

Desktop Environmental Study – Summary Table

Location	Transport Impact Assessment	Infrastructure Audit	Ecology	Flood Risk/Drainage	Air	Noise	Landscape and Visual	Cultural Heritage	Community Effects	Geology & Soils
Ashford	Amber	Amber	Red	Amber	Green	Amber	Green	Amber	Amber	Amber
Westenhanger	Green	Green	Amber	Red	Green	Green	Red	Red	Amber	Amber
Whitfield	Amber	Amber	Green	Red	Green	Amber	Amber	Amber	Amber	Amber

Green - No major issues

Amber - Some concerns should be able to mitigate

Red - Require more detailed consideration with regards to mitigation

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ASHFORD SITE	RAG Status	Comments	Further Work
Traffic Impact Assessment	AMBER	Minimal impact in terms of additional peak hour traffic and operation of surrounding junctions. A2070/The Boulevard/Waterbrook Avenue junction currently operates over capacity during the PM peak.	Further detailed assessments required and will include the consideration of nearby committed developments and highway improvements. The detailed assessments will be calibrated/validated, as appropriate, based upon more thorough base data at the junctions (i.e. observed queue lengths, journey times). Further consideration will be given to site issues arising from consultation with Kent Police, Fire Service and HA.
Infrastructure Audit	AMBER	Access route is acceptable in terms of geometry and safety. Remedial works required to bring Waterbrook Avenue to acceptable standard	Complete formal adoption process of highway land ownership, TRO's and waiting restrictions, lighting assessment etc.
Ecology	RED	Site has significant biodiversity potential.	Further specific surveys required - to include invertebrate, badger, great crested newt, reptile, bat, dormouse, water vole and breeding birds.

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ASHFORD SITE	RAG Status	Comments	Further Work
Flood Risk/Drainage	AMBER	Flood Zone 2. Infiltration not considered feasible due to cohesive ground conditions. Possible attenuation required	Further investigation should be carried out to the drainage channel to the north of the site to confirm its suitability for discharge. Options should be developed to ascertain the best combination of car parking space loss, permeable paving (with sub-base storage for controlled discharge) and surface water treatment to enable the best cost solution.
Air Quality	GREEN	Not expected to breach UK air quality objectives and EU limit values. Worst option under TAG Unit A3 on local air quality appraisal.	(On Site) No further assessment is deemed necessary, since there are no sensitive receptors within the on-site study area. (Off Site) Assessment to a DMRB Simple level is recommended.
Noise	AMBER	(On Site) Sensitive receptors (Off Site) 40 properties within 40m of the site.	(On Site) Undertake noise assessment since there are sensitive receptors within the on-site study area. Define the ambient noise at sensitive receptors close to the site. (Off Site) Detailed assessment under DMRB.
Landscaping and Visual	GREEN	Area around the site is of low sensitivity and likely to be subject to future development	If development goes ahead then there will be no significant effects as a result of the HGV park
Cultural Heritage	AMBER	Potential for Roman Roads.	Further assessment work required to evaluate the risk.

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ASHFORD SITE	RAG Status	Comments	Further Work
Community Effects	AMBER	No significant impact to the majority identified features. Stopped up Public Right of Way crosses site.	Community effects assessment to be based on outcome of transport assessment.
Geology & Soils	AMBER	Area of least value. Some sensitivity in terms of geological strata and related hydrogeological resources.	Further assessments required to be undertaken, to include contamination (as part of the geotechnical design) and minerals safeguarding.

Westenhanger	RAG Status	Comments	Further Work
Traffic Impact Assessment	GREEN	Minimal impact in terms of additional peak hour traffic and operation of surrounding junctions	Further detailed assessments required to be undertaken if site chosen and will include the consideration of nearby committed developments and highway improvements. The detailed assessments will be calibrated/validated, as appropriate, based upon more thorough base data at the junctions (i.e. observed queue lengths, journey times). Further consideration will be given to site issues arising from consultation with Kent Police, Fire Service and HA.

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Westenhanger	RAG Status	Comments	Further Work
Infrastructure Audit	Green	Acceptable access route to the proposed site with no geometric changes to existing carriageway.	Parking restrictions, possible safety improvements to cycle lane, lighting level survey. Currently A20 is designated an on-road cycle route.
Ecology	AMBER	Site has some biodiversity potential. Potential for existing pond to be kept on site or relocated off site	Further specific surveys required - to include badger, great crested newt, reptile, bat, and water vole.
Flood Risk/Drainage	RED/ AMBER	Flood Zone 1. Located in within a source protection zone and major aquifer zone. Any infiltration will require significant treatment.	Further investigation should be carried out to the drainage channel to the north of the site to confirm its suitability for discharge. If this transpires as unsuitable then a BRE365 infiltration test should be undertaken. Options should be developed to ascertain the best combination of car parking space loss, permeable paving (with sub-base storage for controlled discharge) and surface water treatment to enable the best cost solution.

