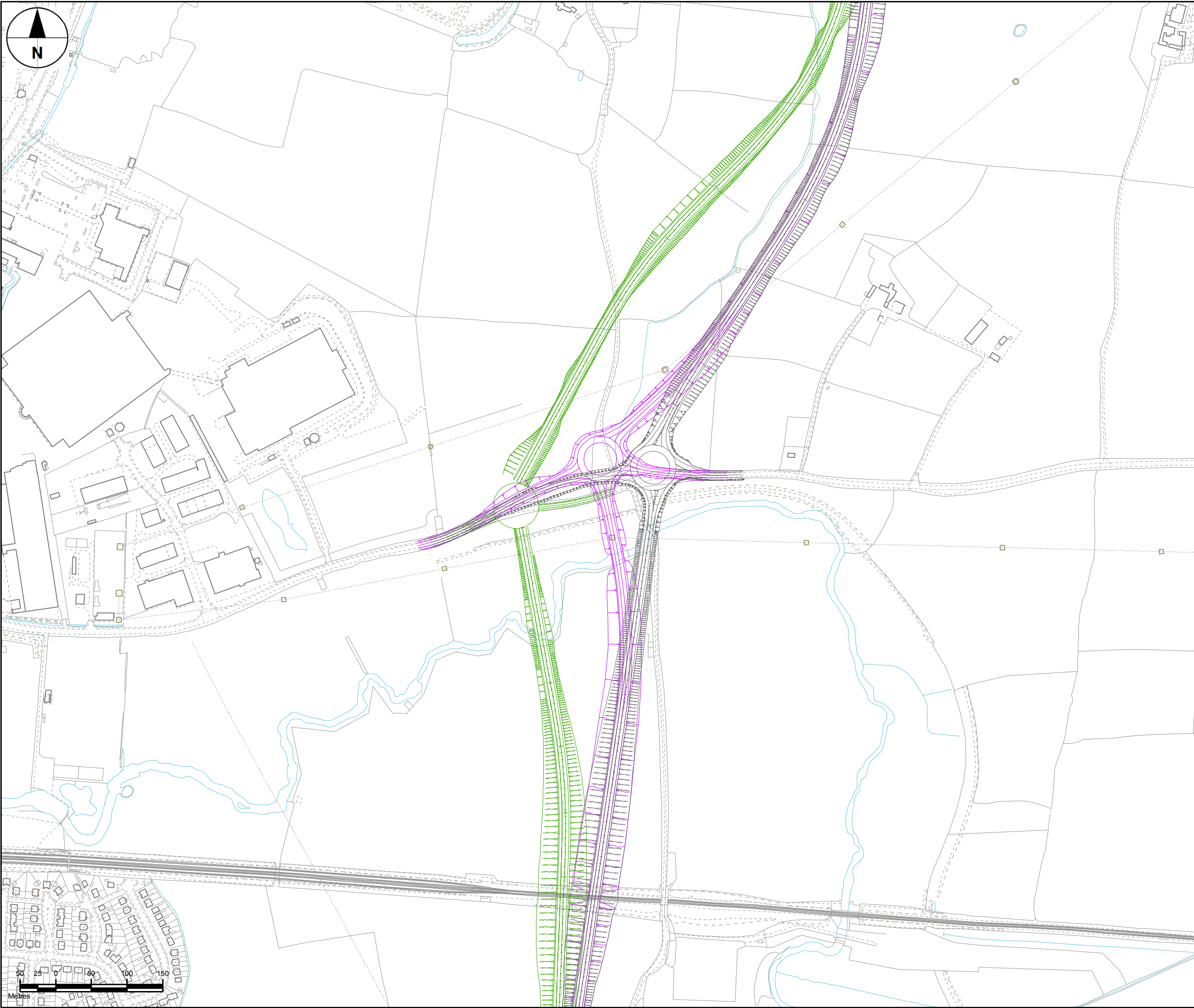
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 FIGURE 2.3

STRUCTURE LOCATIONS

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FIGURE 3.2: RIVER EYE CROSSING OPTIONS



