



Trustees of J.P. Milne Will Trust **STAKEHILL INDUSTRIAL ESTATE**

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WSP

8 First Street

Manchester

M15 4RP

Phone: +44 161 200 5000

WSP.com



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11 TRAFFIC, TRANSPORT AND ACCESS

11.1 INTRODUCTION

11.1.1 This chapter reports the outcome of the assessment of likely significant effects arising from the Proposed Development upon Traffic and Transport. This chapter has been produced by WSP.

11.1.2 The assessment of Traffic, Transport and Access has established that the following additional mitigation measures are required:

- Production of a Construction Traffic Management Plan.

11.1.3 The following residual effects have been identified:

- there is likely to be a direct, permanent, long-term **negligible adverse** residual effect on Severance (**not significant**), Driver Delay (**not significant**), and Accidents and Safety (**not significant**).
- there is likely to be a direct, permanent, long-term **negligible beneficial** residual effect on Pedestrian and cycle delay, amenity, fear and intimidation (**not significant**) and Public Transport (**not significant**).

11.1.4 The remainder of this chapter describes the assessment methodology and the baseline conditions relevant to the assessment, which have been used to reach these conclusions, as well as a summary of the likely significant effects leading to the additional mitigation measures required to avoid, prevent, reduce or, if possible, offset any likely significant adverse effects, and the likely residual effects and any required monitoring after these measures have been employed. Opportunities for environmental enhancement, where such opportunities exist, are also discussed.

11.1.5 This chapter (and its associated figures and appendices) is intended to be read as part of the wider ES, with particular reference to **Chapters 1, 2 and 3** and the Transport Assessment and Framework Travel Plan (**Appendix 9.1 and 9.2**).

11.2 CONSULTATION, SCOPE, METHODOLOGY AND SIGNIFICANCE CRITERIA

CONSULTATION UNDERTAKEN TO DATE

11.2.1 **Table 11-1** provides a summary of the consultation activities undertaken in support of the preparation of this assessment.

Table 11-1 - Summary of consultation undertaken

Body / organisation	Individual / stat body / organisation	Meeting dates and other forms of consultation	Summary of outcome of discussions
TfGM initial consultation	Transport for Greater Manchester, Rochdale Borough Council, Oldham Metropolitan Borough Council, National Highways,	8 th January 2024	TfGM has provided advice on transport issues for the proposed development. The impact of the development on the existing public transport and active travel networks

Body / organisation	Individual / stat body / organisation	Meeting dates and other forms of consultation	Summary of outcome of discussions
	Active Travel England		should be considered in the Transport Assessment.
Pre-application meeting	RMBC, Nuttall and Co, AEW, WSP	3 rd May 2024	Quantum of development masterplan has been discussed and clarified during the meeting. Key technical considerations have been discussed, including highways, landscape/visual impact and ecology.

SCOPE OF THE ASSESSMENT

- 11.2.2 The scope of this assessment has been established through an ongoing scoping process. Further information can be found in **Chapter 5: Approach to EIA**.

ELEMENTS SCOPED INTO THE ASSESSMENT

Construction Phase

- 11.2.3 The following elements are considered to have the potential to give rise to likely significant effects during construction of the Proposed Development and have therefore been considered within this assessment:

- Severance;
- Driver Delay;
- Pedestrian and cycle delay, amenity, fear and intimidation;
- Accidents and Safety; and
- Public Transport.

Operation Phase

- 11.2.4 The following elements are considered to have the potential to give rise to likely significant effects during operation of the Proposed Development and have therefore been considered within this assessment:

- Severance;
- Driver Delay;
- Pedestrian and cycle delay, amenity, fear and intimidation;
- Accidents and Safety; and
- Public Transport.

EXTENT OF THE STUDY AREA

- 11.2.5 The study area comprises the red line boundary for the proposed development.

METHOD OF BASELINE DATA COLLATION

DESK STUDY

11.2.6 The baseline conditions have been informed by a series of desktop reviews, including:

- Local highway network;
- Personal injury accident analysis;
- Active travel provision;
- Junction and link analysis; and
- Public transport provision.

