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# 'Call for Sites'

**Please note this 'Call for Sites' is for five or more dwellings or economic development on sites of 0.25 ha (or 500sqm of floor space) and above, Gypsy, Traveller and Show People and Minerals and Waste sites.**

The identification of sites does not imply that the Council considers that the site is suitable for development, either now or in the future. It cannot be taken as representing either an intention to allocate these sites, or as a material consideration in the determination of a planning application.

Potential sites that have been identified will be further tested through the Plan-making process, including through the Spatial Distribution and Site Assessment Process, Sustainability Appraisal/Strategic Environmental Assessment, several stages of public participation and independent examination.

Please also note that all the responses and information received as part of the 'Call for Sites' will be published and made available for public viewing as part of the open and transparent Plan making process.

**NOTE:** Please read the accompanying guidance note [here](#) before completing this form and complete a **separate** form for each site that you are submitting to the Council.

***Please return your completed form and any accompanying supporting material to Planning Policy, Warrington Borough Council no later than 5.00pm on Monday 05<sup>th</sup> December 2016.***

By e-mail: [ldf@warrington.gov.uk](mailto:ldf@warrington.gov.uk)

By post: Planning Policy, Warrington Borough Council, New Town House, Buttermarket Street, Warrington, WA1 2NH

Should you require further advice and guidance on completing this form, please contact the Planning Policy Team by telephone on 01925 442841 or by e-mail to [ldf@warrington.gov.uk](mailto:ldf@warrington.gov.uk)

<i>Please provide your contact details and those of your agent (if applicable). Where provided, we will use your Agent's details as our primary contact.</i>		
	Your details	Your Agent's details
Name		
Position		
Organisation		
Address		
	<i>Town</i>	
	<i>Postcode</i>	
Telephone		
Email address		

<i>Please provide the details of the site you are suggesting. If you are suggesting more than one site, please use a <b>separate</b> form.</i>		
Name of site /other names it's known by		
Address		
	<i>Town</i>	
	<i>Postcode</i>	
Ordnance Survey Grid Reference	<i>Easting :</i>	<i>Northing :</i>
Site area (hectares)		
Net developable area (hectares)		
What is your interest in the site? (please tick one)	Owner	Lessee
	Prospective Purchaser	Neighbour
	Other	Please state:
<hr/>		

Please indicate the preferred use that you would like the site to be considered for. Please also indicate any other uses you would consider acceptable. If you wish the site to be considered for a mix of uses, please tick all uses that apply.

	Residential	Gypsy & Travellers	Employment	Retail	Leisure	Other*	
Preferred future use							
Alternative future use(s)							
Potential Capacity	houses:	Number of Pitches:	SqM	SqM	SqM	SqM	
	or flats:						
Employment Use Class (E.g. B1)							
* If "Other", please indicate which use(s):							
Potential Density							
	Has any design, viability, master planning work or other studies been undertaken for any proposed use?			Yes	No		

--

Please record the site ownership details. If there are more than three owners, please record the fourth owner, etc. on a separate sheet. Please indicate the extent of individual landholding(s) on the site map.			
If you do not know who owns the site, please state so below.			
	Owner 1	Owner 2	Owner 3
Name			
Address			
	Town		
	Postcode		
<u>Or</u> : I do not know who owns the site			
Has the owner (or each owner) indicated support for proposed redevelopment? Please also record these details for the 4 <sup>th</sup> and subsequent owners (where necessary).			
Yes			
No			
Don't know			
Are there any Restrictive Covenants & Ransom Strips affecting the site?			

Please choose the most appropriate category below to indicate what level of market interest there is in the site:		
		<i>Any comments</i>
Site is owned by a developer		
Site under option to a developer		
Enquiries received		
Site is being marketed		
None		
Not known		

Please record the current use(s) of the site (or for vacant sites, the previous use, if known) and the neighbouring land uses.			
Current use(s)			
Neighbouring Uses			
If vacant	Previous use(s)		
	Date last used		
What proportion of the site is made up of buildings, and what proportion is (open) land?			
Proportion covered by buildings	%	Proportion not covered by buildings	%
If there are buildings on the site, please answer the following questions:			
How many buildings are there on the site?			buildings
What proportion of the buildings are currently in use?	% in use:		%
	% derelict:		%
	% vacant:		%
Are any existing buildings on the site proposed to be converted?			
For the _____, please answer these questions:			
What proportion of the land is currently in active use?			%
What proportion is <b>greenfield</b> (not previously developed)?			%
What proportion is <b>previously developed</b> and cleared?			%
What proportion is <b>previously developed</b> but not cleared? (e.g. demolition spoil, etc.)			%
* A plus B plus C should add to 100%.			
Please provide any additional comments on a separate sheet if necessary.			

Please tell us about any known constraints that will affect development for the proposed use, details of what action is required, how long it will take and what progress has been made.

Please use a separate sheet where necessary to provide details. If using separate sheets, it would be helpful to make reference there to the particular constraint, e.g (7)(e) – Drainage.

	Yes, No or Don't know	Nature and severity of constraint *	Action needed, timescales and progress	Confirmed by technical study or by service provider?	
				Yes	No
a) Land contamination					
b) Land stability					
c) Mains water supply					
d) Mains sewerage					
e) Drainage, flood risk					
f) Tree Preservation Orders					
g) Electricity supply					
h) Gas supply					
i) Telecommunications					
j) Highways					
k) Ownership, leases etc.					
l) Ransom strips, covenants					
m) Other (Please provide details)					

*Please indicate when the site may be available*

Excluding planning policy constraints, when do you believe this site could be available for development?

Immediately

(Note: to be "immediately available", a site must be cleared, unless being considered for conversions.)

If not immediately, please state when it could be available:

If the site is not available immediately, please explain why – e.g. the main constraint(s) or delaying factor(s) and actions necessary to remove these:

Please tell us anything else of relevance regarding this site if not already covered above that will ensure that it contributes positively to the achievement of sustainable development. Please use a separate sheet/s if necessary.



