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Please ask for: Customer Service Centre  
Tel: 01454 868004  
Our ref: P21/030/SCR  
(Please quote at all times)  
Your ref:  
Date: 18th November 2021

**TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT)  
REGULATIONS 2017  
PRE-APPLICATION SCREENING OPINION**

Dear Ms Wells

**LOCATION:** Land At Sodbury Road Wickwar South Gloucestershire  
GL12 8NT  
**DESCRIPTION:** Screening opinion for the erection of up to 180 no.  
dwellings.  
**REFERENCE NO:** P21/030/SCR

I refer to your request for a screening opinion from the local planning authority for the above proposal in accordance with Regulation 6(1) of the above Regulations.

I am writing to advise you that in the authority's opinion an EIA is not required. Please see the attached matrix for the reasons as to the view reached.

Yours sincerely

Jonathan Ryan  
Planning Officer



Strategic Planning, South Gloucestershire Council, Department For Environment And Community  
Services, PO Box 1954, Bristol, BS37 0DD

Telephone: 01454 868004 Email: [planningapplications@southglos.gov.uk](mailto:planningapplications@southglos.gov.uk)

**THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS  
2017 SCREENING MATRIX**

1. CASE DETAILS			
Case Reference	P21/030/SCR	Brief description of the project / development	Erection of up to 180 no. dwellings
Appellant	Click here to enter text.		
LPA	Click here to enter text.		
2. EIA DETAILS			
Is the project Schedule 1 development according to Schedule 1 of the EIA Regulations?		No	
If YES, which description of development (THEN GO TO Q4)		Click here to enter text.	
Is the project Schedule 2 development under the EIA Regulations?		Yes	
If YES, under which description of development in Column 1 and Column 2?		10. Infrastructure projects (b) Urban development projects	
Is the development within, partly within, or near a 'sensitive area' as defined by Regulation 2 of the EIA Regulations?		No	
If YES, which area?		Click here to enter text.	
Are the applicable thresholds/criteria in Column 2 exceeded/met?		Yes	
If yes, which applicable threshold/criteria?		(ii) The development includes more than 150 dwellings (180) (iii) The overall area of the development exceeds 5 hectares (7.89 hectares)	
3. LPA/SOS SCREENING			
Has the LPA or SoS issued a Screening Opinion (SO) or Screening Direction (SD)? (In the case of Enforcement appeals, has a Regulation 37 notice been issued)		Click here to enter text.	
If yes, is a copy of the SO/SD on the file?		Click here to enter text.	
If yes, is the SO/SD positive?		<SELECT>	
4. ENVIRONMENTAL STATEMENT			
Has the appellant supplied an ES for the current or previous (if reserved matters or conditions) application?		No	

**WHEN COMPLETING THIS DOCUMENT IN RELATION TO AN ENFORCEMENT APPEAL, THE UNDERSIGNED OFFICER HAS HAD REGARD TO THE PROJECT AS ALLEGED IN THE RELEVANT ENFORCEMENT NOTICE WHEN REFERRING TO THE PROJECT / DEVELOPMENT.**







Question	(Part 2a) / (Part 2b) – Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A)	(Part 3a) / (Part 3b) (only if Yes in part 2a) – Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A)
	Briefly explain answer to Part 2a and, if applicable and/or known, include name of feature and proximity to site <b>(If answer in Part 2a / 2b is 'No', the answer to Part 3a / 3b is 'N/A')</b>	Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact? If the finding of no significant effect is <b>reliant on specific features or measures</b> of the project envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment <b>these should be identified in bold.</b>
<b>1. NATURAL RESOURCES</b>		
<b>1.1</b> Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the topography of the area?	Yes. The site is currently occupied by improved grassland / semi-improved grassland fields and arable farmland. The site slopes gradually from the southeast to north-west from approximately 90.5m AOD to 83m AOD.  The existing fields and farmland would be replaced by built form including associated hard surfacing required. There would also be re-profiling of the land using cut and fill techniques to provide a level plateau.	No. Given the scale and nature of the development and the location of the site it is not considered that the impact necessitates an EIA.
<b>1.2</b> Will construction or operation of the project use natural resources above or below ground such as land, soil, water, materials/minerals or energy which are non-renewable or in short supply?	Yes. There would be a loss of 7.89 hectares of agricultural land that would be replaced by development. There would be the use of non-renewable materials and energy during construction. There would also be the use of water, gas and electricity during operation when the residential units are occupied.	No. The site comprises entirely of grade 4 poor quality land; therefore, it is not considered to be Best and Most Versatile agricultural land. Given the nature of the proposal it will not involve the use of resources, materials or energy which are abnormally scarce.