ASSESSMENT METHODOLOGY

11.2.7 The IMEA Guidelines set out two rules as follows:

- Rule 1: Include highway links where traffic flows will increase by more than 30% (or where the number of HGVs will increase by more than 30%); and
- Rule 2: Include any other specifically sensitive areas where traffic flows have increased by 10% or more.

11.2.8 It is important to note that, on roads where traffic flows are low, any increase in traffic flow may result in a predicted increase that would be higher than the IEAM Guidelines, and therefore each increase should be considered in the context of the change in traffic volume and the nature of the road.

11.2.9 The IMEA Guidelines state that *“For many effects, there are no simple rules or formulae which define the thresholds of significance and there is, therefore, a need for interpretation and judgement on the part of the assessor, backed up by data or quantified information wherever possible”, and “those preparing Environmental Statements will need to make it clear how they have defined whether a change is considered significant or not.”*

11.2.10 Consideration will be given to the sensitivity of the receptor and magnitude of impact to determine the scale of the effect. Consideration will be given to the likelihood of the effect, the duration of the effect, the reversibility of the effect, the geographical extent of the effect and professional judgment applied to establish if the scale of the effect would be significant.

SIGNIFICANCE CRITERIA

11.2.11 The significance level attributed to each effect has been assessed based on the sensitivity/value of the affected receptor(s) and the magnitude of change arising from the Proposed Development, as well as a number of other factors that are outlined in more detail in **Chapter 5: Approach to EIA**. The sensitivity of the affected receptor is assessed on a scale of high, medium, low and negligible, and the magnitude of change is assessed on a scale of large, medium, small, negligible and no change, as set out in **Chapter 5: Approach to EIA**.

Severance

11.2.12 IEMA Guidelines define severance as *“the perceived division that can occur within a community when it becomes separated by a major traffic artery”* (paragraph 4.27) that *“separates people from places”,* for example difficulties crossing existing roads or the physical barrier of the road itself.

11.2.13 The IEMA Guidelines acknowledge that the measurement and prediction of severance is extremely difficult and that the correlation between the extent of severance and the physical barrier of a road is not clear.

11.2.14 To this end, there are no predictive formulae which give simple relationships between traffic factors and levels of significance. Nevertheless, there are a range of indicators for determining significance of the relief from severance. Consideration needs to be given to other factors when determining severance, such as road width, traffic flows, speed of traffic, the presence of pedestrian crossing facilities and the number of pedestrian movements across the affected route.

11.2.15 Professional judgment has been applied to determine the magnitude of impact from the proposed development on Accidents and Safety, based on the design layout changes introduced as part of the proposed development.

Driver Delay

11.2.16 IEMA Guidelines state that *“delays are only likely to be significant when the traffic on the network surrounding the development is already at, or close to, the capacity of the system”* (paragraph 4.34). As such, the impact of the proposed development on driver delay is typically considered in relation to background traffic, and existing conditions.

11.2.17 The IEMA Guidelines note that driver delay can occur at several points on the network, although the effects are only likely to be significant when the traffic on the highway network is predicted to be at or close to the capacity of the system.

Pedestrian and cycle delay, amenity, fear and intimidation

11.2.18 The IEMA guidelines define pedestrian amenity as *“the relative pleasantness of a journey, and is considered to be affected by traffic flow, traffic composition and pavement width/separation from traffic.”* In its broad definition, it also captures fear and intimidation felt by pedestrians caused by changes to traffic and physical conditions such as narrow footways.

11.2.19 Professional judgment has been applied to determine the magnitude of impact from the proposed development on pedestrian and cycle delay, amenity, fear and intimidation, based on the design layout changes introduced as part of the proposed development.

Accidents and Safety

11.2.20 The IEMA guidelines do not include any definition in relation to accidents and safety, suggesting that professional judgement will be needed to assess the implications of local circumstance, or factors which may increase or decrease the risk of accidents.

11.2.21 Professional judgment has been applied to determine the magnitude of impact from the proposed development on Accidents and Safety, based on the design layout changes introduced as part of the proposed development.

Public Transport

11.2.22 Professional judgement has been applied to determine the magnitude of impact from the proposed development on the public transport network, based on the number of public transport trips expected to be generated, and the public transport provision provided as part of the proposed development.

