Technical note

Project:	A332 Route Enhancement	**To:**	Dunstan Westbury
Subject:	Environmental Appraisal	**From:**	DP, EH
Date:	07/11/2014	**cc:**	

1. Environmental appraisal

1.1. Introduction

Slough Borough Council (SBC) are intending to widen approximately 625m of the A332 Windsor Road to increase capacity. The road widening would occur between Hershel Road in the north to a point just north of the M4 Motorway flyover where the road turns to a dual carriageway in the south.

The northern section of the A332 Windsor Road between Hershel Road and Albert Road is bound on either side by large institutional and commercial premises including the Fujitsu building, Charter Court, Westminster House, a large Thames Valley Police Station, and blocks of residential apartments. Buildings on the eastern side of the road are well set back and served by narrow access roads separated from the main road by pedestrian footpaths, and a grass verge with individual trees and some shrubs.

South of the crossroad junction with Albert Road, the A332 Windsor Road is lined on both sides by residential properties in a mixture of styles ranging from late Victorian terrace through to mid-20th century detached two-storey houses and bungalows. All the properties are set back from the road with small front gardens. On the eastern side of the road between Albert Road and Arborfield Close the properties are in various states of repair and approximately half have been boarded up. The proposed scheme would require the acquisition of the front gardens of these properties.

To the south of Arborfield Close, the A332 Windsor Road is lined to the west with two-storey 1950s blocks of flats, and to the east with larger four-storey blocks of flats. The properties to the west of the road are set back by narrow access roads which are separated by a pedestrian footpath from the main carriageway. The block of flats to the east are set back by grass verges. The proposed scheme would involve widening the road along the eastern margin and would encroach into these grass verge areas.

Eight high level environmental appraisals have been undertaken to identify the broad issues that would arise as a result of the proposed scheme. These are reported below and include:

- Noise
- Air quality
- Greenhouse gasses
- Landscape
- Townscape
- Historic environment
- Biodiversity
- Water environment

1.2. Townscape

1.2.1. Method of assessment

The definition of townscape is outlined within the DfT's Transport Appraisal Guidance (TAG) as the physical and social characteristics of the built and non-built urban environment.

Landscape in TAG is defined as a result of the physical and cultural characteristics of the land itself. As the proposed scheme is entirely located within an urban townscape, all landscape issues are considered in the Townscape aspect and therefore the landscape aspect has been scoped out of further assessment.

The study examines townscape impacts that include the following:

- Character of townscape such as effects on specific townscape features of importance and on locally distinctive patterns of townscape elements.
- Ambience of an urban area and the way people interact with the townscape.
- Tolerance of the townscape to accommodate further change.
- The appraisal will scope out visual impacts of those measures that are located away from built up areas.
- Loss of habitat through loss of 2 no. semi-mature copper Beech trees adjacent to Arborfield Close and 1 no. semi-mature (Sycamore) tree adjacent to Chalvey Park. There will also be the loss of low level ornamental shrubs along the current central reserve.
- There will be a localised loss of grass verges particular towards the southern section of the proposed scheme. The existing grass verges help in creating a human scale to the road corridor however, a minor loss would not have an intrinsic impact upon the overall local character.
- The proposed loss of front gardens along the eastern side of the A332 between Albert Street and Arborfield Close would result in the loss of human scale characteristics within the road corridor.
- Potential adverse effects on remaining trees due to loss of rooting area.
- Baseline changes in relation to the wider development, including through the introduction of new layouts, associated signage and highways design on visual amenity.

The spatial scope of the townscape appraisal will be limited to the footprint of the infrastructure and their immediate surroundings.

As the proposed scheme at this stage mainly consist of amendments within the footprint of the existing road/service road, a proportionate study area is localised at being at close range to the site. Therefore, Townscape is to be scoped in for further assessment.

The work undertaken included:

- Review of national and local designated sites and features of landscape importance, including Multi-Agency Geographical Information for the Countryside (MAGIC) and the Slough Borough Council – Local Development Plan;
- Review of Natural England's established Countryside Character Areas;
- Review of detailed mapping using MAGIC to identify specific landscape character areas and types and
- Identification of key visual receptor groups from review of mapping.