<p><b>1.3</b> Are there any areas on/around the location which contain important, <b>high quality or scarce resources</b> which could be affected by the project, e.g. forestry, agriculture, water/coastal, fisheries, minerals?</p>	<p>Yes. There would be a loss of 7.89 hectares of agricultural land that would be replaced by development. It is not considered that there would be any effects on forestry, water/coastal, fisheries, minerals.</p>	<p>No. Although the proposal would result in the loss of 7.89 hectares of agricultural land it comprises entirely of Grade 4 (poor quality) agricultural land. Mitigation will be required by way of a Construction Environmental Management Plan (CEMP) condition in respect to the management of soil at the site to minimise its loss and degradation.</p>
<p><b>2. WASTE</b></p> <p><b>2.1</b> Will the project produce solid wastes during construction or operation</p>	<p>Yes. Changes to the topography will be required through cut and fill methods to achieve the required levels. It is likely that standard construction waste material will be generated through the construction process. During operation, waste will also be generated that will be standard household waste/recycling material as well as waste from a single local retail unit.</p>	<p>No. No significant import or export of material to/from the site is proposed. The contractor would be required to manage construction waste in line with separate regulations (The Waste (England and Wales) Regulations 2011. Mitigation in the form of a condition to ensure best practice methods to minimize waste can be applied as part of the CEMP. The nature and scale of the development is such that waste generated during operation will not bring about any significant issues. Therefore, the generation of waste during the construction/operation phase is unlikely to be significant.</p>

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or decommissioning?		
<b>3. POLLUTION AND NUISANCES</b>		
<b>3.1</b> Will the project release pollutants or any hazardous, toxic or noxious substances to air?	Yes. During construction there is likely to be the emissions from plant, machinery and construction traffic. There would also likely be the generation of dust from construction activity and the emissions from embodied carbon through the manufacture of construction materials. During operation there is likely to be emissions through vehicular trips to and from the site.	No. Given the scale and nature of the development and the location of the site and the fact that construction impacts are likely to be localised and relatively short term (4 years) it is not considered that the impacts necessitates an EIA. Construction impacts would be mitigated by way of a Construction Environmental Management Plan (CEMP) condition. During operation, emissions from cars would gradually reduce as more vehicles switch to electric/hybrid technology.
<b>3.2</b> Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	Yes. Construction activity particularly machinery, plant and construction traffic will likely generate noise and vibration. During operation there is likely to be noise and vibration caused by vehicular movements to and from the site, and light, heat and energy from typical household appliances, as well as street lighting. This would also apply to the local retail unit.	No. Given the scale and nature of the development and the location of the site and the fact that construction impacts are likely to be localised and relatively short term (4 years) it is not considered that the impact necessitates an EIA. Construction impacts could be mitigated by way of a Construction Environmental Management Plan (CEMP) condition. During operation noise and vibration from vehicles would gradually reduce as more vehicles switch to electric/hybrid technology.