EFFECT SIGNIFICANCE

11.2.23 The following terms have been used to define the significance of the effects identified and apply to both beneficial and adverse effects:

- **Major effect:** where the Proposed Development could be expected to have a substantial improvement or deterioration on receptors;

- **Moderate effect:** where the Proposed Development could be expected to have a noticeable improvement or deterioration on receptors;
- **Minor effect:** where the Proposed Development could be expected to result in a perceptible improvement or deterioration on receptors; and
- **Negligible:** where no discernible improvement or deterioration is expected as a result of the Proposed Development on receptors, including instances where no change is confirmed.

11.2.24 As set out in **Chapter 5: Approach to EIA**, effects that are classified as **moderate or above** could be considered to be **significant**. Effects classified as **minor** or below are considered to be **not significant**.

11.3 LEGISLATIVE FRAMEWORK, POLICY AND GUIDANCE

LEGISLATIVE FRAMEWORK

11.3.1 The applicable legislative framework is summarised as:

- IMEA Guidelines for the Environmental Assessment of Road Traffic.

POLICY

- Greater Manchester Transport Strategy 2040;
- Places for Everyone; and
- Rochdale Adopted Core Strategy.

11.3.2 In addition, this chapter has been prepared in accordance with the Government's National Planning Practice Guidance.

11.4 BASELINE CONDITIONS

11.4.1 Full details of the baseline conditions can be found in the Transport Assessment.

Accidents and Safety

11.4.2 Across the extent of the PIA study area there are no significant patterns of locations of collisions, with an average of 6.4 collisions per year across the four junctions assessed and four collisions per year across the three links. It is therefore unlikely that the proposed development will exacerbate collision rates and that no off-site mitigation is required with respect to road safety across the proposed development.

Public Transport

11.4.3 The site benefits from good public transport connectivity in the vicinity, including the Slattocks stop and Thornham Lane stop providing four to five buses per hour between Rochdale and Manchester and one bus per hour between Middleton and Rochdale. Castleton Station is the closest railway station to the site, which provides one to two rail services per hour to Clitheroe, Rochdale and Blackburn.

Local Highway Network

11.4.4 A review of the existing highway network in the vicinity of the site has been conducted in the Transport Assessment, which details the characteristics and nature of the local highway.

FUTURE BASELINE

Accidents and Safety

- 11.4.5 The changes introduced to the local highway network, including the proposed right of way and public transport infrastructure, would result in an improvement to the road safety conditions of the site.

Public Transport

- 11.4.6 The baseline public transport provision would be retained. The proposed right of way would promote active travel and improve the connection to Castleton train station.

Local Highway Network

- 11.4.7 The proposed masterplan would reconfigure the local highway network to a more friendly environment for all road users, including a proposed right of way to promote active travel in the neighbourhood.

11.5 SENSITIVE RECEPTORS

- 11.5.1 The following sensitive receptors have been assessed:

- Severance;
- Driver Delay;
- Pedestrian and cycle delay, amenity, fear and intimidation;
- Accidents and safety; and
- Public transport.

11.6 ASSESSMENT OF POTENTIAL EFFECTS, MITIGATION AND RESIDUAL EFFECTS

CONSTRUCTION PHASE

Table 11-2 – Assessment of potential effects, additional mitigation, residual effects and monitoring during construction

Sensitive receptor	Severance
Potential effects	The sensitivity of Severance is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term Minor adverse effect on Severance (not significant).
Additional mitigation	Construction Traffic Management Plan to identify and implement measures to reduce effects on Severance for the full construction programme.
Residual effects and monitoring	The sensitivity of Severance is Low, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term Minor adverse effect on Severance (not significant) following the implementation of mitigation measures.
Sensitive receptor	Driver Delay
Potential effects	The sensitivity of Driver Delay is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term Minor adverse effect on Severance (not significant).