The assessment has been based on TAG Unit 3.3.8 and involves the following stages as described these are:

- Stage 1: Describing urban character -Identifying features, layout, density and mix, scale, appearance human interaction, culture.
- Stage 2: Appraise environmental (townscape) capital in terms of Geographical scale, Rarity, Importance and Substitutability.
- Stage 3: Appraise the proposal's impact and propose additional mitigation.
- Stage 4: Overall assessment score.

An overall assessment score is derived from the descriptive comments and scores for the impact summarised using the AST standard seven point scale (Slight, Moderate or Large Beneficial or Slight, Moderate or Large Adverse, plus Neutral).

Criteria for assessment of impacts are as based in TAG Unit 3.3.8 Section 1.2.

The assessment to date been based on the proposed scheme indicated in outline on an enlarged OS base.

1.2.2. Baseline

The future baseline conditions have been assumed to be those that are present in 2014 when this study has been undertaken.

The baseline study has been based on each section indicated in outline. A desk review of available data has been undertaken to provide sufficient information for the study. Further work to support the next task (if required) would include a site visit to specific details of townscape character impacted by the proposed scheme specific sections

1.2.3. Impact

Section 1 – Herschel Street to Albert Street

This section is characterised by large scale buildings predominantly commercial premises including Charter Court, Observatory House, Thames Valley Police Station, and Westminster House. These buildings are of differing ages and architectural styles. Within this section there are also currently vacant plots awaiting development as well as plots being developed. The majority of these buildings are set back from the existing carriageway.

The scale and architectural style of buildings within this section constrain and curtail views to predominantly within the road corridor. There are areas of tree planting within this section which helps to reduce the scale to a more human scale.

The proposed alterations to the road corridor will not create substantial changes to the character of this section. As such, this section of the proposed scheme would have negligible impacts on local townscape character.

Section 2 – Albert Street to Arborfield Close

Both sides of the A332 are lined by residential properties comprising a mixture of architectural styles including late Victorian terraces to mid-20th century two-storey houses and bungalows. Properties along both sides of the A332 are set back with small front gardens with a large proportion of these having been converted into areas of hardstanding for car parking. This loss of front gardens and the subsequent uses has already had a detrimental impact upon the existing townscape character.

There are also a number of houses particularly along the eastern side that have been abandoned, derelict and boarded up. The subsequent level of degradation has also contributed to the reduction in the existing townscape character.

The proposed alterations will encompass the loss of front gardens along the eastern side of the A332, this reduction in human scale elements albeit ones of a degraded condition will create an impact upon the character within this area. As such, this section of the proposed scheme would have a slight adverse impact on local townscape character.

Section 3 – Arborfield Close to Ragstone Road

To the south of Aborfield Close the road corridor is characterised by blocks of flats ranging between two and four storeys. The properties on both sides of the A332 are set back either by access roads or grass verges. As a result of the properties being set back this has created a sense of space with the perception of a wide road corridor.

The grass verges and semi-mature tree planting along the eastern side of the road reduces the scale of the four storey blocks of flats and helps to define the character of this section.

The proposals will require the encroachment of the carriageway and footway into the grass verges along the eastern frontages, however the sense of space that is created by the setting of the built forms together with structural planting will not result in significant changes to the character within this area. As such, this section of the proposed scheme would have negligible impact on local townscape character.

1.3. Noise

1.3.1. Method of assessment

The noise appraisal considers the effects of the proposed scheme on the noise climate and, where appropriate, any consequential annoyance within the vicinity of the proposed scheme. At the scoping stage, a noise assessment is undertaken based upon the scoping assessment guidance provided in DMRB 11.3.7, which provides threshold values against which changes in noise due to the proposed scheme should be compared, and assessed in both the short-term (on scheme opening) and in the long-term (over the design period, typically 15 years after scheme opening).