<p><b>3.3</b> Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?</p>	<p>Yes. During construction there are likely to be risks from pollutants such as oil, fuel, cement etc. from machinery and construction vehicles being released into the ground and water given the proximity of a tributary of the Ladden Brook 250m west of the site and a drainage ditch to the western boundary. During operation, there is likely to be a risk of pollutants being released to the ground and water via surface water run-off from hard surface areas during periods of rainfall.</p>	<p>No. Construction effects would be controlled through best practice measures and agreed within a CEMP in advance of construction activities commencing on-Site.</p> <p>It is assumed that the drainage strategy would contain appropriate pollution prevention measures (e.g. interceptors), thereby negating the potential for significant pollution effects to occur.</p>
<p><b>3.4</b> Are there any areas on or around the location which are already subject to pollution or environmental damage, e.g. where existing legal environmental standards are exceeded, which could be affected by the project?</p>	<p>No. The site is not located within an air quality management area. Monitoring undertaken approximately 720m north of the site indicates that mean annual concentrations of NO2 were well below the Air Quality Objective (AQO) in 2017 and 2018. It is considered unlikely that traffic on the B4060 Sodbury Road/High Street will have increased to such an extent that the AQO would have increased significantly within the locality.</p>	<p>N/A</p>
<p><b>4. POPULATION AND HUMAN HEALTH</b></p> <p><b>4.1</b> Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?</p>		
	<p>No. The majority of the site is located within flood zone 1 where there is the lowest risk of flooding with only the western boundary and part of the site's southern extent located within flood zones 2 and 3 where there is a medium and high risk of flooding. A temporary drainage system will be installed during construction to manage surface water, and a policy compliant surface water drainage scheme would be required to deal with surface water during certain rainfall events plus an allowance for climate change during operation.</p>	<p>N/A</p>

<p><b>4.2</b> Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or</p>	<p>No. The scheme is for a standard residential build using typical construction techniques. Separate health and safety legislation will be required to be complied with during construction and further mitigation would be agreed via a CEMP to reduce risks from air pollution and ground contamination. The scheme will be required to comply with appropriate standards in relation to amenity and crime prevention and security to reduce any risks to the population and human health during operation. Although the south-western corner of the site lies within an outer consultation Zone Health and Safety Executive, no built form is proposed within this area. No built form would be located in an area at risk from flooding.</p>
	<p>N/A</p>

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decommissioning? (for example due to water contamination or air pollution)		
<b>5. WATER RESOURCES</b>		
<b>5.1</b> Are there any water resources including surface waters, e.g. rivers, lakes/ponds, coastal or underground waters on or around the location which could be affected by the project, particularly in terms of their volume and flood risk?	Yes. A tributary of the Ladden Brook lies 250m west of the site and a drainage ditch extends along the western boundary. There would be an increase in impermeable area from dwellings and hardstanding compared to the existing greenfield site which has the potential to increase surface water flooding.	No. A flood risk assessment and drainage strategy prepared identifies that the risk of surface water flooding for the majority of the site is low. The drainage strategy for the scheme will propose an attenuation basin to the west of the site and surface water would be attenuated at a controlled rate to the ditch at the western site boundary. Run off will be restricted to the existing greenfield rate. The design of the drainage scheme will make an allowance for climate change.
<b>6. BIODIVERSITY (SPECIES AND HABITATS)</b>		
<b>6.1</b> Are there any protected areas which are designated or classified for their terrestrial, avian and marine ecological value, or any non-designated / non-classified areas which are important or sensitive for reasons of their terrestrial, avian and marine ecological value, located on or around the location and which could be affected by the project? (e.g. wetlands, watercourses or other water-bodies, the coastal zone, mountains, forests or woodlands, undesignated nature reserves or parks. (Where designated indicate level of designation (international, national, regional or local))).	Yes. Whilst the majority of the site comprises improved grassland and poor semi-improved grassland, there are areas of dense and scattered scrub, trees and hedgerow and wet ditches to field boundaries. The site is not covered by any statutory or non-statutory nature conservation designations. However, the supporting Environmental Impact Assessment Screening Report (October 2021) does identify the main designated sites likely to be affected (potential zone of influence) by the proposal (see paragraphs 3.19 and 3.20). These include two SSSI and 10 non-statutory designated sites.	No. Whilst in itself the scheme does not meet the criteria for an Environmental Impact Assessment (EIA) under the 2017 Regulations on ecological grounds, any application will nonetheless be expected to address all relevant ecological issues through application of the mitigation hierarchy, and should be accompanied with appropriate ecological surveys, including a Biodiversity Net Gain Plan using the Defra Biodiversity Metric.