Additional mitigation	Construction Traffic Management Plan to identify and implement measures to reduce effects on Driver Delay for the full construction programme.
Residual effects and monitoring	The sensitivity of Driver Delay is Low, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term Minor adverse effect on Severance (not significant) following the implementation of mitigation measures.
Sensitive receptor	Pedestrian and cycle delay, amenity, fear and intimidation
Potential effects	The sensitivity of Pedestrian and cycle delay, amenity, fear and intimidation is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term minor adverse effect on Severance (not significant).
Additional mitigation	Construction Traffic Management Plan to identify and implement measures to reduce effects on Pedestrian and cycle delay, amenity, fear and intimidation for the full construction programme.
Residual effects and monitoring	The sensitivity of Pedestrian and cycle delay, amenity, fear and intimidation is Low, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term Minor adverse effect on Severance (not significant) following the implementation of mitigation measures.
Sensitive receptor	Accidents and Safety
Potential effects	The sensitivity of Accidents and Safety is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term minor adverse effect on Severance (not significant).
Additional mitigation	Construction Traffic Management Plan to identify and implement measures to reduce effects on Accidents and Safety for the full construction programme.
Residual effects and monitoring	The sensitivity of Accidents and Safety is Low, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term Minor adverse effect on Severance (not significant) following the implementation of mitigation measures.
Sensitive receptor	Public Transport
Potential effects	The sensitivity of Public Transport is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term minor adverse effect on Severance (not significant).
Additional mitigation	Construction Traffic Management Plan to identify and implement measures to reduce effects on Public Transport for the full construction programme.
Residual effects and monitoring	The sensitivity of Public Transport is Low, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term Minor adverse effect on Severance (not significant) following the implementation of mitigation measures.

OPERATIONAL PHASE

Table 11-3 – Assessment of potential effects, additional mitigation, residual effects and monitoring during operation

Sensitive receptor	Severance
Potential effects	The sensitivity of Severance is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, permanent, long-term negligible adverse effect on Severance (not significant).

Additional mitigation	No additional measures over and above the embedded (primary) mitigation measures outlined in Chapter 2: Description of the Proposed Development.
Residual effects and monitoring	The sensitivity of Severance is Medium, and the magnitude of change, following mitigation, is Low. Therefore, there is likely to be a direct, permanent, long-term negligible adverse residual effect on Severance (not significant) following the implementation of mitigation measures.
Sensitive receptor	Driver Delay
Potential effects	The sensitivity of Driver Delay is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, permanent, long-term negligible adverse effect on Severance (not significant).
Additional mitigation	No additional measures over and above the embedded (primary) mitigation measures outlined in Chapter 2: Description of the Proposed Development.
Residual effects and monitoring	The sensitivity of Driver Delay is Medium, and the magnitude of change, following mitigation, is Low. Therefore, there is likely to be a direct, permanent, long-term negligible adverse residual effect on Driver Delay (not significant) following the implementation of mitigation measures.
Sensitive receptor	Pedestrian and cycle delay, amenity, fear and intimidation
Potential effects	The sensitivity of Pedestrian and cycle delay, amenity, fear and intimidation is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, permanent, long-term minor beneficial effect on Severance (not significant).
Additional mitigation	No additional measures over and above the embedded (primary) mitigation measures outlined in Chapter 2: Description of the Proposed Development.
Residual effects and monitoring	The sensitivity of Pedestrian and cycle delay, amenity, fear and intimidation is Medium, and the magnitude of change, following mitigation, is Low. Therefore, there is likely to be a direct, permanent, long-term minor beneficial residual effect on Pedestrian and cycle delay, amenity, fear and intimidation (not significant) following the implementation of mitigation measures.
Sensitive receptor	Accidents and Safety
Potential effects	The sensitivity of Accidents and Safety is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, permanent, long-term negligible adverse effect on Severance (not significant).
Additional mitigation	No additional measures over and above the embedded (primary) mitigation measures outlined in Chapter 2: Description of the Proposed Development.
Residual effects and monitoring	The sensitivity of Accidents and Safety is Medium, and the magnitude of change, following mitigation, is Low. Therefore, there is likely to be a direct, permanent, long-term negligible adverse residual effect on Accidents and Safety (not significant) following the implementation of mitigation measures.
Sensitive receptor	Public Transport
Potential effects	The sensitivity of Public Transport is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, permanent, long-term minor beneficial effect on Severance (not significant).
Additional mitigation	No additional measures over and above the embedded (primary) mitigation measures outlined in Chapter 2: Description of the Proposed Development.

