

Our ref: 45032/4503/EIA Screening

31 July 2019

Development Management
Rochdale Borough Council
Planning and Development
Number One Riverside
Smith Street
Rochdale
OL16 1XU

Dear Sirs

Land north of Smithy Bridge: Request for an Environmental Impact Assessment (EIA) Screening Opinion under Regulations 5 and 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)

1. Introduction

This letter presents an Environmental Impact Assessment (EIA) screening opinion request to Rochdale Borough Council in respect of our client's proposed development of land north of Smithy Bridge (hereafter referred to as the proposed development).

The majority of the proposed development is located on land north of Smithy Bridge. Bloor Homes intends to submit a planning application seeking full planning permission for the development of around 350 dwellings and a 2 Form Entry (2FE) Primary School and associated works. The application will provide replacement car parking for visitors to Hollingworth Reservoir on a separate site, south east of the principal site and adjacent the Hollingworth Lake Visitors Centre as an extension to existing car parking provision.

As required, by the EIA Regulations 2017 (as amended 2018, hereafter referred to as the 'EIA Regulations'), this letter provides the following:

- A plan sufficient to identify the land;
- A description of the development, including in particular:
 - a description of the physical characteristics of the development, and where relevant, of demolition works;
 - a description of the location of the development, with particular regard to the environmental sensitivity of the geographical areas likely to be affected;
- A description of the aspects of the environment likely to be significantly affected by the development;
- To the extent the information is available, a description of any likely significant effects of the proposed development on the environment resulting from:
 - The expected residues and emissions and the production of waste, where relevant; and
 - the use of natural resources, in particular soils, land, water and biodiversity; and

- Such other information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

This EIA screening opinion request sets out where there is the potential for significant environmental effects to occur as a result of the proposed development and, where necessary, how these effects will be addressed as part of the planning application.

2. Site and Surrounding Area

The site comprises 21.3 hectares of land to the north east of Smithy Bridge and east of Hollingworth Reservoir outlined in red on the Location Plan (Drawing Reference HR_L_LP01). The site is centred approximately at National Grid Reference SD 93341 15448 around 4 miles east of the town of Rochdale.

The principal site is bounded to the north by the Rochdale Canal and the former Akzo Nobel Site, now under Homes England control with detailed permission for 174 dwellings. To the east is Hollingworth Road and agricultural land beyond. To the south is Lake Bank (road) which borders Hollingworth Lake and residential dwellings. To the west are residential dwellings associated with the settlement of Smithy Bridge.

The principal site comprises predominantly land used for grazing of horses and cattle with field boundaries enclosed by dry stone walls and hedgerows. There are eight parcels of land in total surrounding Lower Cleggswood Farm which is central to the site and accessed via Heald Lane which runs south to Lake Bank. Heald Lane is a public right of way (PRoW). The south eastern part of the site comprises a public car park for visitors to Hollingworth Lake.

Several PRoW traverse the site, predominantly following boundary features, providing connectivity north to south, taking in the Rochdale Canal and Hollingworth Lake and east to west which connects Smithy Bridge to Littleborough.

The principal site is situated on an area of land which is highly variable in topography, with land falling away from a central ridge through the site to the east and dropping steeply towards the Rochdale Canal to the north and rising to the west to a plateau. This variable topography is characteristic of the surrounding landscape.

There are two European/Nationally designated sites within 10km of the site. The Rochdale Canal Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) are immediately adjacent the north of the site. The South Pennine Moors SAC/SSSI and South Pennine Moors Phase 2 Special Protection Area (SPA) is 1.4km east of the site. There are no other statutorily designated sites within 2km of the site.

The Rochdale Canal borders the north of the site and Hollingworth Lake is directly south. The site is in Flood Zone 1 and at very low risk of flooding from rivers or the sea. The site is also predominantly at very low risk of surface water flooding. There is a flow path running along the eastern boundary of the site linking an outfall from Hollingworth Lake to the pond on the north eastern boundary and then through the former Akzo Nobel site linking to the Rochdale Canal. The eastern part of the site is at potential risk from reservoir flooding. This would be in an extreme case should a failure of Hollingworth Lake reservoir occur.