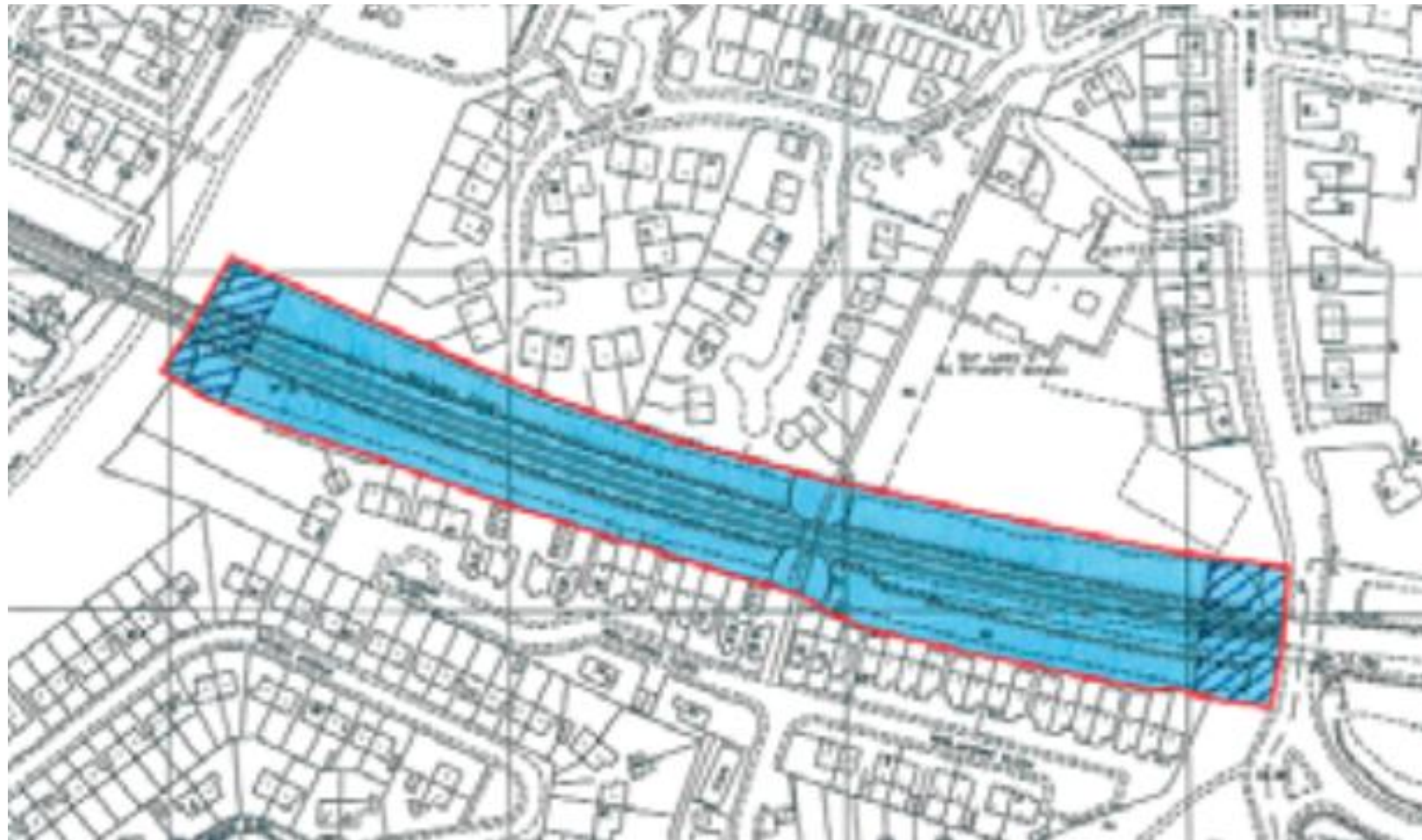
This form is available in other formats or languages on request.













# Station Road Project

Redeveloping Latchford

# Concept design



Residential  
Commercial

Community  
Residential & Commercial Use

Existing Road/Path  
Green Space

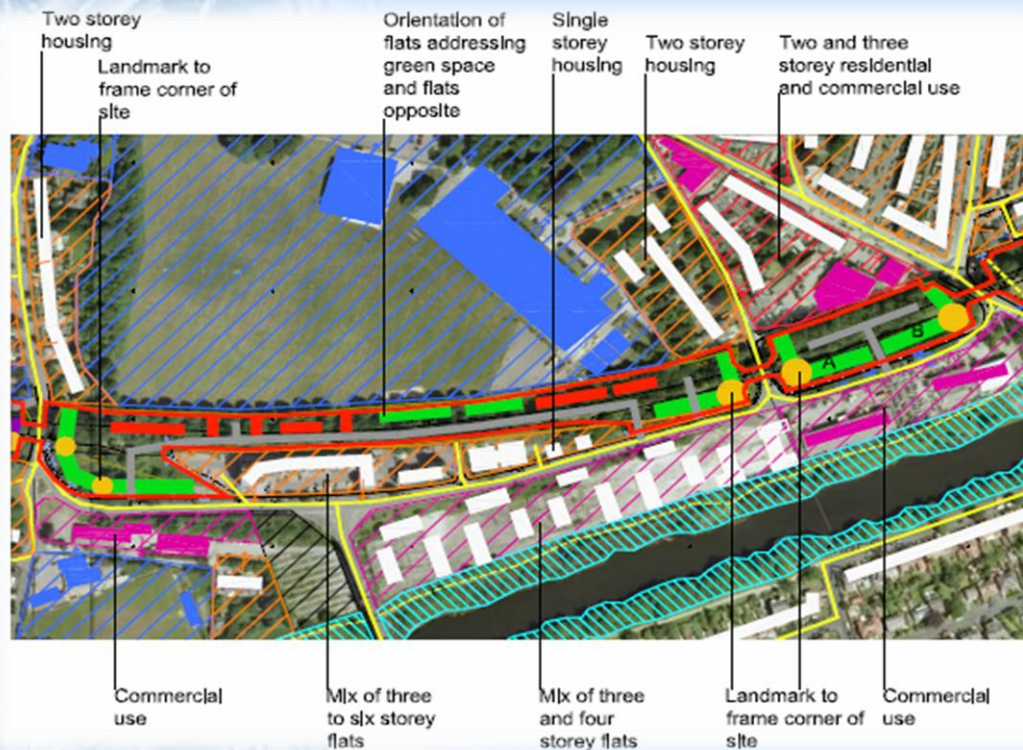
Grain of Residential Development  
New Access Roads



AREA 2

AREA 1

AREA 3



Three storey mixed use (indicated green) to complete perimeter block and match existing character. Ground floor commercial use, first and second floor residential flats.

Terraced accommodation (indicated red) and three storey flats (indicated green) to continue the linear form.

Approx number of apartments (allowing a density of 80 units per hectare) total 105 dwellings.

Approx area of non residential accommodation 1950sqm/ 21000 sqft (ground floor of blocks labelled A&B)

Approx number of terraced / mews house (allowing a density of 40 to 45 dwelling per hectare) total 22 to 25 dwellings

Access to centre of mixed use block off Station Road avoiding two major junctions either side of the site. Potential access to residential side also off Station Road.