Residual effects and monitoring	The sensitivity of Public Transport is Medium, and the magnitude of change, following mitigation, is Low. Therefore, there is likely to be a direct, permanent, long-term negligible beneficial residual effect on Public Transport (not significant) following the implementation of mitigation measures.
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CUMULATIVE EFFECTS

- 11.6.1 The Places for Everyone assessment included a comprehensive list of cumulative effects, including all committed developments across Greater Manchester and all allocations arising from the Places for Everyone.

11.7 OPPORTUNITIES FOR ENVIRONMENTAL ENHANCEMENT

- 11.7.1 There are no opportunities for environmental enhancement in terms of traffic, transport and access.

11.8 DIFFICULTIES AND UNCERTAINTIES

- 11.8.1 The outcome included in the Locality Assessment that informed the approved Places for Everyone, has been respected and carried forward. As a result, the assessments and associated mitigation identified at the Places for Everyone, has been updated to reflect the latest development proposals. These changes are minimal and negligible to the outcome reached in the Places for Everyone.

11.9 SUMMARY

- 11.9.1 Table 11-4 provides a summary of the findings of the assessment.

Table 11-4 - Summary of Traffic, Transport and Access effects

Receptor	Potential Effects	Significance of Effects Prior to Mitigation/Enhancement	Additional Mitigation	Residual Effects	Monitoring
Construction Phase					
Severance	The sensitivity of Severance is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term Minor adverse effect on Severance (not significant).	Minor Adverse (Not significant) T / D / MT	Construction Traffic Management Plan to identify and implement measures to reduce effects on Severance for the full construction programme.	The sensitivity of Severance is Low, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term Minor adverse effect on Severance (not significant) following the implementation of mitigation measures. Minor Adverse (Not significant) T / D / MT	Construction Traffic Management Plan to identify and implement measures to reduce effects on Severance for the full construction programme.
Driver Delay	The sensitivity of Driver Delay is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term Minor adverse effect on Severance (not significant).	Minor Adverse (Not significant) T / D / MT	Construction Traffic Management Plan to identify and implement measures to reduce effects on Driver Delay for the full construction programme.	The sensitivity of Driver Delay is Low, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term Minor adverse effect on Severance (not significant) following the	Construction Traffic Management Plan to identify and implement measures to reduce effects on Driver Delay for the full construction programme.

Receptor	Potential Effects	Significance of Effects Prior to Mitigation/Enhancement	Additional Mitigation	Residual Effects	Monitoring
				implementation of mitigation measures. Minor Adverse (Not significant) T / D / MT	
Pedestrian and cycle delay, amenity, fear and intimidation	The sensitivity of Pedestrian and cycle delay, amenity, fear and intimidation is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term minor adverse effect on Severance (not significant).	Minor Adverse (Not significant) T / D / MT	No additional measures over and above the embedded (primary) mitigation measures outlined in Chapter 2: Description of the Proposed Development.	The sensitivity of Pedestrian and cycle delay, amenity, fear and intimidation is Low, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term Minor adverse effect on Severance (not significant) following the implementation of mitigation measures. Minor Adverse (Not significant) T / D / MT	N/A
Accidents and Safety	The sensitivity of Accidents and Safety is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary,	Minor Adverse (Not significant) T / D / MT	Construction Traffic Management Plan to identify and implement measures to reduce effects on Accidents and Safety for the full	The sensitivity of Accidents and Safety is Medium, and the magnitude of change, following mitigation, is Low. Therefore, there is likely to be a direct,	Construction Traffic Management Plan to identify and implement measures to reduce effects on Accidents and Safety for the full

Receptor	Potential Effects	Significance of Effects Prior to Mitigation/Enhancement	Additional Mitigation	Residual Effects	Monitoring
	medium-term minor adverse effect on Severance (not significant).		construction programme.	permanent, long-term negligible adverse residual effect on Accidents and Safety (not significant) following the implementation of mitigation measures. Negligible Adverse (Not significant) P / D / LT	construction programme.
Public Transport	The sensitivity of Public Transport is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term minor adverse effect on Severance (not significant).	Minor Adverse (Not significant) T / D / MT	Construction Traffic Management Plan to identify and implement measures to reduce effects on Public Transport for the full construction programme.	The sensitivity of Public Transport is Low, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term Minor adverse effect on Severance (not significant) following the implementation of mitigation measures. Minor Adverse (Not significant) T / D / MT	Construction Traffic Management Plan to identify and implement measures to reduce effects on Public Transport for the full construction programme.
Operational Phase					