There are no designated heritage assets within the site boundary. The closest designated heritage assets are two Grade II* listed buildings and sixteen Grade II listed buildings within 1km of the site. The nearest conservation area, Hollingworth Fold, is 600m south east of the site boundary. Littleborough Town Centre Conservation Area is 630m north east of the site boundary.

The proposed primary school will result in the loss of car parking for visitors to Hollingworth Lake. Replacement car parking will be provided to the south east of the principal site on land adjacent the existing Hollingworth Lake Visitor Centre and car park.

The replacement car park site comprises two agricultural fields bordered to the south and east by the Hollingworth Brook. The existing car park and Hollingworth Lake visitor centre borders the north of the site and Rakewood Road borders the west. The site is not subject of any land-based designations.

The site is not a sensitive area as defined by the EIA Regulations.

3. Proposed Development

It is anticipated that the proposed development will provide around 350 dwellings (Use Class C3) and a 2 FE Primary School (Use Class D1), new car parking and associated infrastructure.

The site encompasses a total land area of approximately 21.3 hectares.

The primary school will be located on the south eastern part of the site that currently comprises the public car park for visitors to Hollingworth Lake. The proposed primary school results in the loss of existing public car parking facilities. This facility will be replaced through the provision of a new public car park, on land off Rakewood Road as an extension of existing provision at the Hollingworth Lake visitor centre.

The residential land areas will make up the remainder of the principal site interspersed with open space, green infrastructure and footpaths. It is envisaged that the majority of existing PRow can be retained and integrated into the layout of the proposed development with some minor diversions to ensure the site delivers a high-quality design.

It is considered residential properties will primarily be two storeys in height, although there could also be some two and a half storey properties to provide focal points and variation to the character of the street scene. The primary school will be a feature building, the height of which will be determined at the design stage.

The proposed development will include the necessary demolition of the existing buildings on site, including the farmhouse, stone barns and brick storage sheds.

Enabling works will be required to facilitate the proposed development comprising drainage, landscaping and utility works.

Vehicular access to the proposed development site will be from Hollingworth Road on the eastern site boundary. The precise form of the access junction will be informed through consultation with the local highway authority. A secondary access can be accommodated on Hollingworth Road which will also provide access to the proposed primary school.

The site benefits from existing landscape buffers on the south eastern boundaries which provide mitigation of visual effects and these will be further enhanced through the landscaping masterplan for the proposed development. Existing trees and planting will be retained where possible and enhanced by additional landscape treatment through street trees, attractive public realm and local green spaces.

4. Consideration of the EIA Regulations

Under the EIA Regulations, certain developments should be screened to determine whether a statutory EIA should be carried out. Criteria and guidance thresholds are provided. Schedule 1 developments are mandatory EIA developments, whilst Schedule 2 developments require the discretion of the consenting authority.

The proposed development does not fall within the developments identified as Schedule 1 development in the EIA Regulations that automatically requires an EIA.

The proposed development is an 'Urban Development Project' under Schedule 2 (10(b)) of the EIA Regulations.

For all development that falls under Schedule 2 of the EIA Regulations, the need for an EIA is determined on the basis of set criteria as follows:

The development falls within one of the classes of development stated in Schedule 2; AND

- EITHER it exceeds the size threshold for that class of development in Schedule 2;
- OR it is in a sensitive area; AND
- It is likely to have significant effects on the environment.

The thresholds for 'Urban Development Project', are defined by Schedule 2 of the EIA Regulations as follows:

- The development includes more than 150 dwellings; or
- The overall site area exceeds 5 hectares.

The proposed development exceeds both the dwelling number and site area thresholds. Therefore, the threshold for screening Schedule 2 developments is exceeded and the development needs to be screened for EIA.

Table 1 (enclosed with this letter) provides an appraisal of the proposed development in the context of the existing site and surrounding area, considering criteria provided in Schedule 3 of the EIA Regulations. Schedule 3 of the EIA Regulations lists the selection criteria for the screening of a Schedule 2 development, based on the characteristics and location of the development and the types and characteristics of the potential impacts that could occur. The appraisal considers the characteristics of the proposed development, the environmental sensitivity of areas likely to be affected and the potential for significant effects.