<p><b>6.2</b> Could any protected, important or sensitive species of flora or fauna which use areas on or around the site, e.g. for breeding, nesting, foraging, resting,</p>	<p>Yes. Whilst the majority of the site comprises improved grassland and poor semi-improved grassland, there are areas of dense and scattered scrub, trees and hedgerow and wet ditches to field boundaries. The site is not covered by any statutory or non-statutory nature conservation designations. However, the supporting Environmental Impact Assessment Screening Report (October 2021) does identify the main designated sites likely to be affected (potential zone of influence) by the proposal (see paragraphs 3.19 and 3.20). These include two SSSI and 10 non-statutory designated sites.</p>	<p>No. Whilst in itself the scheme does not meet the criteria for an Environmental Impact Assessment (EIA) under the 2017 Regulations on ecological grounds, any application will nonetheless be expected to address all relevant ecological issues through application of the mitigation hierarchy, and should be accompanied with appropriate ecological surveys, including a Biodiversity Net Gain Plan using the Defra Biodiversity Metric.</p>
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over-wintering, or migration, be affected by the project?		
7. LANDSCAPE AND VISUAL		



<p><b>7.1</b> Are there any areas or features on or around the location which are protected for their landscape and scenic value, and/or any non-designated / non-classified areas or features of high landscape or scenic value on or around the location which could be affected by the project?1 Where designated indicate level of designation (international, national, regional or local).</p>	<p>Yes. The proposed development site lies off the west side of the B4060 Sodbury Road at the southern end of Wickwar, to the rear of Nos. 64 to 86, which front onto the road, and comprises 3No. large fields within its central part with 2No. smaller fields within its northern and southern eastern margins. It is accessed off the road to the south of South Farm and has a broad road frontage to the south of No. 86. A number of field hedgerows with mature trees sub-divide and bound the site fields. To facilitate the development, 2 areas of access to the site need to be created at the North-East and South-East extents of the site. This requires the removal of 2 protected trees from G1, as well as the removal other trees and hedgerows with reported categories of C and U. The removal of further sections of hedgerow and trees is also required within the site.</p> <p>The site and wider area lie within SGC Landscape Character Area (LCA) 5: Wickwar Ridge and Vale.</p>	<p>No. The proposed development area is not located within an AONB or designated landscape and will not significantly affect any sensitive areas. Given the scale of the proposed development, the landscape and visual impact of the proposed scheme should be addressed through the forthcoming planning application, in terms of a Landscape and Visual Impact Assessment (LVIA) carried out in accordance with recognised best practice GLVIA 3, guidance. A cumulative LVIA should be undertaken to determine the impact of the proposals in conjunction with other local residential schemes in and around Wickwar (including recently constructed, consented, and current planning applications). Representative viewpoints (including those towards/from Wickwar Ridge - a Visually Important Hillside) should be agreed with the Council, prior to the work commencing. The following information should be submitted as part of any planning application, which should take into consideration guidance set out in the adopted South Gloucestershire SPDs:</p> <ul style="list-style-type: none"> <li>• A current tree and vegetation survey, which identifies all vegetation to be removed or retained together with details of any tree protection during the works as required under BS5837 (2012).</li> <li>• Proposed landscape design and mitigation strategy plan, supported by a list of proposed tree and structure planting species; note a landscape and biodiversity strategy is proposed as Item M9 in Screening Report Appendix 1: Schedule of Proposed Mitigation. However, recommend that this is combined with a landscape design strategy to demonstrate how a robust, well connected and multi-functional open space and green/blue infrastructure will be integrated into, and delivered as part of, the proposed development.</li> <li>• Detailed planting plans specifying the species, stock size, and plant quantities, together with management proposals for all new and existing site hedgerows/vegetation, to follow as a condition of planning.</li> <li>• Detailed plans showing all boundary treatments, finishes to tracks and areas of hard standing, and existing/proposed ground levels together with any ground modelling proposed across the site, to follow as a condition of planning.</li> <li>• A framework landscape and ecological management plan (LEMP) for the whole development site setting out overarching management objectives, division of management responsibilities, and scope of anticipated maintenance operations for each type of landscape treatment/habitat area; a detail document could then to follow as a condition of planning.</li> </ul>
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<p><b>7.2</b> Is the project in a location where it is likely to be highly visible to many people? (If so, from where, what direction, and what distance?)</p>	<p>Yes. The site is located to the west of Sodbury Road and parts of it will be glimpsed by people travelling along this road and also by properties directly east of the site. There are public rights of way within the vicinity of the site but they do not extend through it.</p>	<p>No. Given that the site is not located within an AONB or designated landscape area it would not significantly affect any sensitive areas. Supporting details submitted indicate that the majority of the existing hedgerows and trees at the site will be retained and there would be additional planting to green/open space areas.</p>
<p><b>8. CULTURAL HERITAGE/ARCHAEOLOGY</b></p> <p><b>8.1</b> Are there any areas or features which are protected for their cultural heritage or archaeological value, or any non-designated / classified areas and/or features of cultural heritage or archaeological importance on or around the location which could be affected by the project (including potential impacts on setting, and views to, from and within)? Where designated indicate level</p>	<p>Yes. The proposed development would see the further urbanisation of the southern end of Wickwar and while the separation distances are noted between the development proposals and the relevant heritage assets, it would be expected that this extension of Wickwar will have further impact on the setting of the designated heritage assets identified. Of particular concern are the views out from the western side of the conservation area.</p>	<p>No. Without prejudice to any future assessment of the individual and collective impact of the scheme on heritage assets, it is considered that the proposal does not fall within the scope of 'significant' environmental impacts as expressed in the EIA regulations and that a full Environmental Impact Assessment (EIA) under the 2017 Regulations is not warranted on built-heritage grounds alone.</p> <p>It would be expected that a heritage impact statement is produced by a specialist heritage consultant and should be based on the methodology framework assessment as set out in Historic England's "Setting of Heritage Assets" (GPA 3 Second Edition). The heritage statement should also dovetail with a separate Landscape and Visual Impact Assessment which needs to include illustrative montages of the proposed development (including all associated infrastructure) from multiple viewpoints around the site to demonstrate the potential effects (or not) of development on the setting of the identified heritage assets – both designated and non-designated. Further discussions on the heritage assets or search areas may be required, but as per GPA Note 3, any heritage statement will need to consider approaches such as identifying and agreeing to 'Zones of Visual Influence' (ZVI) or 'Zones of Theoretical Influence' (ZTV).</p> <p>An archaeological report would also be required to be submitted with any application.</p>