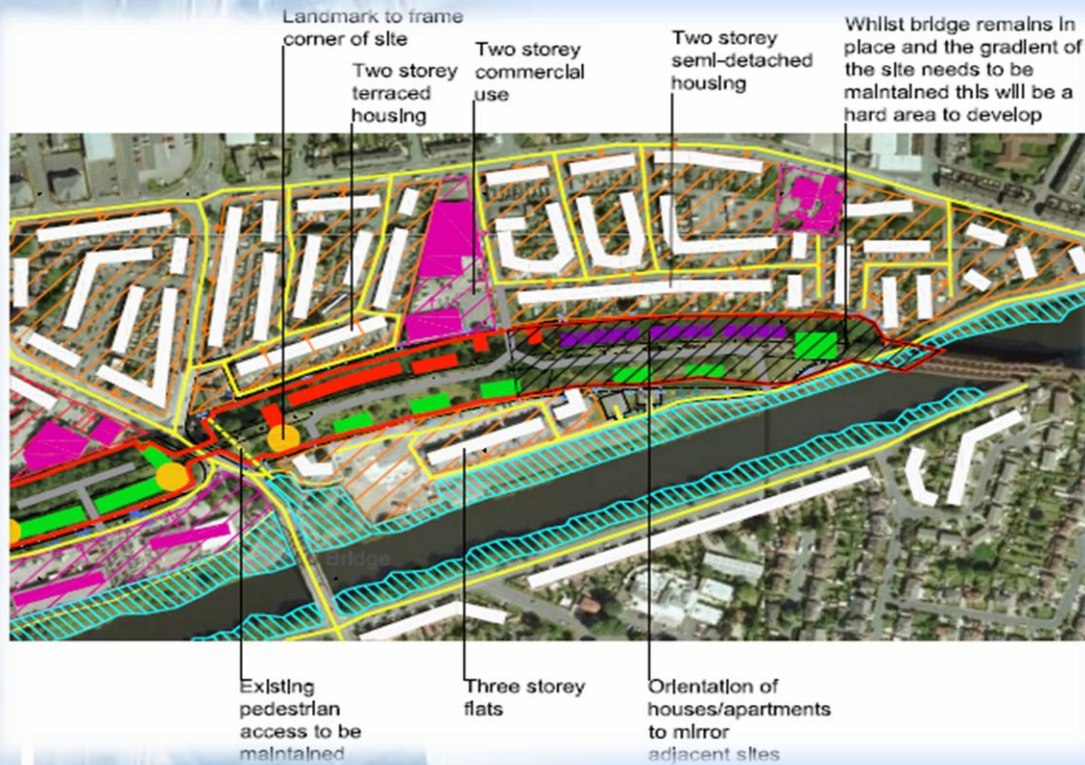
Two storey semi-detached housing (indicated purple) and linked terrace housing (indicated red) to match surrounding housing above and below the site.

Approx number of houses (allowing a density of 35 to 40 units per hectare) total 42 to 48 dwellings.

Due to the character of this section it is not proposed to include any non residential dwellings or apartments.

Improve linkage of pathway from Woolacombe Close to Blackley Close

Form a new linkage from site to Linear Park and recreation ground beyond.



A mix of two storey terraced housing (indicated red), two storey semi-detached housing (indicated purple) and three storey apartments (indicated green) to reflect the character of the adjacent sites.

Approx number of apartments (allowing a density of up to 80 dwellings per hectare) Total 52 dwellings

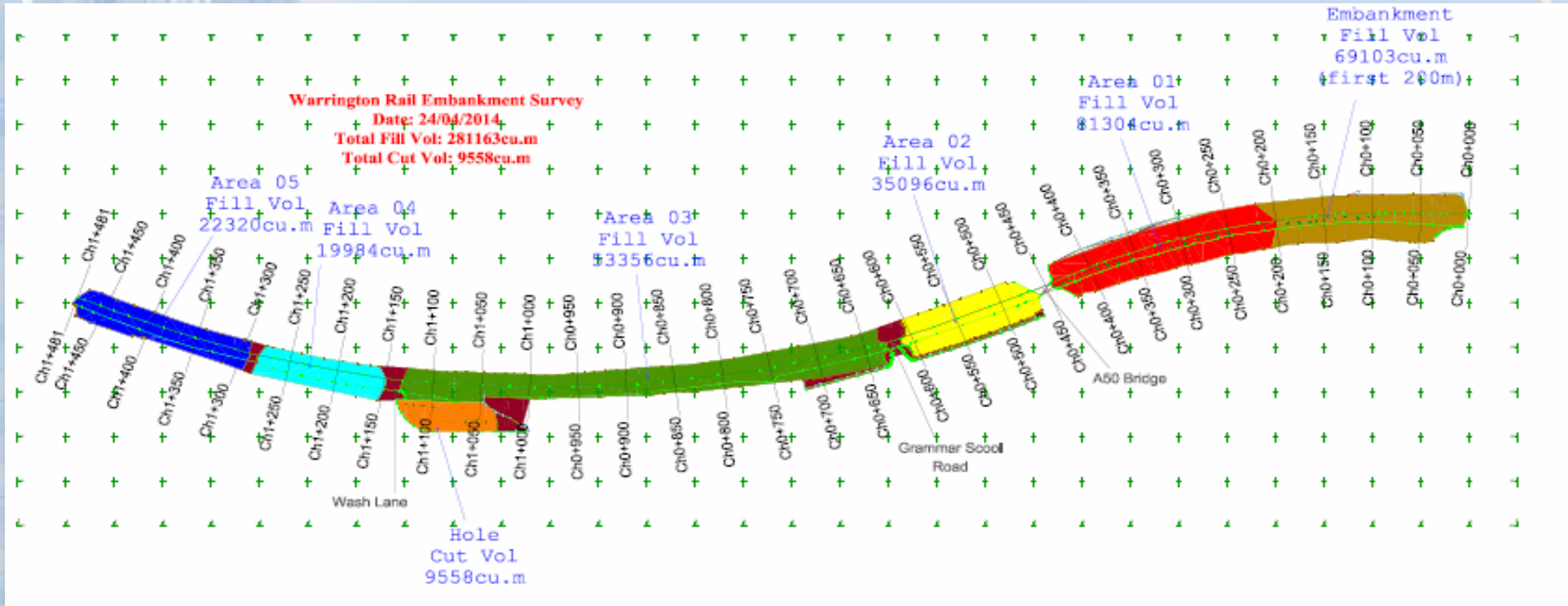
Approx number of terraced houses (allowing a density of 40 to 45 dwellings per hectare) Total 22 to 25 dwellings


Approx number of semi-detached houses (allowing a density of up to 35 dwellings per hectare) total 20 dwellings

Due to the character of this site it is not proposed to include any non residential dwellings or apartments.

Potential vehicle access to site from Dover Road via existing vacant site, other potential access from existing residential road.

# Survey details



The background of the slide is a light blue gradient with a faint, semi-transparent image of classical columns on the left side. The columns are white with detailed capitals and fluted shafts. The entire slide is framed by a thin brown border.