The key determinant for whether EIA is required is whether the development is likely to result in significant effects on the environment. **Table 1** sets out the environmental effects that are anticipated to occur during site preparation, construction and operation of the proposed development, how these are being assessed and managed through the design stage, and the technical reports that are proposed to be submitted with the planning application. The proposed development is intended to be permanent, and therefore significant effects from demolition are not considered likely and are accordingly not discussed within this screening assessment.

A review of the Rochdale Borough Council planning website identified adjacent approved development. Extant detailed planning permission for 174 dwellings (Reference: 11/D55085) on the former Akzo Nobel site adjacent the northern site boundary has the potential for cumulative effects with the proposed development.

The assessment documented in **Table 1** is mindful of the likelihood of significant cumulative effects from the proposed development with other existing and approved local developments. No likely significant cumulative effects have been identified when considering the proposed development with existing and approved development.

5. EIA Screening Appraisal

The proposed development does not fall within the developments identified as Schedule 1 development in the EIA Regulations that automatically requires an EIA.

The proposed development is classified as 'Infrastructure Projects: Urban Development Projects' under category 10 (b) of Schedule 2 of the EIA Regulations. The total number of new units to be provided and the site area exceeds the threshold for development requiring screening.

Schedule 3 of the EIA Regulations sets out the 'selection criteria' which must be taken into account in determining if Schedule 2 development is likely to have significant effects and therefore would require EIA. The Schedule 3 criteria relate to:

- The characteristics of the development;
- The environmental sensitivity of the location; and
- The characteristics of the potential impact.

The proposed development should not be a major user of natural resources, the site is classified as Grade 4 poor quality agricultural land and there are opportunities to enhance biodiversity as part of the proposals. The proposed development should not be a major producer of waste, pollution or nuisance, nor should the proposed development be particularly hazardous or a risk to human health.

As set out in Section 2, the site is not in an environmentally sensitive location and there are no significant designations within the development site itself. There are significant environmental designations within influencing distance of the site that have the potential to be affected by the proposed development. As identified in Section 2 and expanded upon in Table 1, these relate to ecologically sensitive sites. Initial ecological appraisal has identified that the site is suitable for the development proposed and ecological impacts can likely be mitigated on-site. Based on this we consider that an ecological impact assessment (EcIA) supporting the planning application will be sufficient to identify the effects of the proposed development on adjacent designations and any required mitigation.

The impacts of development should not be particularly hazardous or complex and are typical of residential-led developments. The environmental sensitivities are acknowledged, and the development will be designed to reduce the impact of the development upon the environment as identified in Table 1. As a result of the careful design process the effects of the proposed development, both alone and cumulatively are considered to be **Not Significant**, as set out in **Table 1**.

A suite of technical reports is being prepared to be submitted with a planning application, as set out in **Table 1**. This will allow Rochdale Borough Council and other stakeholders to fully understand the environmental effects of the development in determining the planning application.

We therefore believe that this screening opinion request demonstrates that the proposed development does not constitute EIA development in accordance with the EIA Regulations, having given consideration to the potential cumulative effects with other existing and/or approved local developments. The potential for environmental effects of the proposed development will be covered by the technical assessments and studies that will be submitted with the planning application. The applicant is therefore seeking written confirmation from Rochdale Borough Council that an EIA **is not** required, and that the planning application does not need to be accompanied by an Environmental Statement.

We would be grateful if Rochdale Borough Council could provide a formal screening opinion within three weeks of the date of receiving this request in accordance with Regulation 5 (5) and (6) of the EIA Regulations.