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1 See question 8.1 for consideration of impacts on heritage designations and receptors, including on views to, within and from designated areas.

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of designation (international, national, regional or local).		
<b>9. TRANSPORT AND ACCESS</b>		
<p><b>9.1</b> Are there any routes on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?</p>	<p>Yes. Access to the site would be to and from the B4060 'Sodbury Road'. This road would likely see an increase in vehicular trips during the construction and operation stages and would be affected by the project. No public rights of way extend through the site; therefore, it is unlikely that access to these routes would be adversely affected.</p>	<p>No. An EIA on the grounds of highway would not be required. However, any future planning application for this proposal must include submission of a full 'Transportation Assessment' report detailing how traffic (all modes of travelling) to site would be achieved and to ensure that safe access to the development is provided without jeopardising the efficient operation of the existing highway network by the proposals. There would be a requirement for an assessment in the change in traffic associated with the development plus details of access, car parking and turning areas on site as well as arrangements for refuge collection and other commercial vehicle that require access to the site. Where necessary, any mitigation measures should be included.</p> <p>Any future planning application on this site must therefore be supported with a full Transport Assessment including but not necessarily limited to, the following information:</p> <ol style="list-style-type: none"> <li>A full assessment of access to the site by all modes of transport.</li> <li>A full forecast of the number of vehicular movements associated with the site together with an assessment of the potential impact on the local highway network and its junctions, as well as assessment of immediate junctions serving the development, further assessment of traffic impact would necessary as follows;             <ol style="list-style-type: none"> <li>Increase of traffic impact of this development proposal together with other committed developments (previously approved) in the area on the shuttle signal on High Street- Wickwar,</li> <li>Increase of traffic impact of this development proposal together with other committed developments (previously approved) in the area and their impact on Junction 14 of M5. Whilst the said junction is outside the control of the local highway authority, it is known to suffer from congestion issues at peak times and therefore, any assessment of the development traffic must consider the impact at this junction – 'National Highway' ( previously known as Highways England') must be consulted on this development,</li> <li>Assessment of traffic impact of this proposal and other committed development (previously approved) in the area on the B4060 Wickwar Road itself and its junctions to the south (namely Southfield Way and St. Johns' Way) at chipping Sodbury end.</li> </ol> </li> <li>A demonstration of the manner in which these traffic movements will affect the local highway network and how the proposed access road may accommodate all development traffic as well as the existing and consideration of the development's construction traffic and how any impacts will be mitigated. If mitigation is required, then full details of this must be supplied.</li> <li>Full details of the proposed site access arrangements for vehicles, cyclists and pedestrians.</li> <li>Full details of proposals to serve this site by public transport and consideration if the existing public transport facility is adequate and if it can cope with the new demand.</li> <li>Full details of the travel planning and sustainable transport measures to be adopted to minimise vehicular the demand arising from this development.</li> <li>Full details of the proposed parking provision for this development. This must accord with the Council's Residential Parking Standards SPD.</li> <li>A full assessment of the arrangements to allow refuge to be collected from the site. There may be a requirement for the provision of suitable</li> </ol>