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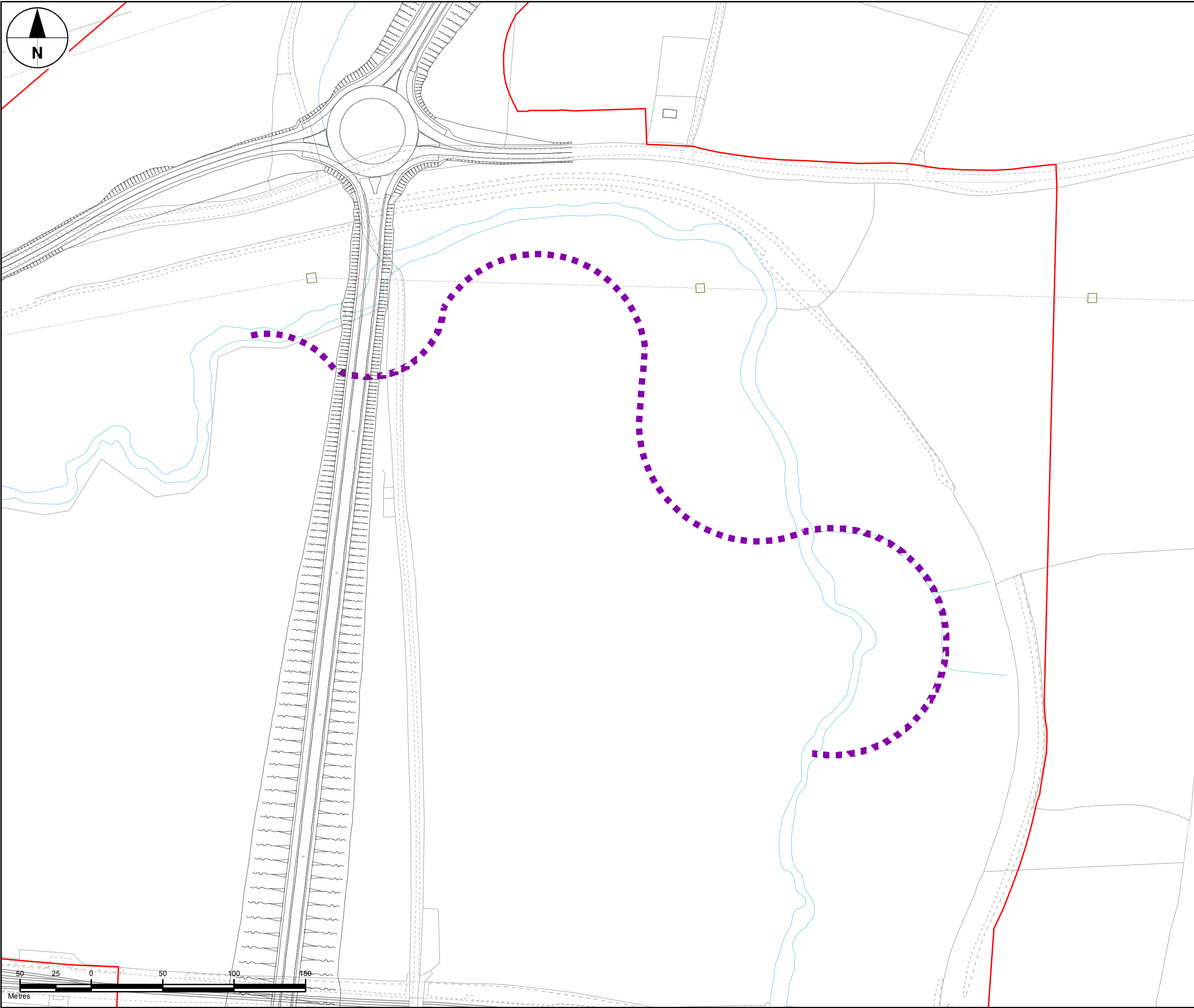
NOTES
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KEY
 River Eye Crossing Options
 — Option A, C and
 — Option B
 — Option E

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STATUS	BS1192 SUITABILITY	
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FIGURE 3.2		
RIVER EYE CROSSING OPTIONS		
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**FIGURE 3.3A: RIVER EYE DIVERSION OPTION 1 LONG
REALIGNMENT**