ADS Hire Services Limited.(Currently - name will be changing)  
63 Camsley Lane, Lymm, Warrington. Cheshire. WA13 9BY  
Tele: 01925 757 033  
[info@adsrecycling.co.uk](mailto:info@adsrecycling.co.uk)



# Town and Country Planning (Environmental Impact Assessment) Regulations 2011

## Scoping Report

Proposed mixed use development incorporating  
residential development of up to 280 dwellings and mixed  
commercial uses

Disused railway line, north of Station Road, Latchford

For ADS Estates Ltd

EP ref: 9216

Emery Planning  
2-4 South Park Court, Hobson Street  
Macclesfield, SK11 8BS  
Tel: 01625 433 881  
[www.emeryplanning.com](http://www.emeryplanning.com)



Project : 9216

Site address : Disused railway line,  
north of Station Road,  
Latchford

Client : ADS Estates Ltd

Date : March 2015

Author : Helen Leggett, Associate  
Director

This report has been prepared for the client by Emery Planning with all reasonable skill, care and diligence. Technical input has been provided by the consultants listed in the document.

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Emery Planning Partnership Limited  
trading as Emery Planning.

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## 1. Introduction

- 1.1 Emery Planning is instructed by ADS Estates Ltd to request a formal Scoping Opinion under regulation 13(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, in respect of the subject site.
- 1.2 As required by the regulations, this request is accompanied by '*a plan sufficient to identify the land*' and '*a brief description of the nature and purpose of the development and of the possible effects on the environment*'.

## 2. Description of the Site, Surroundings and Background

- 2.1 The proposed development site forms part of the former Warrington and Altrincham Junction Railway that was in operation from 1 November 1853 to 7 July 1985.
- 2.2 The site forms a raised linear strip of land located to the north of Station Road and Woolacombe Close and can be divided into three distinct areas (see EP1 and EP2). The embankment comprises semi-natural woodland, scrub, semi-improved grassland, continuous bracken, tall ruderals, ephemeral/short perennials, introduced shrubs and invasive plant species (Japanese knotweed). In many places the old railway line and rail infrastructure are still evident.
- 2.3 Area 1 is the central area between Wash Lane and Knutsford Road and crosses Grammar School Road by way of a sandstone bridge. To the north of the central section of the site is Sir Thomas Boteler High School. The playing fields of which adjoin the embankment and are identified in the Unitary Development Plan (UDP) as an Urban Green Space. To the south Cantilever Gardens, a modern residential development of 2 and 3 storey apartments buildings adjoins the site. The remaining boundaries with Station Road comprise vacant land and scrub. Area one extends to approximately 2.55 hectares.
- 2.4 Area 2 is the western section of the site to the north of Woolacombe Close (made up of predominately 2 storey housing) and is bounded to the north by further residential development in Blackly Close and Our Lady's Primary School. Area 2 extends to approximately 1.21 hectares.
- 2.5 Area 3, the eastern section, extends to approximately 1.1 hectares and forms an area of land east of Knutsford Road to the north of residential development in Mersey Path and south of mixed residential and commercial development on Dover Road and Belmont Close.



- 2.6 The total site area detailed on the attached site location plan extends to approximately 4.86 hectares.
- 2.7 Whilst part of the former line between Latchford and Broadheath now forms part of the Trans Pennine Trail this land is disused, has no formal public access and does not contain any public rights of way.

### The Proposal

- 2.8 The proposals involve the development of the 3 separate parcels of land independently in a character and form best suited to its surrounds whilst delivering a cohesive area of high quality mixed residential and commercial development across the site as a whole.
- 2.9 Area 1 is proposed to accommodate the highest density of development in keeping with the surrounding development to the south at Cantaleiver Gardens and has capacity to accommodate in the region of 100 apartments, 1950sqm of commercial space as well as a small number of terrace and mews properties. Access to this area would be taken from Station Road.
- 2.10 Area 2 is considered to lend itself to more traditional 2 storey development in the form of approximately 50 semi-detached dwellings with access taken from Wash Lane.
- 2.11 Area 3 would gain access via an existing vacant site on Dover Road and would again be appropriate for a traditional form of development encompassing a mix of two storey semi-detached and terrace properties; as well as the number off three storey apartments. This would reflect the character of the adjacent sites. The area is likely to be able to accommodate in the region of 50 apartments; 25 terraced properties and 20 semi-detached properties.
- 2.12 Each of the sites would also encompass public open space, landscaping and an appropriate level of car parking.
- 2.13 Initial ecological assessment of the site has identified it to be of value to the local area as a wildlife corridor as it provides a means of dispersal for many species between fragmented habitats. As such the development proposals would be designed to minimise the impact of the development by maintaining complete connectivity through the site and compensating for any loss to the width of the site by enhancing the retained areas for the benefit of wildlife.

- 2.14 Given the current raised nature of the site, in the form of an embankment ranging between 30 and 70 metres wide, in order to make the site developable there would be a degree of excavation and levelling required. The proposals include lowering the level of the embankment to varying degrees across the site to make it structurally sound and development at an appropriate level to be in keeping with its surroundings. The levelling of the site would involve both an element of 'cut and fill' on site from areas of embankment to areas of depression, as well as transportation of a percentage of the overburden off site. Any material transported off site would be reused as aggregate.
- 2.15 In summary, the site offers significant opportunities to bring this former railway land, which has remained unused for some 30 years, back into productive use to create an attractive and sustainably designed residential and commercial development within walking/cycling distance of local services and facilities. The development would also provide a sustainable source of recycled base material for use in construction of a road development in Runcorn.
- 2.16 The mixed residential and commercial development of the site will enable regeneration of this area and greater connectivity between Latchford and the canal and removing a significant physical barrier within the community. It would also help contribute to the Council's 5 year housing land supply and importantly the affordable housing needs of the Borough. It would also comply with the sustainable-led aims of the Government as set out in the National Planning Policy Framework (NPPF).

### 3. Need for EIA

- 3.1 A screening opinion has not been sought from the Council but has been undertaken by the consultant team and has for the following reasons concluded that the proposals represent EIA development. Consequently an ES should be provided to comprehensively assess any likely impacts of the proposed development within the scope set out in section 4 below.

#### EIA Screening Analysis

- 3.2 In assessing whether an EIA is required, we have systematically followed the regulations and guidance published in the National Planning Practice Guidance (NPPG) (March 2014). The main considerations are set out in a logical order as follows:

**Step 1 – Is the proposal Schedule 1 development?**

3.3 According to the EIA Regulations and Guidance, the application does not constitute Schedule 1 development.

**Step 2 – Is the proposal Schedule 2 development?**

3.4 The site exceeds 0.5 hectares and the development may therefore be referred to as Schedule 2 development by virtue of its nature and size (i.e. an Urban Development Project exceeding 0.5 hectares thus relating to section 10 of Schedule 2).

3.5 On the assumption that the application can be referred to as Schedule 2 development, we have applied the appropriate tests laid down in Schedule 3 of the Regulations and the NPPG below.

