A38 Derby Junctions
TR010022
Volume 6
6.3 Environmental Statement
Appendices
Appendix 15.4: Cumulative Effects Assessment

Regulation 5(2)(a)
Planning Act 2008
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
April 2019
Infrastructure Planning

Planning Act 2008

The Infrastructure Planning
(Applications: Prescribed Forms
and Procedure) Regulations 2009

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Development Consent Order 202[ ]

6.3 Environmental Statement Appendices
Appendix 15.4: Cumulative Effects Assessment

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<td>Author</td>
<td>A38 Derby Junctions Project Team, Highways England</td>
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The A38 Roundabout LWS is located within the area of proposed signal works, whilst historic (disused) badger setts are identified within the Kingsway Hospital site. Semi-improved grassland of terrestrial invertebrate interest have been identified within the area of signal development extending to the south-east corner of the site. Ecological surveys undertaken for the development, plus definition of ecological mitigation measures that will be required to protect the semi-improved grassland, will be ongoing through to completion by 2023. Such works entail creation of allotments, football pitch, multi-use games area (MUGA), new attenuation pond, toddler and junior play area and associated infrastructure and landscape planting. As such, these works will have a negligible noise impact for existing properties. As such, significant cumulative operational phase traffic noise impacts effects would be avoided.

A tributary of Bramble Brook flows through the Rough Heanor Farm development site, whilst Bramble Brook itself is located about 100m to the north of the site (upstream of the Scheme). A water impact assessment for the development was submitted with the planning application, including: air quality, arboricultural, landscape and visual, transport, noise, and protected species. The potential for cumulative effects (construction and operational phase) are considered below.

The landscape and visual assessment included with the planning application found that Rough Heanor Farm development would not impact upon the character of the landscape in the vicinity of the site and the wider countryside, whilst in terms of visual amenity, the development would not result in unacceptable levels of disturbance/corrosion of the locality’s scenic character. The development would not impact upon the sections of footpaths or cycleways that would be affected by the Scheme, nor would there be any effects upon private properties, community facilities, development land, or driver views. With regard to public transport, the development would not impact upon the sections of footpaths or cycleways that would be affected by the Scheme, nor would there be any effects upon private properties, community facilities, development land, or driver views. The development would not impact upon the sections of footpaths or cycleways that would be affected by the Scheme, nor would there be any effects upon private properties, community facilities, development land, or driver views. With regard to public transport, the development would not impact upon the sections of footpaths or cycleways that would be affected by the Scheme, nor would there be any effects upon private properties, community facilities, development land, or driver views. The development would not impact upon the sections of footpaths or cycleways that would be affected by the Scheme, nor would there be any effects upon private properties, community facilities, development land, or driver views. With regard to public transport, the development would not impact upon the sections of footpaths or cycleways that would be affected by the Scheme, nor would there be any effects upon private properties, community facilities, development land, or driver views. The development would not impact upon the sections of footpaths or cycleways that would be affected by the Scheme, nor would there be any effects upon private properties, community facilities, development land, or driver views. With regard to public transport, the development would not impact upon the sections of footpaths or cycleways that would be affected by the Scheme, nor would there be any effects upon private properties, community facilities, development land, or driver views.
The development Environmental Statement indicates that there are two Local Wildlife Sites within the site (Radbourne Lane to the north of the site and Farm Pond) and one immediately to the south of the site (Mickleover-Etwall Trail). One hedgerow also qualifies as a Local Wildlife Site. No Local Nature Reserves are within the vicinity of the site.

An archaeological investigation has been undertaken at the north of Mansfield Road development site, including an archaeological geophysical survey. These works did not identify any anomalous or probable archaeological remains, whilst there was no evidence of any known or probable scheduled monument or older land use. All development is now within the authors of the planning application for the north of Mansfield Road development site. All other matters (appearance, aural and visual, landscape and visual impact, including visual intrusion on the Kedleston Road development) were considered to be acceptable. The impact for cumulative effects associated with landscaping and materials waste were considered not to be significant. The results of the heritage impact assessment conducted on behalf of the development site were considered to be acceptable. The north of Mansfield Road development site is located adjacent to the north of Mansfield Road development site. The results of the heritage impact assessment conducted on behalf of the development site were considered to be acceptable. The north of Mansfield Road development site is located adjacent to the north of Mansfield Road development site. The results of the heritage impact assessment conducted on behalf of the development site were considered to be acceptable.

The biodiversity and material assets and waste will be managed during construction and operation. The north of Mansfield Road development site is located adjacent to the north of Mansfield Road development site. The results of the heritage impact assessment conducted on behalf of the development site were considered to be acceptable. The north of Mansfield Road development site is located adjacent to the north of Mansfield Road development site. The results of the heritage impact assessment conducted on behalf of the development site were considered to be acceptable.