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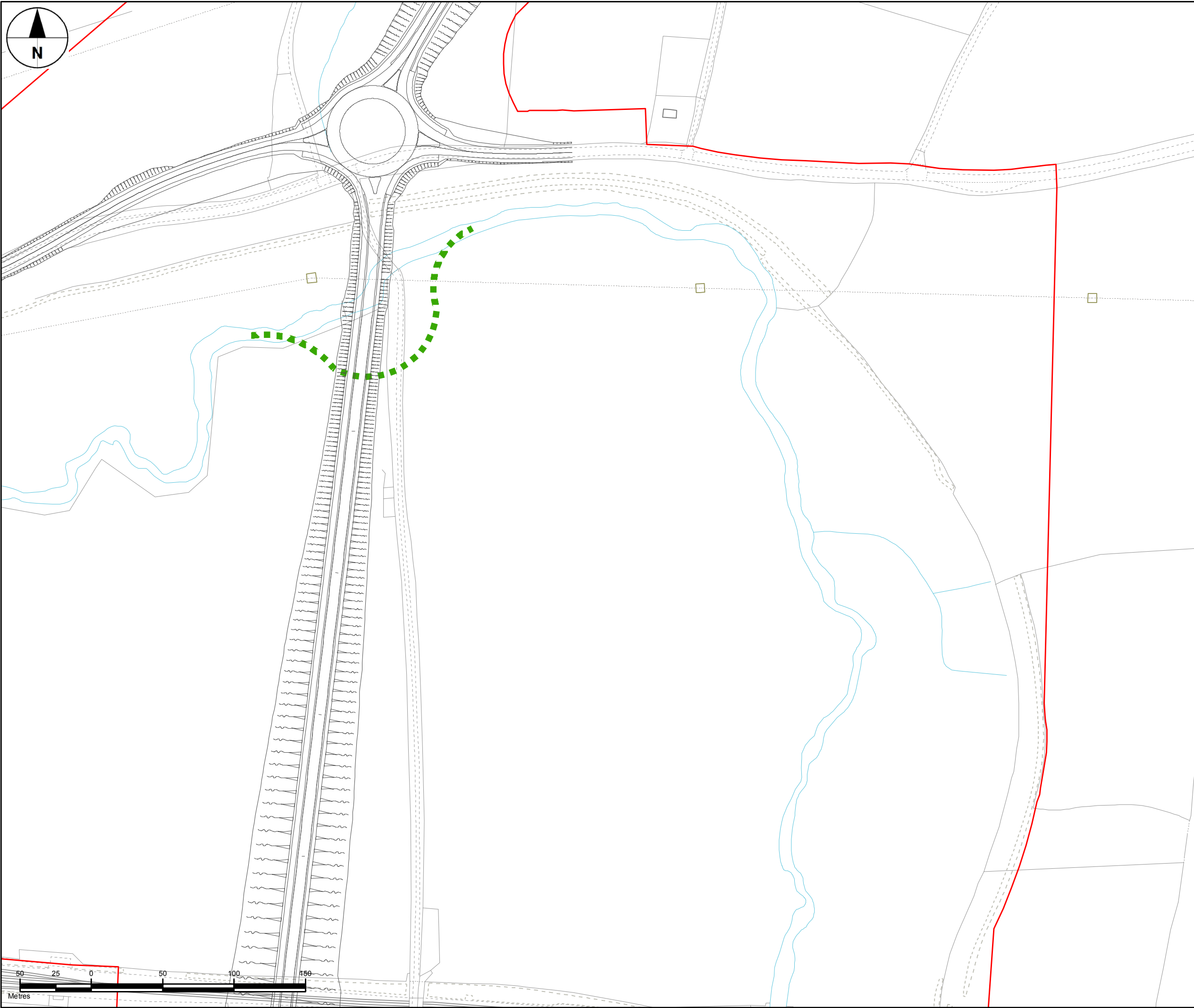
KEY

-  Proposed Scheme
-  Application Site boundary
-  River Eye Realignment Option
-  Option 1

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STATUS	BS1192 SUITABILITY	
FOR INFORMATION	S2	
SHEET TITLE		
FIGURE 3.3A		
RIVER EYE OPTION 1 LONG REALIGNMNET		
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FIGURE 3.3B: RIVER EYE DIVERSION OPTION 2 SHORT REALIGNMENT