Changes in noise level may affect residential buildings and other sensitive receptors such as schools, hospitals, places of worship and community facilities located in proximity to the proposed scheme.

The objective of an assessment at this level is to establish an appreciation of the likely noise and vibration consequences associated with the proposed scheme.

The threshold criteria for traffic noise assessment during the day time period is a permanent change in magnitude of at least 1dB(A) $L_{A10,\ 18hr}$ in the short-term, or of at least 3dB(A) $L_{A10,18hr}$ in the long-term. Additionally, for night-time noise impacts, a threshold criterion of a change in magnitude of at least 3dB(A) $L_{night,\ outside}$ applies, but only where an $L_{night,\ outside}$ greater than 55dB is predicted in any scenario.

For an increase in noise level of 1dB $L_{A10,18\text{-}hour}$, the predicted change in traffic flow would have to increase by 25% or decrease by 20%, while a 3dB $L_{A10,18\text{-}hour}$ change would correspond to an increase in traffic of at least 100% or a decrease of at least 50%. Changes to traffic of this magnitude would result in a requirement for a detailed noise assessment to be undertaken in accordance with the DMRB.

To determine if an assessment should continue beyond the scoping (basic assessment) stage the assessment needs to identify if the threshold values are likely to be met or exceeded. If it is clearly evident that the threshold values will be exceeded then assessment should progress to a detailed assessment in accordance with the DMRB.

1.3.2. Baseline

No baseline noise surveys have been undertaken as part of this study.

1.3.3. Impact

For this assessment, traffic data has been provided by Atkins Highways & Transportation for selected roads within the immediate proposed scheme corridor to indicate the likely traffic characteristics of roads for scenarios with and without the proposed scheme in the opening year (2017) and 15 years after opening (generally termed the 'design year') (2032). This data includes the 18-hour traffic flow (AAWT), the traffic flow composition, and the speed for each traffic link. Table 1.1 details the selected links.

Table 1.1 Road links assessed

Link ID	Road Name and Flow Direction	Corresponding Traffic Model Link ID
1	Church Street NB	24119_24121
2	Church Street NB	24121_24135
3	Herschel Street WB	24135_89100
4	Herschel Street WB	89100_24125
5	Lansdowne Road NB	25152_24352
6	Osborne Street EB	24121_89113
7	Osborne Street EB	89113_89114
8	Windsor Road NB (Between Chalvey Park & Herschel Street)	24114_24125

It is anticipated that the operational phase of the proposed scheme would result in a number of changes to noise sources due to lane widening and differences in the flow, composition and speed of traffic which could impact upon receptors in proximity to the A332 (Windsor Road).

A summary of the traffic data for these traffic links is provided in Table 1.2.

Table 1.2 Summary of traffic data for noise assessment

Road Link ID	Do Minimum 2017 (DM 2017)			Do Something 2017 (DS 2017)			Do Minimum 2032 (DM 2032)			Do Something 2031 (DS 2032)		
	Traffic Flows, AAWT,18hr	Speed, KPH	%HGV	Traffic Flows, AAWT,18hr	Speed, KPH	%HGV	Traffic Flows, AAWT,18hr	Speed, KPH	%HGV	Traffic Flows, AAWT,18hr	Speed, KPH	%HGV
1	4031	43	0.0	3561	43	0.0	4685	42	0.0	4001	42	0.0
2	4107	30	0.0	3655	29	0.0	4443	29	0.0	3845	28	0.0
3	3302	36	0.0	2768	35	0.0	3832	36	0.0	3133	35	0.0
4	2129	9	0.0	1581	7	0.0	2713	9	0.0	1992	6	0.0
5	1	48	0.0	1	48	0.0	1	48	0.0	1	48	0.0
6	523	40	0.0	464	40	0.0	901	40	0.0	797	40	0.0
7	538	36	0.0	478	36	0.0	916	36	0.0	813	36	0.0