Receptor	Potential Effects	Significance of Effects Prior to Mitigation/Enhancement	Additional Mitigation	Residual Effects	Monitoring
Severance	The sensitivity of Severance is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, temporary, medium-term Minor adverse effect on Severance (not significant).	Minor Adverse (Not significant) T / D / MT	No additional measures over and above the embedded (primary) mitigation measures outlined in Chapter 2: Description of the Proposed Development.	The sensitivity of Severance is Medium, and the magnitude of change, following mitigation, is Low. Therefore, there is likely to be a direct, permanent, long-term negligible adverse residual effect on Severance (not significant) following the implementation of mitigation measures. Negligible Adverse (Not significant) P / D / LT	N/A
Driver Delay	The sensitivity of Driver Delay is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, permanent, long-term negligible adverse effect on Severance (not significant).	Negligible Adverse (Not significant) P / D / LT	No additional measures over and above the embedded (primary) mitigation measures outlined in Chapter 2: Description of the Proposed Development.	The sensitivity of Driver Delay is Medium, and the magnitude of change, following mitigation, is Low. Therefore, there is likely to be a direct, permanent, long-term negligible adverse residual effect on Driver Delay (not significant) following the implementation of mitigation measures.	N/A

Receptor	Potential Effects	Significance of Effects Prior to Mitigation/Enhancement	Additional Mitigation	Residual Effects	Monitoring
				Negligible Adverse (Not significant) P / D / LT	
Pedestrian and cycle delay, amenity, fear and intimidation	The sensitivity of Pedestrian and cycle delay, amenity, fear and intimidation is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, permanent, long-term minor beneficial effect on Severance (not significant).	Minor Beneficial (Not significant) P / D / LT	No additional measures over and above the embedded (primary) mitigation measures outlined in Chapter 2: Description of the Proposed Development.	The sensitivity of Pedestrian and cycle delay, amenity, fear and intimidation is Medium, and the magnitude of change, following mitigation, is Low. Therefore, there is likely to be a direct, permanent, long-term minor beneficial residual effect on Pedestrian and cycle delay, amenity, fear and intimidation (not significant) following the implementation of mitigation measures. Minor Beneficial (Not significant) P / D / LT	N/A
Accidents and Safety	The sensitivity of Accidents and Safety is Medium, and the magnitude of change is Low. Therefore, there is likely to be a	Negligible Adverse (Not significant) P / D / LT	No additional measures over and above the embedded (primary) mitigation measures outlined in Chapter 2:	The sensitivity of Accidents and Safety is Medium, and the magnitude of change, following mitigation, is Low. Therefore, there	N/A

Receptor	Potential Effects	Significance of Effects Prior to Mitigation/Enhancement	Additional Mitigation	Residual Effects	Monitoring
	direct, permanent, long-term negligible adverse effect on Severance (not significant).		Description of the Proposed Development.	is likely to be a direct, permanent, long-term negligible adverse residual effect on Accidents and Safety (not significant) following the implementation of mitigation measures. Negligible Adverse (Not significant) P / D / LT	
Public Transport	The sensitivity of Public Transport is Medium, and the magnitude of change is Low. Therefore, there is likely to be a direct, permanent, long-term minor beneficial effect on Severance (not significant).	Negligible Beneficial (Not significant) P / D / LT	No additional measures over and above the embedded (primary) mitigation measures outlined in Chapter 2: Description of the Proposed Development.	The sensitivity of Public Transport is Medium, and the magnitude of change, following mitigation, is Low. Therefore, there is likely to be a direct, permanent, long-term negligible beneficial residual effect on Public Transport (not significant) following the implementation of mitigation measures. Negligible Beneficial (Not significant) P / D / LT	N/A



Key to table:

P / T = Permanent or Temporary, D / I = Direct or Indirect, ST / MT / LT = Short Term, Medium Term or Long Term, N/A = Not Applicable

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