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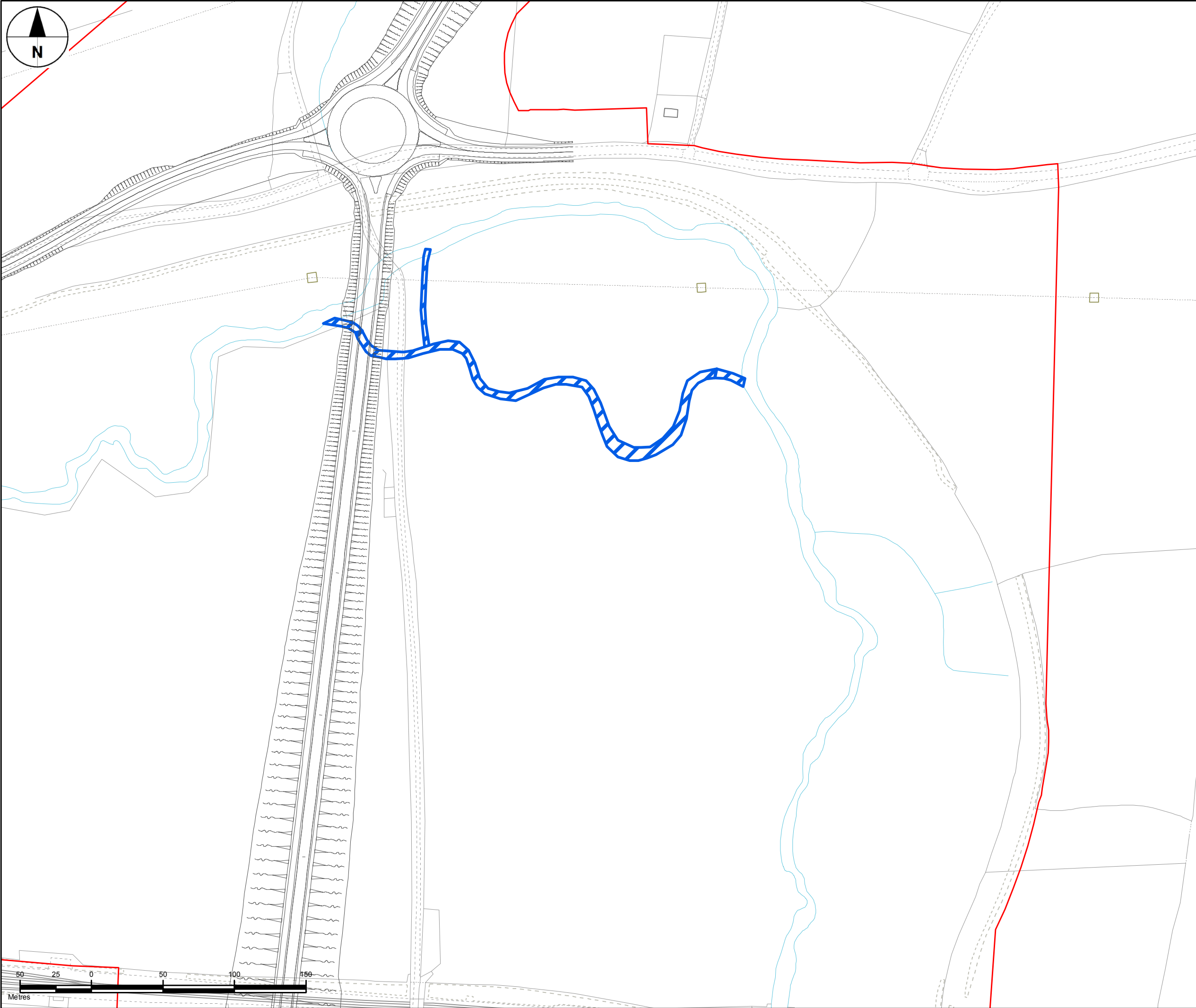
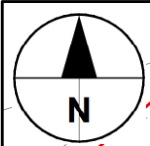
KEY

-  Proposed Scheme
-  Application Site boundary
-  River Eye Realignment Option
-  Option 2

PROJECT MANAGEMENT DETAILS		
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INTERNAL PROJECT NUMBER	SCALE	
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STATUS	BS1192 SUITABILITY	
FOR INFORMATION	S2	
SHEET TITLE		
FIGURE 3.3B		
RIVER EYE OPTION 2 SHORT REALIGNMNET		
DRAWING NUMBER	REV	
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FIGURE 3.4: RIVER EYE DIVERSION OPTION 3 INTERMEDIATE RE-ALIGNMENT



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KEY
— Proposed Scheme
□ Application Site boundary
River Eye Realignment Option
▨ Option 3

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INTERNAL PROJECT NUMBER **SCALE**
60542201 1:2,500

STATUS **BS1192 SUITABILITY**
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SHEET TITLE
FIGURE 3.4

RIVER EYE OPTION 3
INTERMEDIATE REALIGNMENT

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