Road Link ID	Do Minimum 2017 (DM 2017)			Do Something 2017 (DS 2017)			Do Minimum 2032 (DM 2032)			Do Something 2031 (DS 2032)		
	Traffic Flows, AAWT,18hr	Speed, KPH	%HGV	Traffic Flows, AAWT,18hr	Speed, KPH	%HGV	Traffic Flows, AAWT,18hr	Speed, KPH	%HGV	Traffic Flows, AAWT,18hr	Speed, KPH	%HGV
8	6523	15	0.0	7401	22	0.0	6047	16	0.0	7104	22	0.0

The 'basic noise level' (BNL) expected to be experienced, from each road link, in each scenario, has been calculated in accordance with the methodology as set out in the Department for Transport document 'Calculation of Road Traffic Noise 1988' (CRTN).

In accordance with guidance contained in the DMRB, the magnitude of noise impacts in the short term (scheme opening year) and in the long term (future assessment year, typically 15 years after opening) can be classified as set out in Table 1.3.

Table 1.3 Magnitude of noise impacts

Noise change, dB LA10,18hr	Magnitude of impact in the short term	Magnitude of impact in the long term
0	No change	No change
0.1 – 0.9	Negligible	Negligible
1.0 – 2.9	Minor	Negligible
3.0 – 4.9	Moderate	Minor
5.0 – 9.9	Major	Moderate
10+	Major	Major

The BNL predicted for each of the scenarios is presented in Table 1.4, along with both the short-term and long-term impacts predicted with the implementation of the proposed scheme.

Table 1.4 Predicted noise levels

Road Link	Predicted BNL LA10 dB				Change and impact significance			
	DM 2017	DS 2017	DM 2032	DS 2032	Short term	DMRB Impact	Long term	DMRB Impact
1	61.6	61.0	62.1	61.4	-0.5	Negligible	-0.1	Negligible
2	60.4	59.8	60.7	60.0	-0.6	Negligible	-0.4	Negligible
3	60.0	59.1	60.6	59.7	-0.8	Negligible	-0.3	Negligible
4	60.1	60.6	61.6	62.6	0.5	Negligible	2.5	Negligible
5	27.0	26.5	27.1	24.4	-0.5	Negligible	-2.6	Negligible
6	52.3	51.8	54.7	54.2	-0.5	Negligible	1.8	Negligible
7	52.1	51.6	54.4	53.9	-0.5	Negligible	1.8	Negligible
8	62.8	62.6	62.2	62.5	-0.2	Negligible	-0.3	Negligible

The results in 4 show that the threshold values will not be exceeded on any of the assessed traffic links as a result of the implementation of the proposed scheme.

The second step in assessing if an assessment should continue beyond scoping (basic assessment) stage is to identify the extent of the study area and establish if any noise sensitive receptors (dwellings, hospitals, schools, community facilities, or designated areas such as AONB, SAC, SPA, SSSI etc) exist within the study area.

The DMRB requires calculations of noise impacts at locations within 600m of both a scheme boundary, and within 600m of any other affected routes within 1km of a scheme boundary – this area is referred to as the detailed calculation area. For affected routes outside of this area where noise calculations have been undertaken, the study area is defined as 50m either side of the centreline of these routes. A route is affected where a change in noise of more than 1 dB(A) on opening or of more than 3 dB(A) over the design period is predicted. These routes are referred to as the wider road network, and form the wider calculation area.

The DMRB notes that if any sensitive receptors are identified within the study area then the assessment must continue to at least a simple stage assessment, depending on the expected potential for noise and vibration impacts.

The study area contains a significant number of residential receptors and commercial buildings. Some sensitive receptors have been identified in the study area, namely Slough & Eton College and Upton Hospital. However, the impacts at these receptors are expected to be in line with the impacts identified above and not exceed DMRB criteria.

The preceding scoping assessment indicates that the impacts arising from changes in road traffic noise on the local road traffic network are not expected to exceed DMRB threshold criteria. Road traffic noise impacts on the local road network may therefore be **scoped out** from further assessment.

1.4. Air quality

1.4.1. Method of assessment

In most urban areas, including Slough, the main source of pollution is road traffic. Emissions from motor vehicle exhausts contain a number of pollutants including oxides of nitrogen, carbon monoxide, hydrocarbons and particulate matter.