**Step 3 – Is the proposal in a sensitive area?**

3.6 According to the Regulations and NPPG sensitive areas are defined as:

- Sites of Special Scientific Interest (SSSI's);
- National Parks;
- The Broads;
- Areas of Outstanding Natural Beauty;
- World Heritage Sites; and
- Scheduled Monuments.

3.7 It is clear from the policies of the adopted Core Strategy and our knowledge of the area that the location of the proposed development does not fall within any of the above categories.

**Step 4 – Is the proposal likely to have 'Significant Effects' on the environment?**

3.8 To address this it is necessary to screen Schedule 2 developments against the specific 'indicative criteria and thresholds' listed in the Annex: Indicative Screening Thresholds of the NPPG (ID 4-057-20140306). In addition, Schedule 3 of the EIA Regulations sets out the selection criteria which must be applied when determining whether a development is likely to have significant effects on the environment which may justify an EIA.

3.9 There are three key tests which are to be undertaken:

- consideration of the characteristics of the development;
- consideration of the location of the development; and,
- consideration of the characteristics of the potential impact.

3.10 Accordingly, we have considered these tests and applied the sub-criteria for each in turn:

### **Characteristics of the Development**

#### (i) Size of the development

3.11 In relation to the size thresholds identified in the Annex, the site has previously been intensively developed by virtue of the bunding of the land to form the embankment however, this bunding would largely be removed by the proposed development. The built development area is not in excess of 5 hectares and the development would not yield in excess of 1,000 dwellings (this being the normal capacity figure triggering the need for an EIA).

3.12 Therefore, the proposed development itself would not have a significant urbanising effect as defined by the guidance of the NPPG Annex reference above and does not require an EIA based on its size.

#### (ii) Cumulative effects with other developments

3.13 The proposed development site is located within the developed centre of Warrington where there is little further development potential. There is some scope for future redevelopment of the land to the South of station Road alongside the Manchester Ship Canal however we are not aware of any committed development within this area which should be considered as part of a cumulative assessment for the purposes of EIA. As such it is not considered that the proposed development would have any adverse cumulative impact on the area for the purposes of an EIA.

#### (iii) Use of natural resources

3.14 The site is previously developed comprising a former railway line embankment where in places rail infrastructure remains visible. The land would have been artificially raised to its current height as some point in the 1800s.

3.15 The site has since the closure of the railway line in the 1980s been unused and has become self-seeded with trees, shrubs and scrub.

- 3.16 Whilst the proposed development would result in the loss of the self-seeded trees they are of relatively poor quality and opportunities exist to provide better quality replacement planting in key areas.
- 3.17 There are no other likely effects on the use of natural resources in the area and it is not considered that the loss of existing planting would be significant for the purposes of an EIA.

(iv) Production of waste

- 3.18 The proposed development would as stated necessitate levelling/regarding of the site. It is anticipated that this would result in the redistribution of some 94,000 cubic metres of material within the boundaries of the site as well as the exportation of in the region of 118,000 cubic meters of material off site.
- 3.19 Whilst a proportion of the 'over burden' to be removed is surplus to requirements on site this does not mean that it should be defined as waste. The material to be removed has a viable and identified end use as aggregate and would not be a waste product requiring disposal.

(v) Pollution and nuisances

- 3.20 In terms of any existing ground contamination or potential contamination (as referred to in the NPPG Annex: Indicative Threshold Criteria (ID 04-057-20140306)) given the nature of the site and that the embankment is made land topped with a former railway line there is a likelihood that there may be pockets of contamination within the site. As such prior to any application a phase 1 and, if required phase 2 contaminated land assessment would be undertaken to assess and address any possible areas of contamination. Once initial survey information has been obtained an appropriate remediation and management strategy can if necessary be identified in liaison with the Council's pollution control officers.
- 3.21 Due to the proposed residential end use there is no likelihood of significant pollution or nuisance arising from the proposed development for purposes of an EIA.
- 3.22 The site clearance and construction of operations can be controlled through suitable Environmental Management Plans (EMPs) or Construction Standards, which can be required and easily enforced by planning conditions.

(vi) The risk of accident

3.23 As far as we are aware there are no hazardous installation consultation zones within the vicinity of the site.

**Location of the development**

(i) The existing land use

3.24 The site comprises previously developed land.

3.25 Both local and national planning policy aim to direct sustainable development to brownfield sites in sustainable urban locations such as this. It will be shown through the application that the incorporation of such land for the development package would accord with the relevant provisions of NPPF and the Core Strategy.

3.26 The proposed development would not affect the setting of any protected or significant buildings, features or landscapes or public rights of way.

(ii) Impact on a relevant abundance, quality and regenerative capacity of natural resources in the area

3.27 The proposed development is within 40m of a local designation of ecological importance (Latchford Sidings Local Wildlife Site). The disused railway acts as a wildlife corridor providing a means of dispersal for species between fragmented habitats and, there is a risk that development will impact commuting wildlife and, as a result indirectly affect the Local Wildlife Site. However, the proposals would be designed to minimise the impact of the development by maintaining complete connectivity through the site and compensating for any loss to the width of the site by enhancing the retained areas for the benefit of wildlife.

3.28 The application would be accompanied by an ecological and arboricultural survey, as well as a landscape appraisal. If necessary, the scale of the proposal could also offer an opportunity for biodiversity offsetting/mitigation.

3.29 The site is more than 1ha in size and will therefore be accompanied by a flood risk assessment in accordance with the requirements of the NPPF/NPPG. The proposed development would not give rise to any impact that would necessitate an EIA.

(iii) Absorption of the natural environment

- 3.30 The proposed development would necessitate significant ground works in order to level the site and integrate it with the surrounding area. The volume of material to be removed from the site is as stated above in the region of 118,000 cubic metres (m<sup>3</sup>) and would be excavated in three phases over three years.
- 3.31 It is anticipated that subject to the granting of planning approval and any other necessary consent, development could commence on Phase one within the year. The phase 1 development would be area 2 as identified on the enclosed survey plan (EP3) (land between the A50 and Grammer School Road. This would require the removal of 35,096m<sup>3</sup> of material in 3899 loads over a 12 month period. This equates to 75 loads per week or 15 per day (Monday to Friday).
- 3.32 Phase 2 would commence later in 2016 and would itself be split into two elements – a) areas 4 and 5 on survey plan EP3 – land to the West of Wash Lane; and b) area 3 – land between Grammer School Road and Wash Lane. It is anticipated that this phase would take a further year to complete. Area a) would require the removal of 42,304m<sup>3</sup> of material which would equate to 4700 loads over that 12 month period i.e 90 per week or 18 per day (Monday-Friday).
- 3.33 The material from area b) (53,356m<sup>3</sup> would be retained on site and used as cut and fill across the site.
- 3.34 Phase 3 (area 1 on EP3 – Land to the east of the A50) is anticipated to commence in 2017 and take a further 12 months to complete the ground works. 40,652m<sup>3</sup> of material would be removed of site in 4516 loads. This is the equivalent of 86 loads per week or 17 per day (Monday-Friday).
- 3.35 As the ground works would be conducted in phases (each of the three lasting one year) construction could also commence in a phased manner following the completion of the earth works for each phase. The construction phase for each of the development areas is anticipated to take in the region of three years. As such the overall development period for the entirety of the site could be in the region of five years.
- 3.36 Given the nature and scale of the development and the character of the local area (mixed commercial and residential with notable traffic flows) it is possible that the proposals could have a significant impact upon the area in terms of traffic movement and amenity. However any