Yours faithfully



David Walton
Associate

For and on behalf of
PETER BRETT ASSOCIATES, NOW PART OF STANTEC

Encs:

cc: Table 1 – Screening of potential effects and proposed approach
Location Plan - Drawing Reference HR_L_LP01

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Table 1: Screening of potential effects and proposed approach

Topic	Potential Effects	Proposed Approach
<p>Landscape and Visual</p>	<p>A landscape and visual assessment (LVA) is being undertaken for the proposed development, the site for which is not subject of any landscape designations.</p> <p>The site is situated on an area of land which is highly variable in topography, with land falling away from a central ridge through the site to the east and dropping steeply to the north towards the Rochdale Canal and rising to the west to a plateau.</p> <p>The site is within the Pennine Foothills and Landscape Character Area '28 - Rochdale and Oldham South Pennine Foothills' as identified within Greater Manchester's Landscape Character and Sensitivity Assessment (LUC, 2018). The site is characterised by scattered trees and woodland cover, improved grassland, varied styles of enclosure including dry stone walls and hedgerows, and scattered farmsteads. It is traversed by several public rights of way and has urban edge characteristics to the west. The sensitivity study identifies the character area as having a 'Moderate' sensitivity to 2-3 storey residential development.</p> <p>Visually, the site is enclosed along its south western boundary by the existing settlement edge of Smithy Bridge. Distant views of the site are possible from the higher ground, and moorland to the east and these are experienced within the context of the settlements of Littleborough and Rochdale. The edges of the site along Hollingworth Road to the east and the Rochdale Canal to the north are exposed and any development on the site should address these edges through enhancements to boundary planting.</p> <p>The exposed ridgeline which runs parallel to properties at Smithy Bridge should be respected and development set back from this area. Opportunities exist to provide open space and improvements</p>	<p>An LVA report will be submitted in support of the planning application.</p> <p>The site itself is not considered to form a prominent or important part of the appreciation of the wider landscape.</p> <p>It is considered unlikely that the proposed development would result in an overall significant effect on landscape character with opportunities to mitigate for any effects. In considering visual amenity a comprehensive landscaping scheme that incorporates boundary planting to enhance the enclosure of the site will reduce the visual impacts of the development. Owing to the existing urban context of Smithy Bridge and Littleborough, the proposed development is not anticipated to result in significant impacts when considered cumulatively with other sites and/or schemes.</p> <p>It is therefore considered that, overall, landscape and visual effects from the proposed development would be Not Significant.</p>

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	<p>to recreation along this route, following the existing PRoW and provide attractive frontages to proposed development. Existing boundary planting buffers found along Lake Bank reduce visibility of the eastern part of the site and should be retained and opportunities exist to integrate internal field boundaries and patterns of enclosure into the development.</p>	
<p>Heritage and archaeology</p>	<p>The proposed development site does not contain any designated heritage assets. A search of the National Heritage List for Designated Heritage Assets within a 1 kilometre search of the site boundary identified two Grade II* listed buildings and sixteen Grade II listed buildings.</p> <p>The two Grade II* buildings, Stuble Old Hall (1162360) and Dearnley Old Hall (1309691), are situated 500m and 800m to the north-west of the site respectively, near to the A58 at New Road.</p> <p>The nearest Listed Buildings are both Grade II; Lodge Bridge over Rochdale Canal (1068522) situated 200m to the west of the site and 2 - 3 Wrigley Place (1309675) 350m to the southwest of the site. The latter are 19th century back to back houses with workshops above.</p> <p>The nearest conservation area, Hollingworth Fold, is 600m south east of the site boundary. Littleborough Town Centre Conservation Area is 630m north east of the site boundary.</p> <p>Historic mapping shows a spring within the southern part of the site, a small reservoir to the east and an old quarry to the west, as well as co-axial field boundaries and footpaths centred on Lower Cleggswood Farm. This location is the meeting point of a footpath running southwest-northeast and an old lane running southeast-northwest, heading towards Stuble and the A58. The A58 follows the route of a Roman road from Manchester to Aldborough. This may have more ancient origins and it is likely that there would be</p>	<p>All of the identified assets will be assessed by way of an archaeology and built heritage report, which will be submitted with the planning application.</p> <p>Considering the distance from the site, built and planted environment of intervening landscape, it is considered unlikely that the setting of any designated heritage assets would form a significant (if any) constraint to the development of the site.</p> <p>Due to the impacts of modern farming practices within the site, it is considered unlikely that there are near surface archaeological remains of such significance as to warrant preservation <i>in situ</i> or which could influence the deliverability or capacity of the site.</p> <p>It is not considered likely that the significance of heritage assets beyond the site boundary would be adversely affected by the proposed development or other proposed developments surrounding the site.</p> <p>It is therefore considered that effects to archaeological and heritage assets as a result of the proposed development would be Not Significant.</p>