<p><b>9.2</b> Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?</p>	<p>Yes. The B4060 Road and its junctions namely Southfield Wy and St John's Way; the shuttle signal on High Street Wickwar. The proposal would result in an increase in vehicular trips to and from the site and would likely to affect these locations. Junction 14 of the M5 approximately 6.3km away also susceptible to congestion at peak times.</p>	<p>No. An EIA on the grounds of highway would not be required. However, any future planning application for this proposal must include submission of a full 'Transportation Assessment' report detailing how traffic (all modes of travelling) to site would be achieved and to ensure that safe access to the development is provided without jeopardising the efficient operation of the existing highway network by the proposals. There would be a requirement for an assessment in the change in traffic associated with the development plus details of access, car parking and turning areas on site as well as arrangements for refuge collection and other commercial vehicle that require access to the site. Where necessary, any mitigation measures should be included.</p> <p>Any future planning application on this site must therefore be supported with a full Transport Assessment including but not necessarily limited to, the following information:</p> <ol style="list-style-type: none"> <li>A full assessment of access to the site by all modes of transport.</li> <li>A full forecast of the number of vehicular movements associated with the site together with an assessment of the potential impact on the local highway network and its junctions, as well as assessment of immediate junctions serving the development, further assessment of traffic impact would necessary as follows,             <ol style="list-style-type: none"> <li>Increase of traffic impact of this development proposal together with other committed developments (previously approved) in the area on the shuttle signal on High Street- Wickwar,</li> <li>Increase of traffic impact of this development proposal together with other committed developments (previously approved) in the area and their impact on Junction 14 of M5. Whilst the said junction is outside the control of the local highway authority, it is known to suffer from congestion issues at peak times and therefore, any assessment of the development traffic must consider the impact at this junction – 'National Highway' ( previously known as Highways England') must be consulted on this development,</li> <li>Assessment of traffic impact of this proposal and other committed development (previously approved) in the area on the B4060 Wickwar Road itself and its junctions to the south (namely Southfield Way and St. Johns' Way) at chipping Sodbury end.</li> </ol> </li> <li>A demonstration of the manner in which these traffic movements will affect the local highway network and how the proposed access road may accommodate all development traffic as well as the existing and consideration of the development's construction traffic and how any impacts will be mitigated. If mitigation is required, then full details of this must be supplied.</li> <li>Full details of the proposed site access arrangements for vehicles, cyclists and pedestrians.</li> <li>Full details of proposals to serve this site by public transport and consideration if the existing public transport facility is adequate and if it can cope with the new demand.</li> <li>Full details of the travel planning and sustainable transport measures to be adopted to minimise vehicular the demand arising from this development.</li> <li>Full details of the proposed parking provision for this development. This must accord with the Council's Residential Parking Standards SPD.</li> <li>A full assessment of the arrangements to allow refuge to be collected from the site. There may be a requirement for the provision of suitable turning space to allow service vehicles to turn round on-site before joining the adjacent highway network. In which case, Auto-track details are likely to be required to demonstrate this can be successfully accomplished.             <ol style="list-style-type: none"> <li>The detail of all new on-site highways and any off-site amendments, especially if it is intended that they be adopted. All highways which are to be adopted must be the subject of approval by the Council and must also be subject to appropriate safety audit procedures.</li> </ol> </li> </ol>
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10. LAND USE		
<p><b>10.1</b> Are there existing land uses or community facilities on or around the location which could be affected by the project? E.g. housing, densely populated areas, industry / commerce, farm/agricultural holdings, forestry, tourism, mining, quarrying, facilities relating to health, education, places of worship, leisure /sports / recreation.</p>	<p>Yes. The site comprises agricultural land and there is a farm directly north of the site. There is a fencing business and residential properties which front onto the B4060 to the east of the site. New residential dwellings and a residential construction site are located on the eastern side of the B4060. At a further distance from the site there is a commercial car sales garage (120m north approx.), and the High Street with a variety of uses is located at a distance of approximately 306 metres to the north.</p>	<p>No. Existing land uses that are within close proximity to the site are not considered to be particularly sensitive. The impacts of the development on them are likely to be typical for a mixed use residential development. Accordingly, the nature of the development and the surrounding uses are such that an EIA is not required.</p>
<p><b>10.2</b> Are there any plans for future land uses on or around the location which could be affected by the project?</p>	<p>Yes. Planning permission has been granted for the erection of 90 dwellings to the east of the B4060. This development has commenced and is currently under construction.</p>	<p>No. Given the nature of the development proposed and that of the development under construction to the east, it is unlikely that impacts would necessitate an EIA.</p>
11. LAND STABILITY AND CLIMATE		