such impact is likely to be relatively short term during the excavation/construction period and can be mitigated to some degree by planning conditions, EMP's and, good working practices. In the longer term the mixed commercial/residential use of the land is unlikely to be detrimental to the capacity of the environment and the scheme itself has the potential to secure enhancement to local transport infrastructure.

### **Characteristics of potential impact**

#### (i) Extent of impact

3.37 As stated previously the proposed development requires substantial earth works to level the site which would involve the removal of approximately 118,000m<sup>3</sup> of material from the site over a three year period. The development would also necessitate the demolition of three bridges on routes into/out of Warrington (Knutsford Road, Grammer School Road and Wash Lane). The ground works phase of the development would also be followed by a construction phase likely to take in to the order of three years per phase.

3.38 The site is located on the south side of Latchford village and close to the Manchester Ship Canal. The surrounding area is in mixed residential, commercial and educational uses and is relatively densely populated. As such there will be a period of disruption as a result of any proposed development in this area. Whilst this can be mitigated through the use of planning conditions and implementation of a suitable Environmental Management Plan (EMP) and Construction Standards (including agreed routing for all heavy good vehicle movements) the nature of the area and existing traffic situation in the local area, particularly on the A50 Knutsford Road and over the swing bridge is such that this may be significant for the purposes of an EIA.

3.39 The visual extent of impact is also likely to be significant. The removal of the embankment and bridges, which are a notable feature in the townscape would open up the vista of this part of Latchford and would have a significant impact upon the visual appearance and character of the area. A landscape and visual impact assessment (LVIA) is required to assess this impact.

#### (ii) Transfrontier nature of the impact

3.40 The scale of the proposed development ensures that transfrontier impacts will be not applicable in EIA terms for the proposed development. Good construction and site operations will ensure minimal effect to the local environment.



3.41 Whilst the site may be affected by the presence of some contamination it is likely that this will be low level contamination which can be dealt with through the normal planning process. Any affects will be mainly limited to the site itself.

(iii) Magnitude and complexity of the impact

3.42 The proposed development will involve a number of stages which in combination can be considered as complex. These include grading/levelling of the land; transportation of materials generated; construction of development; phased working; and, end use for mixed residential and commercial purposes. How these stages interact through the development of the site may be considered to be significant for the purposes of EIA.

(iv) Probability of the impact

3.43 It is certain that the proposed development will generate impacts which will require mitigation.

(v) Duration, frequency and reversibility of impact

3.44 The proposed development is likely to take in the region of five years to complete over three phases. With regard to frequency any key environmental impacts are likely to relate to vehicle movements, in particular HGV's and the associated noise and air quality impacts which may arise in association with such movements. There is also likely to be substantial landscape impacts as a result of the proposals as the levelling of the embankment which has been in situ for such a period of time and the removal of three bridges will result in a significant change in the character and appearance of the area. This also raises potential heritage issues as one of the three bridges is identified in the UDP as being of local heritage interest. As the disused railway acts as a wildlife corridor there is also a risk that development will impact commuting wildlife and as a result will indirectly affect the Local Wildlife Site (Latchford Sidings) located to the west.

3.45 The impacts associated with traffic, noise and air quality would be relatively short term and reversible subject to use of appropriate conditions and EMPs. Wildlife and habitat impacts may be reversible or irreversible but can in most circumstances be mitigated against with suitable landscape design, retention of important habitat features etc. The landscape changes however will be permanent and irreversible. It is of note that the impacts may be beneficial or adverse and the magnitude of any such affects will need to be fully assessed.

3.46 The magnitude and significance of the above impacts may be significant for the purposes of EIA.

### **Summary/Conclusions**

3.47 In summary, the proposed development built form falls outside Schedule 1 and may be referred to as Schedule 2 development within the EIA Regulations. As such, the tests as set out in Schedule 3 of the EIA Regulations were required to ensure that the likelihood of significant effects warranting an EIA was considered.

3.48 Whilst the mixed residential and commercial end use of the proposed development is not of such a nature or scale that it will breach the Schedule 3 thresholds and criteria it is considered that the works involved in levelling/grading of the site; the period of time this will take; the associated traffic movements (with associated noise and air quality implications) arising from this and the overall change to the landscape arising from the proposals may be considered as significant for the purposes of the EIA Regulations 2011.

3.49 On the basis of the forgoing, Emery Planning have recommended to our clients that any application for the above is accompanied by an Environmental Statement. Below we set out the anticipated scope of the Environmental Statement.

## **4. Scoping – Content of EIA**

4.1 The Environmental Statement (ES) will comprise:

- a project description and consideration of alternatives;
- a planning policy context; and,
- an assessment of environmental effects.

4.2 The main environmental issues will be considered in a series of technical papers. The topics and their scope is summarised below. These will cover the following disciplines.

- 1) Ecology
- 2) Water Resources (flood risk/drainage)
- 3) Transportation
- 4) Noise
- 5) Air Quality
- 6) Archaeology and Cultural/Built Heritage

## 7) Landscape and Visual Impact

4.3 We outline each below.

### Ecology

- 4.4 This work would be undertaken by appropriately qualified ecologists. The ecological impact assessment (EclA) will be carried out with due consideration for the IEM 2006 guidelines.
- 4.5 An initial desk study and site walkover (completed in 2014 by Ascerta) revealed one designated site within a 1km radius of the proposed development site. Latchford Railway Sidings is a designated Local Wildlife Site and is situated less than 40m from the survey area to the west. As the disused railway acts as a wildlife corridor there is a risk that development will impact commuting wildlife and as a result will indirectly affect the Local Wildlife Site.
- 4.6 The survey area comprises semi-natural woodland, scrub, semi-improved grassland, continuous bracken, tall ruderals, ephemeral/short perennials, and introduced shrubs. The site is considered to be of significant value to the local area as a wildlife corridor. In order to minimise the impact of development on the railway corridor complete connectivity through the site would be maintained and compensation habitat for the benefit of wildlife will be created.
- 4.7 In accordance with the 'mitigation hierarchy', the evolving scheme design will seek first to *avoid adverse impacts*, where this is not possible *mitigate impacts* and as a last resort *compensate impacts* (offset).
- 4.8 Habitat creation seeks to compensate any unavoidable loss and, beyond this, to offer enhancement in accordance with the NPPF. Habitat creation follows three key principles – to optimise connectivity through the site and into the local landscape, to optimise structural diversity and to optimise locally appropriate species-richness.
- 4.9 Habitats within the site were found to have significant potential to provide nesting sites for breeding birds. As with the general approach to habitats, bird nesting and foraging habitat will be retained where possible and optimised within newly created areas. Any vegetation clearance required for the proposed development will be undertaken outside of the bird breeding season. Consideration will be given to the installation of bird nesting boxes within the site to enhance its value for breeding birds.