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	<p>archaeological activity in the route’s hinterland. Surrounding the site, historic activity is evident with springs, mining shafts, quarries, tanks and farmsteads, whilst the northern boundary runs along the 18th century Rochdale Canal.</p> <p>The proximity of ancient route ways, the presence of a historic farm complex, a spring and the undeveloped nature of the site, suggests that the site has potential for buried archaeological activity ranging from prehistoric times to the 19th century. Direct impact from the proposed development would therefore be possible, however the probability that there would be any significant indirect impact on designated assets through development within their setting is low.</p>	
<p>Transport</p>	<p>The proposed development has the potential to affect the local transport network during construction and operation in terms of the associated vehicle trips generated during both construction and operation.</p> <p>Additionally, the potential exists for the local transport network to be impacted by the cumulation of vehicle movements from the proposed development and other proposed developments.</p> <p>The site accesses will be designed in order to ensure they can safely accommodate vehicle movements.</p>	<p>A Transport Assessment will be submitted with the planning application (including the results of transport scoping with the Local Highway Authority (Rochdale Borough Council) and the Strategic Highway Authority (Highways England)) setting out the effects of the proposed development on the local highway network as a result of the construction and operation as appropriate.</p> <p>The Transport Assessment (informed by Automated Traffic Counts and Manual Classified Counts) will identify the net change in traffic generation as a result of the proposed development.</p> <p>The Transport Assessment will be supported by a Travel Plan covering residential and education uses.</p> <p>It is currently anticipated that the existing road network can accommodate the increase in traffic generated by the proposed residential and education development both alone and cumulatively with other proposed developments in the local area, however should any mitigation be required, it would be identified in the Transport Assessment.</p>

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<p>Noise and vibration</p>	<p>The proposed development has the potential to affect noise and vibration levels at existing dwellings surrounding the site during construction and operation.</p> <p>During construction, increased noise and vibration levels at dwellings surrounding the proposed development could occur from construction and site preparation works.</p> <p>Operational effects to surrounding dwellings could result from increased traffic from the proposed development.</p> <p>Operational effects could occur to the newly proposed dwellings, from the Caldervale Railway line to the north of the site (which would also have the potential for vibration impacts), together with the B6225 road to the east of the site and Lake Bank road to the south of the site.</p> <p>The operation of the proposed development will not generate, or be affected by, significant vibration. Construction works can generate vibration; however, this can be minimised through standard construction processes.</p>	<p>It is therefore considered that effects upon transport as a result of the proposed development would be Not Significant.</p> <p>Best practice construction techniques, along with standard and well-established mitigation measures would be employed during the temporary construction phase, therefore significant effects are not anticipated.</p> <p>A sound survey will be conducted to identify the existing ambient sound environment at the site of the proposed development.</p> <p>This survey will inform a noise assessment which will be submitted with the planning application to identify impacts to proposed dwellings from noise emission sources surrounding the site. Suitable mitigation will be identified in order to provide a suitable internal and external noise environment for the proposed dwellings.</p> <p>The proposed development is not anticipated to generate sufficient traffic levels to result in significant impacts to existing residential dwellings.</p> <p>With regard to the railway line, the England Noise Maps produced by Extrium has been studied and the maps show that the expected noise levels generated by train movements within the development site are below 55dB Laeq,16-hour during the daytime and below 50dB during the night-time period; therefore, it is unlikely that there would be a significant impact from railway associated noise within the development site. Furthermore, based on the concept masterplan for the site at this stage, it is likely that there will be a large stand-off area (public open space) between the residential dwellings and the railway line; the topography of this area would also provide a natural screen from the railway and further reduce the potential for noise and vibration impacts.</p>
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		<p>For the proposed development to result in a perceptible cumulative impact in terms of noise generated from transport movements, it would need to result in a doubling of the trip generation from the baseline and combined cumulative schemes. Due to the scale of the proposed development, such a threshold is not anticipated to be breached and thus the increase in cumulative noise impacts are not anticipated to be perceptible at either proposed or existing dwellings.</p> <p>It is therefore considered that effects from noise and vibration as a result of the proposed development are Not Significant.</p>
Air Quality	<p>There are no Air Quality Management Areas (AQMAs) in the vicinity of the proposed development site or which could be impacted by development traffic.</p>	<p>Standard and well-established best practice working methods would be employed during the construction phase to ensure that there is no likely significant adverse effect related to construction dust.</p> <p>The proposed development itself is not anticipated to generate additional traffic movements sufficient to result in likely significant adverse effects to air quality, especially given there are no AQMAs in the vicinity of the site.</p> <p>Overall, it is not considered that there will be any significant environmental air quality effects as a result of the development proposals, and there are no air quality constraints to the deliverability of the site.</p> <p>It is therefore considered that likely adverse effects to Air Quality as a result of the proposed development are Not Significant.</p>
Flood Risk, Drainage and Water Quality	<p>The proposed development site lies in Flood Zone 1 'Low Probability' of flooding from rivers, and no watercourse has been identified within the site boundary. The most likely sources of flood risk to the site would be from surface water and/or reservoir flooding</p>	<p>To inform the planning application, a Flood Risk Assessment (FRA) will be prepared in consultation with the relevant authorities and the Lead Local Flood Authority (LLFA). This will include a Surface Water Drainage Strategy (SWDS) identifying</p>