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Westenhanger	RAG Status	Comments	Further Work
Air Quality	GREEN	<p>Not expected to breach UK air quality objectives and EU limit values.</p> <p>Best option under TAG Unit A3 on local air quality appraisal.</p>	<p>(On Site) - No further assessment is deemed necessary, since there are no sensitive receptors within the on-site study area. However, confirm that Hillhurst Farm is not either a community or residential receptor.</p> <p>(Off Site) - Further assessment is not deemed necessary since the only three receptors in the off-site study area are more likely to be affected by traffic on the M20 where it is considered that there will be no significant change in traffic flow. Kent guidance however, states that an Air quality assessment is required for applications of car parks of more than 100 spaces. Therefore, further consultation with the district council is advised.</p>
Noise	GREEN	<p>No major effect on sensitive receptors in the short term</p>	<p>(On Site) Undertake noise assessment since there are sensitive receptors within the on-site study area to define the ambient noise at sensitive receptors close to the site.</p> <p>(Off Site) Simple assessment under DMRB.</p>
Landscaping and Visual	RED	<p>Location of AONB, substantial and robust mitigation required. A number of visual receptors around the site</p>	<p>Detailed consideration relating to design of landscape buffer and other potential mitigation measures.</p>

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Westenhanger	RAG Status	Comments	Further Work
Cultural Heritage	RED	Close proximity of Registered Park and Garden. Identification of “Little Sandling” building as well as the nearby roman road	Detailed assessments to be undertaken
Community Effects	AMBER	Increase in volume of traffic, link roads. Currently A20 is designated an on-road cycle route	Further assessment to be based on outcome of transport assessment.
Geology & Soils	AMBER	Westenhanger lies within a principle aquifer and on a zone 3 Source Protection zone	Further assessments required to be undertaken, to include contamination (as part of the geotechnical design) and minerals safeguarding.

Whitfield	RAG Status	Comments	Further Work
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Whitfield	RAG Status	Comments	Further Work
Traffic Impact Assessment	AMBER	<p>Minimal impact in terms of additional peak hour traffic and operation of surrounding junctions.</p> <p>Serves HGVs on the A2 which is currently not the signed route for freight traffic to/from the port of Dover and will create additional HGV mileage for vehicles using M20/A20.</p>	<p>Further detailed assessments would be required if this site were chosen and these would include the consideration of nearby committed developments and highway improvements. The detailed assessments will be calibrated/validated, as appropriate, based upon more thorough base data at the junctions (i.e. observed queue lengths, journey times). Further consideration will be given to site issues arising from consultation with Kent Police, Fire Service and HA. Consideration needed to ensure HGVs do not access site through Whitfield.</p>
Infrastructure Audit	AMBER	<p>Existing infrastructure in good condition. There are considerations relating to the completion of the Spur Road that need to be taken into account.</p>	<p>Highway Land ownership of Spur Road, confirmation that drainage system is adequate, Street lighting meets required class etc.</p>
Ecology	GREEN	<p>Limited biodiversity potential.</p> <p>Potential for existing pond to be kept on site or relocated off site</p>	<p>Further specific survey required - badger.</p>

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Whitfield	RAG Status	Comments	Further Work
Flood Risk/Drainage	RED/AMB ER	Flood Zone 1. There is no apparent suitable watercourse in the vicinity to drain the site to. Located in a source protection zone so infiltration will require significant treatment. Southern Water public sewer is in close vicinity but will require significant investment to accommodate flows.	In order to confirm if infiltration is possible a BRE365 infiltration test should be undertaken. Options should be developed to ascertain the best combination of car parking space loss, permeable paving (with sub-base storage for controlled discharge) and surface water treatment to enable the best cost solution to be found.

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Whitfield	RAG Status	Comments	Further Work
Air Quality	GREEN	Not expected to breach UK air quality objectives and EU limit values. Option in the middle under TAG Unit A3 on local air quality appraisal. However, assumes traffic model directs HGVs from M20/20 therefore creates the greatest increase in journey length so has potential to have impact on regional air quality.	<p>Further assessment is advised since there is a school within the on-site study area.</p> <p>Simple assessment under DMRB.</p> <p>Air quality monitoring within the study area is recommended in order to enable the validation of the air quality modelling.</p> <p>Consider the potential effects on the A20 AQMA.</p>
Noise	AMBER	(On Site) There are sensitive receptors within the on-site study area.	<p>(On Site) Assessment to NPPF guidelines.</p> <p>(Off Site) Detailed assessment under DMRB.</p>

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Whitfield	RAG Status	Comments	Further Work
Landscaping and Visual	AMBER	Area likely to be subject to future development but screening would still be appropriate. Effects likely to be greater than for Ashford, due to the elevated location and general visibility of this site, particularly from Western Heights.	Detail assessment of impact and agreement on appropriate mitigation options.
Cultural Heritage	AMBER	Potential issues with regards to and uncovering Roman features	Assessment to evaluate the likelihood and risk of uncovering these features.
Community Effects	AMBER	Not predicted to have a significant direct impact on the majority of identified features.	Community effects assessment to be based on outcome of transport assessment.
Geology & Soils	AMBER	Whitfield lies within a principle aquifer and on a zone 3 Source Protection zone	Further assessments required to be undertaken, to include contamination (as part of the geotechnical design) and minerals safeguarding.