- 4.10 Regarding bats, the vegetation associated with the railway provides a potential foraging and commuting corridor and as such as replacement habitat will be incorporated into any development. The bridges within the site area also have bat roost potential. As such emergence and re-entry surveys will be undertaken (between May-August). If a roost is found then appropriate mitigation will be proposed, Natural England will be consulted and, a license obtained.
- 4.11 As bat activity is expected in the vicinity of the site, due consideration will be given to additional lighting proposed to be installed in the area to ensure potential lighting impacts are minimised. The lighting scheme will comply with guidance from the Bat Conservation Trust away from natural habitats, shielded and at a height which reduces spill sideways (See Bats and Lighting in the UK-Bats and The Built Environment Series, 2009). The value of the site for bats can be enhanced by the installation of artificial bat roost boxes.
- 4.12 No great crested newts were recorded during the 2014 site however Reasonable Avoidance Measures would be recommended to reduce the risk to reptiles as the site is developed. For example all potential refugia and basking areas should be removed from the development footprint by hand by a suitably experienced ecologist; and before development works a destructive search will be provided to ensure reptile species are considered during construction.
- 4.13 Evidence of badger activity was recorded during the field assessment. A distinct Method Statement would be provided to avoid any adverse impacts on this species during site clearance.
- 4.14 Badgers and their setts are afforded full protection under the Protection of Badgers Act 1992. Therefore, as badgers are present with the site, due consideration is required to ensure sufficient mitigation is implemented. This may, if required, include creation of artificial badger setts and relocation of animals under license from Natural England.
- 4.15 The draft masterplan incorporates areas of open green space and wildlife habitat. Appropriate planting and management throughout the development will form part of the mitigation and enhancement package.

### Water Resources

- 4.16 An assessment of potential impacts on the local hydrological environment, including surface waters, groundwater and flood risk will be undertaken. Where activities on site can be

reasonably linked to hydrological receptors a risk based approach will then be used to determine whether these are of no concern or whether mitigation and / or further assessment are required.

### Transportation

4.17 A full assessment of the potential impacts upon the surrounding transport network will be undertaken as part of a Transport Assessment. This will assess the impact of the additional trips associated with the proposed development in relation to a range of modes of travel, i.e. walking, cycling, public transport, private vehicles and HGV's.

4.18 The Transport Assessment will be produced in line with the Guidance on Transport Assessment published by the Department for Transport in March 2007. The scope of the assessment will be agreed with Borough Council, as highway authority, and will include assessments of the following:

- Relevant transport planning policies;
- Existing transport conditions (road network, pedestrian and cycle routes, public transport provision);
- Predicted trip generation for all modes of transport;
- Impact upon the road network.

4.19 Traffic surveys will be used to establish baseline traffic flows. Accident data will also be obtained from the highway authority.

4.20 A Framework Travel Plan will also be prepared to accord with national and local travel planning guidance. This will identify the measures proposed to reduce the role of the private vehicle and encourage travel by other, more sustainable, modes of transport. Routing plans will also be prepared and agreed for the proposed export of material from the site.

### Noise

4.1 The noise chapter will cover the assessment of noise impact of the development, focussing on calculated changes in traffic noise on existing roads generated by the development. The chapter will include a section on the excavation and construction phase and measures to be deployed to control the impact of excavation/construction site noise.

- 4.2 An assessment of traffic noise on the proposed residential development will also be carried out but this does not lend itself to incorporation within the noise chapter itself. Therefore this aspect, including any necessary measures to mitigate noise impact on the development, will be presented as a separate assessment report in the form of a technical appendix to the noise chapter.
- 4.3 A comprehensive baseline noise survey will be carried out at relevant locations on the development land. This will include daytime noise monitoring for a sample of existing residential areas that border the site, in respect of the assessment of construction site noise impact. In terms of assessing noise impact on the proposed residential development, the baseline noise survey will include traffic noise from Knutsford Road (A50), Station road, Grammer School Road and Wash Lane for representative periods of the daytime and night/early morning.
- 4.4 The construction noise assessment will be qualitative taking into account the 'ABC' method in BS 5228-1:2009+A1:2014 and focusing on measures to be deployed to minimise excavation/construction noise impacts in accordance with the advice given in that document.
- 4.5 The assessment of 'operational noise' will be in the form of a comparative study i.e. evaluating the impact of changes in traffic noise on a sample of existing roads in the area due to traffic generated by the development. Comparative traffic noise calculations will be undertaken based upon the relevant guidance document 'Calculation of Road Traffic Noise', 1988 and will rely on traffic data to be provided by the transportation consultant. The assessment of significance of impact of any changes in traffic noise for existing dwellings on these roads will take account of the IEMA 'Guidelines for Environmental Noise Impact' 2014.

### Air Quality

- 4.6 The air quality assessment will consider the following:
- potential impacts on local air quality and existing receptors arising from increased traffic emissions during the operational phase;
  - potential impacts of local air quality on new receptors to be introduced as part of the development; assessment to consider both traffic emissions and other local industrial emissions;
  - potential impacts of fugitive dust and PM10 on existing receptors during the extraction/construction phase.

4.7 The assessment would be undertaken in accordance with:

- Development Control: Planning for Air Quality (2010 Update), Environmental Protection UK (EPUK)
- Guidance on the Assessment of Dust from Demolition and Construction (2014), Institute of Air Quality Management (IAQM)

4.8 The assessment would be undertaken through the following methodology:

- site visit and walkover of the surrounding area; to include assessment of key roads; assessment of road geometry, junctions and roundabouts and likely vehicle speeds;
- review of WBC air quality reports and monitoring data;
- review of other baseline air quality data, including existing potential pollution sources and local weather conditions;
- review of traffic flows and Transport Assessment;
- assessment of airborne dust assessment associated with construction works;
- assessment of vehicle emissions associated with development on new and existing receptors;
- preparation of mitigation proposals; and
- identification and assessment of the potential air quality impacts of the development proposals, in terms of magnitude and significance.