<p><b>11.1</b> Is the location susceptible to</p>	<p>No. The location is not considered to be susceptible to earthquakes, subsidence, landslides, erosion or extreme /adverse climatic conditions. The site is not in an area where there has been coal mining.</p>
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N/A

Question	(Part 2a) / (Part 2b) – Answer to the question and	(Part 3a) / (Part 3b) (only if Yes in part 2a) – Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A)
earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?		
<b>12. CUMULATIVE EFFECTS</b>		



<p><b>12.1</b> Could this project together with existing and/or approved development result in cumulation of impacts together during the construction/operation phase?</p>	<p>Yes. Consent has been granted for the development of up to 90 dwellings on the east side of the B4060 approximately 15m to the east of the project site under application PK17/4552/O. Development of this site is currently under construction. Consent has also been granted for the development of a mixed use development comprising up to 2450 dwellings approximately 2.3km southwest of the project site under application PK12/1913/O. Development of this site is currently under construction.</p>	<p>The NPPG states that, 'only a very small proportion of schedule 2 development will require an EIA'. It also points to a set of 'indicative thresholds and criteria', where projects are likely to have significant environmental effects. For Urban development projects it states that, 'Environmental Impact Assessment is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination. Sites which have not previously been intensively developed:</p> <ul style="list-style-type: none"> <li>(i) area of the scheme is more than 5 hectares; or</li> <li>(ii) it would provide a total of more than 10,000 m2 of new commercial floorspace; or</li> <li>(iii) the development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings).</li> </ul> <p>The test is intentionally a high bar.</p> <p>The Planning Practice Guidance requires that applications are considered on their own merits; However, a local planning authority should have regard to possible cumulative effects from any existing and approved development when determining whether significant environmental effects are likely. Each case should be considered on its own merits.</p> <p>In this case, considering the separation distance between the project site and the larger development site to the southwest of around 2.3km, it is considered that any cumulative effects in relation to this development in conjunction with the project would not be likely to be significant.</p> <p>Whilst the project site is located close to the development site to the east, and it would change previously undeveloped greenfield land to a far more intensive use, the cumulative impact is unlikely to have significant urbanising effects and falls below the indicative threshold for previously non-urbanised areas in terms of dwellings and commercial space when considered in conjunction with this approved scheme. The site is not within a sensitive area and there is also not expected to be high levels of contamination.</p> <p>Some short-term construction impacts may be felt cumulatively with the construction of the additional proposed dwellings, more so with the development site to the east rather than the development site to the southwest given the separation distance; however, the approved scheme to the east is at an advanced stage of construction and may not coincide. A CEMP would be required to manage any impacts.</p> <p>In terms of cumulative landscape, heritage and transport impacts, the Transportation Officer requires that a review of the potential impact on the local highway network and its junctions includes other committed developments and will need to consider/implement mitigation measures accordingly. The Landscape Officer requires a cumulative LVIA to be undertaken to determine the impact of the proposals in conjunction with other local residential schemes in and around Wickwar including recently constructed, consented and current planning applications. The Heritage Officer states that the proposed development would see the further urbanisation of the southern end of Wickwar and will have further impact on the setting of the designated heritage assets; however, he considers that cumulative impact of the scheme would not fall within the scope of 'significant' to trigger an EIA.</p> <p>It is therefore not considered that either in itself or cumulatively the impacts would be sufficiently significant to trigger a full EIA for this project.</p>
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13. TRANSBOUNDARY EFFECTS	
13.1 Is the project likely to lead to transboundary effects? <sup>2</sup>	No
	N/A