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	<p>(in extreme cases should a failure in the nearby Hollingworth Lake occur).</p> <p>Online surface water flood maps indicate there is a potential flow path running north to south through the east of the site. There is an outflow from Hollingworth Lake and a potential flow route identified toward the pond to the north east of the site which links to the Rochdale Canal on the northern boundary.</p> <p>The site is not located within or near to a groundwater protection zone. The site comprises currently open land with limited hardstanding or impermeable areas relating to the farmhouse buildings in the centre of the site and the public car park to the south east.</p> <p>During construction, there is the potential for contaminants (pollution, chemicals or sediment) to enter the receiving drainage features.</p> <p>During operation, the increase in impermeable area could lead to an increase in surface water runoff rates, leading to an increase in the risk of flooding.</p>	<p>measures to ensure surface water runoff is attenuated to greenfield rates.</p> <p>The SWDS will identify measures to ensure surface water runoff incorporates suitable pollution control measures, preventing contaminants from entering the receiving drainage features.</p> <p>As no watercourse has been identified within the site boundary, it is not considered that there is the potential for cumulative impacts with other nearby development.</p> <p>In terms of consumption of natural resources (water), the proposed development is not anticipated to involve any exceptional or unusual demands in this respect.</p> <p>The potential risk from the flood sources reviewed can be adequately managed through the design and implementation of mitigation measures. Some primary measures have already been identified as part of the scoping works including;</p> <ul style="list-style-type: none"> • Raising finished floor levels above external areas at risk from flooding; • Provide flow routes through the site from any exceedance or residual flows where feasible. • Implementing an effective and sustainable surface water management regime to ensure no increased risk to others would result from the proposals <p>Appropriate surface water management is vital to ensure no increased flood risks will result from the new development. The primary means of surface water management will be to outfall into a nearby waterbody. The Rochdale Canal and River Roch near to the site are being considered as the outfall options. Foul water management has been considered and it proposed to</p>
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		<p>connect the development into the public combined sewer network within Hollingworth Road.</p> <p>For these reasons, it is considered that effects on Flood Risk, Drainage and Water Quality from the proposed development would be Not Significant.</p>
<p>Land and Ground Conditions</p>	<p>The site comprises agricultural land and part of a farmyard which are likely to be classified as very low and low risk respectively with respect to the potential to generate ground contamination. Potential Migration from off-site sources which will be assessed during SI. however, remediation of the Akro chemical works lowers risk to the subject site.</p> <p>The site is underlain by the Pennine Lower Coal Measure Formation comprising mudstone, siltstone and sandstone. Coal mining is evident off the subject site and detailed risk assessment will be undertaken to assess the potential risks to the subject site.</p> <p>During the construction phase, there is the possibility for the mobilisation of any existing contaminants in the ground or the introduction of contaminants through spillages or leakages of fuels or chemicals on site.</p>	<p>A Phase 1 Ground Condition Assessment (GCA) will be conducted and submitted with the planning application, informed by desk study, a site walkover, a review of relevant historical an environmental database information and a data request to the relevant local authorities. The Phase 1 GCA will identify and address issues relating to land contamination and land stability. This report will conform to the relevant guidance and standards in order to address potential effects.</p> <p>The Phase 1 GCA will, where necessary, make recommendations for any intrusive ground works required. Such works would be anticipated to be required post determination and secured through planning condition.</p> <p>Effects in relation to contamination are likely to be limited to the construction phase. However, standard mitigation measures, including targeted phase 2 ground investigation and monitoring ahead of construction and standard construction management measures during construction, will enable that risks and potential effects are eliminated or appropriately managed to very low levels.</p> <p>Effects in relation to ground stability are unlikely to be realised because routing mitigation measures during construction and standard engineering design practices verified by the NHBC or local authority building control will make the risk of ground stability during or post construction very unlikely to occur.</p>