The local air pollutants of most concern are nitrogen dioxide (NO_2) and small particles known as PM_{10} (particulate matter less than 10 micrometres in diameter). It is known from air quality assessments across the UK that these pollutants are the most likely to be present at concentrations close to or above statutory criteria, particularly in urban environments. The relevant local air pollutants requiring consideration are NO_2 and PM_{10}. The criteria that relate to these pollutants are summarised in

Table 1.5. The criteria is implemented by the Government in relation to the National Air Quality Strategy (AQS) and set by the European Union (EU) and transposed to national law by The Air Quality Standards Regulations 2010.

Table 1.5 Relevant Local Air Quality Criteria

Pollutant	Criteria
NO_2	Hourly average concentration should not exceed 200 µg/m^3 more than 18 times a year
	Annual mean concentration should not exceed 40 µg/m^3
PM_{10}	24-hour mean concentration should not exceed 50 µg/m^3 more than 35 times a year
	Annual mean concentration should not exceed 40 µg/m^3
µg/m^3 = micrograms per cubic metre	

The need for assessment of effects of a scheme on air quality is determined in accordance with traffic change criteria set out in HA207/07 DMRB Volume 11 Section 3 Part 1, based on comparing without scheme (Do-Minimum) and with scheme (Do-Something) scenarios in the opening year. Any road link that meets one or more criterion is scoped in as having potential to cause a change in air quality and included in an affected road network (ARN) that requires further assessment. The traffic change criteria are:

- road alignment will change by 5 metres or more, or
- daily traffic flows will change by 1,000 annual average daily traffic (AADT) or more, or
- HDV (Heavy Duty Vehicle) flows will change by 200 AADT or more, or
- daily average speed will change by 10 km/hr or more, or
- peak hour speed will change by 20 km/hr or more.

According to the DMRB guidance, there may be a change in air quality within 200 metres of roads in the ARN of a scheme. The changes in air quality may affect residential properties, other sensitive receptors (schools, hospitals, elderly care homes), and designated ecological sites within 200 metres of affected roads.

1.4.2. Baseline

The air quality study area for this scoping stage has been defined as within 200 metres of the proposed scheme corridor (i.e. within 200 metres of the A332 Windsor Road between the High Street and the B3027 Ragstone Road, just north of the M4 between junction 6 and junction 5).

The air quality study area is within administrative boundary of Slough Borough Council (SBC) and SBC is responsible for Local Air Quality Management. In common with many other local authorities across the UK, SBC has found that the criteria most likely to be exceeded are for annual mean NO_2 due to road traffic emissions.

There are two air quality management areas (AQMA) within the air quality study area as shown in Figure 1:

- Slough AQMA No. 1 – an area encompassing land adjacent to the M4 motorway along the north carriageway between junctions 5 and 7, and along the south carriageway between junction 5 and Sutton Lane; and
- Slough AQMA No. 4 – an area incorporating the A4 Bath Road from the junction with Ledgers Road/Stoke Poges Lane, in an easterly direction, along Wellington Street, up to Sussex Place junction.