2 The Regulations require consideration of the transboundary nature of the impact. Due to the England’s geographical location the vast majority of TCPA cases are unlikely to result in transboundary impacts.

## 5. CONCLUSIONS – ACCORDING TO EIA REGULATIONS SCHEDULE 3

The proposal is for the erection of up to 180 dwellings and a local retail unit and relates to some 7.89 hectares of land. The majority of the site is located in flood zone 1 and no part of the development would be located within a flood risk area; it is not expected that there would be any significant risk from contamination or previous coal mining activity. The development would result in the loss of agricultural land; however, it is grade 4 (poor quality) and not best and most versatile. The site is not covered by any statutory or non-statutory nature designations and mostly comprises improved grassland. It is not considered that there would be any significant issues in terms of cumulative effects, use of natural materials or waste that would warrant an EIA given the scale and nature of the proposal.

The site is located on the southern edge of Wickwar, approximately 306 metres from Wickwar High Street and on the western side of the B4060 (Sodbury Road) from which access would be taken. Housing developments have recently been completed and are under construction to the east of the application site on the opposite side of the road. The site is not covered by any statutory or non-statutory landscape designations. The development would see further urbanisation of the southern end of Wickwar and there would be a cumulative effect in conjunction with development to the east, which would likely impact on the setting of designated heritage assets including the Wickwar Conservation Area. These impacts would not warrant an EIA in this case; however robust LVIA, Heritage Statements and archaeological reports will be required to be submitted to determine the respective impacts.

The construction process would likely bring about impacts through noise and disruption, as well as additional traffic which would impact the local area. There would also be an increase in traffic to and from the site during operation. However, the significance of the impacts are not considered to breach relative norms. Notwithstanding this conclusion a full set of studies will be required to determine the respective impacts.

The majority of environmental impacts arising from the proposal would also have the potential to be mitigated through careful design and management of activities. It is therefore concluded that an Environmental Statement is not required under the regulations.

In reaching this conclusion, the relevant EIA Regulations have been considered as well as guidance contained in the NPPG.

Please note that this assessment relates to environmental impacts only, and the principle of development and other relevant matters will be assessed against current planning policy at full application stage.

## 6. SCREENING DECISION

<b>If a SO/SD has been provided do you agree with it?</b>	<SELECT>
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<b>Is it necessary to issue a SD?</b>	Yes
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<b>Is an ES required?</b>	No
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## 7. ASSESSMENT (EIA REGS SCHEDULE 2 DEVELOPMENT)

### OUTCOME

<b>Is likely to have significant effects on the environment</b>	N/A
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<b>Not likely to have significant effects on the environment</b>	ES not required
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<b>More information is required to inform direction</b>	N/A
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<b>NAME</b>	Jonathan Ryan
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