4.9 The assessment of vehicle emission impacts would be undertaken using an atmospheric modelling approach (ADMS-Roads) using the latest available vehicle emission factors. The approach would be agreed in advance with the relevant Air Quality Officer.

### Landscape and Visual Impact

4.10 This is to be undertaken by suitably qualified Landscape Architects registered by the Landscape Institute and with experience in assessing landscape, townscape and visual impacts for a wide variety of schemes. The assessment would consist of two separate, but interlinked issues as follows:

- Landscape impacts – the direct impacts upon specific landscape elements within and adjacent to the site, the overall patterns of the landscape elements which give rise to the landscape character of the site and its surroundings and the impacts upon any special interests in and around the site;

- Visual impacts – the direct impacts of the development upon views in the landscape and overall impact on visual amenity.

4.11 Potential impacts include:

- Short term visual disturbances during the excavation/construction phase;
- Change in character of site;
- Changes to views from a number of residential properties surrounding the site;
- Changes to view from public footpaths bordering the site.

4.12 The landscape and visual assessment is to be undertaken in accordance with:

- Guidelines for Landscape and Visual Impact Assessment, Landscape Institute and Institute of Environmental Management and Assessment (IEMA), 2013; and
- An Approach to Landscape Character Assessment, Natural England, October 2014.

4.13 The assessment methodology adopted would consist of a combination of desktop and field studies as follows:

- A review of statutory plans and other data recording relevant designations and planning policies for the area;
- A data trawl search for statutory and non-statutory landscape designations including definitive rights of way in the area;
- An assessment of the landscape character of the site and the surrounding area, together with the sensitivity to accommodate change;
- A visual appraisal of the site and its surroundings, including analysis to determine the visibility of the site from surrounding areas and to identify key viewpoints from publicly accessible locations. This includes the production of a Zone of Theoretical Visual Influence (ZTVI);
- The preparation of mitigation proposals with the aim, where possible, of avoiding or reducing significant adverse landscape or visual effects; and



- Identification and assessment of the potential landscape and visual effects of the development proposals, in terms of their magnitude and significance.

4.14 The significance of impacts will be determined by assessing:

- the sensitivity of the affected landscape;
- the sensitivity of the visual receptor; and
- the magnitude of the potential change that would occur.

### Archaeology and Cultural Heritage

4.15 This chapter will assess the potential effect of the proposed development on all heritage assets both within and near to the site.

4.16 Initial assessment of various online sources indicates that there are no designated assets (Scheduled Monuments, Listed Buildings, Conservation Areas, Registered Parks and Gardens, and Registered Battlefields) within the site boundary. However the railway bridge at Knutsford Road is noted in the Unitary Development Plan (Annex 10) as being a structure of local importance of architectural or historic interest. This bridge is proposed to be demolished as part of the proposed development. However the presently bridge acts to constrain highway flows in the local area and its removal could offer the opportunity to improve highway convenience and safety. The significance of this will be fully considered against the requirements of the NPPF as part the assessment.

4.17 A number of Listed Buildings are located within 1km of the site boundary. However, these are all either within an urban context or far enough away from the site so that there is unlikely to be any impact upon their settings or significance. Nevertheless, all the Listed Buildings will be considered in detail as part of the baseline assessment.

4.18 Archaeological resources are susceptible to a range of impacts during development. These relate to works associated with site preparation as well as construction related activities, including:

- Excavation and site clearance activities that disturb archaeological remains;
- Excavation that extends into archaeological sequences;
- Piling activities resulting in disturbance and fragmentation of the archaeology;
- Dewatering activities resulting in desiccation of waterlogged remains and deposits.

4.19 The implications, of these actions will be discussed and significance criteria allocated to any identified impact.

4.20 In terms of the effects on cultural heritage, the effects of the development can be direct, such as loss or damage to a heritage features, or indirect, including the effect on the setting of a designated or undesignated heritage asset. This component of the assessment will be cross referenced with the English Heritage guidelines for setting assessments and the landscape and visual assessment. Any such impacts will be discussed and significance criteria applied.

4.21 The assessment would consist of two separate, but interlinked issues as follows:

- Archaeology impacts – the identification of potential archaeological remains within the site and the likely effects of the development on those remains; and
- Cultural Heritage impacts – the direct effect of a development on historic structures or other upstanding assets within the site (designated and non-designated), as well as indirect impacts to the setting of designated heritage assets within the wider area around the site.

4.22 The assessment methodology adopted would consist of a combination of desktop and field studies in line with the NPPF as follows:

- A review of statutory plans and other data recording relevant designations and planning policies for the area.
- Identification of designated assets (including Scheduled Monuments, Listed Buildings, Conservation Areas, Registered Parks and Gardens, and Registered Battlefields) covering the site and surrounding area.
- A data search of the relevant county or civic Historic Environment Record to identify likely archaeological potential for the area.
- A site walkover to assess the archaeological conditions/potential of the site.
- Assessment of the setting and significance of cultural heritage assets on-site and in the surrounding area.
- Recommendation of mitigation proposals (where appropriate) with the aim (where possible) of avoiding or reducing significant adverse effects.

- Identification and assessment of the potential effects to archaeology and cultural heritage in terms of their magnitude and significance.

4.23 The significance of impacts will be determined by assessing:

- The importance of the heritage asset; and
- The magnitude of the potential change that would occur.

## 5. Proposed structure of ES

5.1 A preliminary list of contents for the ES is represented below:

**Volume 1** – Non-technical Summary

**Volume 2** – Main Text:

Introduction

Methodology

Site and surroundings

Project Description

Consideration of alternatives

Planning Policy Context

Assessment of Environmental Effects

- Ecology
- Water Resources
- Transportation
- Noise
- Air Quality
- Archaeology and Cultural/Built Heritage
- Landscape and Visual Impact

Conclusion of Significant Impact and Mitigation

**Volume 3** – Technical Appendices

5.2 The form of each technical paper is to be as follows:

- Introduction
- Legislation and Policy
- Assessment Methodology
- Baseline Conditions
- Evaluation
- Assessment of Impacts and Significance
- Mitigation
- Residual Effects
- Summary and Conclusions

## 6. Summary and Conclusions

- 6.1 The proposed development falls outside Schedule 1 and may be referred to as Schedule 2 development within the EIA Regulations. As such, the tests set out in Schedule 3 of the EIA Regulations require examination to ensure that the likelihood of significant effects warranting an EIA was considered.
- 6.2 It is considered that the proposed development could result in landscape and visual impacts, as well as ecology, transportation, noise and air quality which should be assessed through EIA.
- 6.3 Under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, we would be grateful for receipt of a Scoping Opinion within 5 weeks of registering receipt of the request.
- 6.4 If you require any additional information in order to adopt a Scoping Opinion, please do not hesitate to contact us.

## 7. Appendices

- EP1. Location Plan
- EP2. Concept Design
- EP3. Survey Plan and Sections