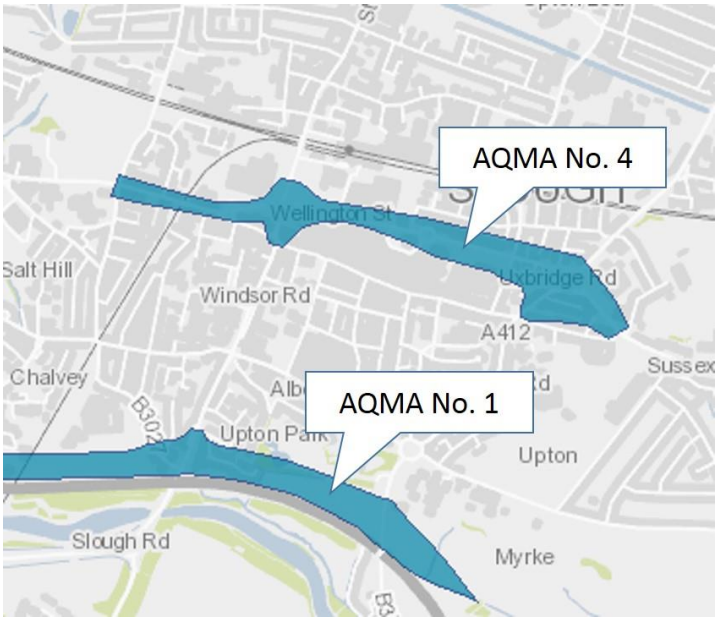

Figure 1 AQMAs in Slough

Air quality monitoring is undertaken by SBC and one of the monitoring sites is located within the air quality study area, a kerbside diffusion tube on the A332 Windsor Road adjacent to New Square. The annual mean NO_2 concentration at this diffusion tube in 2012 (the latest year for which data is available) was 37.4 µg/m^3, this value had a distance correction calculation applied by SBC to give a predicted concentration at the nearest relevant exposure. A kerbside motorway diffusion tube is located just outside the air quality study area at Winvale, within AQMA No.1, which had a measured concentration of 48.3 µg/m^3 in 2012. This exceeds the annual mean NO_2 criteria. There are not expected to be exceedances of PM_{10} criteria.

On the basis of the available baseline information, there is a risk of exceedances of the annual mean NO_2 criteria at human health receptors along the southern extent of the proposed scheme within AQMA No.1.

1.4.3. Impact

Traffic changes have been determined from traffic model data for the study area. Changes in Annual Average Daily Traffic (AADT) are shown in Table 1.6 for selected links representing sections of roads along the Scheme. It can be seen that none of the road links meet the criterion for AADT flow. Heavy Duty Vehicle (HDV) and speed data was not provided.

Table 1.6 Traffic Data used to scope the air quality assessment

Road Section	2017 Traffic Data		2017 DS - DM Change
	DM AADT	DS AADT	AADT
A332 Windsor Road (adjacent to High Street)	14031	14132	101
A332 Windsor Road (High Street to Chapel Street)	14031	14132	101
A332 Windsor Road (Chapel Street to Herschel Street)	14305	14406	101
A332 Windsor Road (Herschel Street to Chalvey Park)	10352	11249	897

Road Section	2017 Traffic Data		2017 DS - DM Change
	DM AADT	DS AADT	AADT
A332 Windsor Road (Chalvey Park to Aspects Court)	11857	12608	751
A332 Windsor Road Aspects Court to A412	11850	12603	752
A332 Windsor Road A412 to Upton Park	23589	24219	629
A332 Windsor Road Upton Park to Arborfield Close	23589	24219	629
A332 Windsor Road Arborfield Close to Winvale	23956	24608	652
A332 Windsor Road Winvale to Ragstone Road	23955	24608	652

As shown in Table 1.6, there are no links where the change in road centreline as a result of the widening of the A332 would meet the criterion for road alignment change; however the proposed scheme would result in the traffic emissions moving closer to air quality sensitive receptors in a number of locations. The sections of the proposed scheme are summarised below with reference to the location of air quality sensitive receptors.

- A332 Windsor Road between Hershel Street and the A412 Albert Street – this section of the road is adjacent to mainly commercial premises. A number of residential apartment blocks are located to the west of the A332 Windsor Road at the junction with the A412. These receptors could be affected by a change in air quality as a result of the proposed scheme, but are not located in an area of expected exceedance of the annual mean NO2 criteria. On this basis there is not expected to be risk of exceedance as a result of the proposed scheme on nearby receptors.
- A332 Windsor between the A412 and Arborfield close - there are residential properties on both sides within 30 metres of the road centreline. On the eastern side of the road, the properties are in various states of disrepair and approximately half have been boarded up. Part of the proposed scheme would require the acquisition of the front gardens of these properties. If these receptors are returned to residential use they could be affected by a change in air quality as a result of the proposed scheme widening, but are not located in an area of expected exceedance of the annual mean NO2 UK criteria. On this basis there is not expected to be risk of exceedance as a result of the proposed scheme on nearby receptors.
- A332 Windsor road between Arborfield Close and B3027 Ragstone Road – There are blocks of flats on both sides of this section of the road. This section of road would be widened along the eastern margin; the blocks of flats to the east are set back behind grass verges and are over 30 metres from the road centreline. The properties on Winvale and the southern extent of the A332 Windsor Road are within AQMA No.1. However given the distance between the road centreline and the properties there is not expected to be a risk of adverse effects as a result of the proposed scheme on nearby receptors.

1.4.4. Summary

Given the expected changes in traffic due to the proposed scheme and the location of air quality sensitive receptors relative to road widening, local air quality can be scoped out of the next stage of assessment as the proposed scheme is not expected to affect air quality.

1.5. Greenhouse Gases

The greenhouse gases assessment is concerned with changes in emissions of carbon dioxide (CO_2). The need for assessment of effects of a scheme on greenhouse gases is determined in accordance with traffic change criteria set out in HA207/07 DMRB Volume 11 Section 3 Part 1, based on comparing without scheme (Do-Minimum) and with scheme (Do-Something) scenarios in the opening year (stated in paragraph 0).

The CO2 emission impact is a 2,794 tonne reduction in non-traded emissions and 2 tonne reduction in traded emissions over 60 years. That works out at 49 tonnes p.a. in a typical year and is worth £133k PV over the 60 years.

The overall impact on greenhouse gases has therefore been appraised as **slight positive.**

1.6. Historic environment

Due to being heavily bombed during World War II, Slough's heritage and historic resources tend to be scattered on the outskirts of the town; however Slough has 96 listed buildings remaining. A war memorial is located at Slough Baptist Church on Windsor Road, which consists of a wall plaque of a marble panel with soap stone frame.

It is also unlikely that any surviving archaeological remains from previous features would be disturbed as these are likely to have been removed previously.

The potential for affecting the historic environment is therefore low and the historic environment should therefore be scoped out for further assessment.

1.7. Biodiversity

The biodiversity aspect considers the effects of the A332 Route Enhancement scheme on biodiversity and earth heritage (geological) features. The majority of the scheme is on existing hard standing areas with little vegetation or biodiversity value. The removal of roadside verges and landscape shrubbery beds would have a small, localised impact on biodiversity. The scheme will also affect the following trees:

- Two trees by Arborfield Close which are semi mature copper beech trees
- A very small young tree by the CCTV cabinets opposite Chalvey Park.

There are no geological features within the site or that would be affected by the proposed scheme.

In light of the limited changes to biodiversity, the biodiversity aspect has been scoped out for further assessment. The impact has therefore been appraised as **neutral.**

1.8. Water environment

The water environment aspect considers the effects of the Proposed Scheme on surface and ground water quality, and flood risk.

The proposed drainage is likely to be kerbs and gullies with some retention built in with oversize carrier pipes. Drainage during operation has the potential to impact on water quality due to increased traffic flows and the increased potential this has on pollutant loading from road runoff. By extending hard surface area of the carriageway, increased volumes of water are collected that can exacerbate flooding.

The Scheme is not located in an area designated by the Environment Agency as at risk from flooding. Where there is a risk, to the south of the scheme, this is classed as Flood One 2 (very low

risk). This is the lowest possible flood risk and means that each year, this area has a chance of flooding of less than 1 in 1000 (0.1%).

The impact has therefore been appraised as **neutral.**

1.9. Environmental scoping summary

Table 1.7 summarises the scope of the environment assessment. All environmental aspects have been scoped out, a qualifying statement will need to be provided for the AST explaining why detailed assessment has not been undertaken.

Table 1.7 Summary of environmental scoping

Environmental aspect	Scoped in (✓) / out (✗)
Noise	✗
Air quality	✗
Greenhouse gasses	✗
Landscape	✗
Townscape	✗
Historic environment	✗
Biodiversity	✗
Water environment	✗