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		<p>It is therefore considered that effects to Ground Conditions as a result of the proposed development would be Not Significant.</p>
<p>Biodiversity</p>	<p>The site is relatively unconstrained and predominantly comprises improved grassland fields of low ecological value, bounded by hedgerows, dry stone walls, tree lines and/or fencing. Small areas of marshy grassland, tall ruderals and scrub are present.</p> <p>No part of the site is covered by a statutory designation.</p> <p>The site does reside within the Impact Risk Zone (IRZ) around two Site of Special Scientific Interest (SSSI) for residential development.</p> <p>The South Pennine Moors SAC / SSSI / SPA contains “the largest area of unenclosed moorland within West Yorkshire and contains the most diverse and extensive examples of upland plant communities in the country”. Three habitat types are listed on Annex 1 of the EC Habitats and Species Directive (92/43) EEC: ‘European dry heaths’, ‘blanket bogs’ and ‘old sessile oak woods with Ilex and Blechnum in the British Isles’. This site supports a moorland breeding bird assemblage of national importance.</p> <p>The Rochdale Canal SAC/SSSI contains important habitats for submerged aquatic plants and emergent vegetation, including extensive colonies of nationally scarce SAC species of floating water-plantain as well as pondweeds. The canal supports a diverse invertebrate assemblage, including nationally scarce water beetle <i>Agabus uliginosus</i> (Notable B) and the pea mussel <i>Pisidium pulchellum</i>. Kingfisher <i>Alcedo atthis</i> protected under Schedule 1 of the WCA 1981 [as amended]) have also been recorded.</p> <p>It is possible that the development could lead to indirect impacts on the qualifying features of the Rochdale Canal and the South Pennine Moors.</p>	<p>A Ecological Impact Assessment (EclA) will be submitted in support of the proposed development.</p> <p>Owing to the reasons for designation (at either the national or local level), and/or their spatial separation from the site, it is considered unlikely that any significant, adverse effects would occur to the off-site designations as a result of future development of the site. Any potential impacts on the SSSI/SAC’s can be mitigated by the masterplanning of future development proposals, by way of on-site habitat retention, enhancement and buffering from the development.</p> <p>It is considered that the populations of protected species found to be present within the site can be readily safeguarded through sensitive scheme design and appropriate mitigation measures and would not represent an ‘in principle’ constraint to development. Indeed, opportunities for any protected species potentially present could be enhanced in the long-term through the appropriate design of future development proposals. It is considered therefore that the site offers sufficient flexibility to ensure compliance with planning policy at all levels and to avoid ‘significant harm’ to biodiversity.</p> <p>Such retention and enhancement of features, coupled with the loss of relatively low value land (ecologically), result in the anticipation that impacts from the proposed development would not give rise to significant adverse effects when combined with other cumulative developments in the area.</p> <p>The proposed development is not considered to result in significant use of natural resources in relation to biodiversity.</p>

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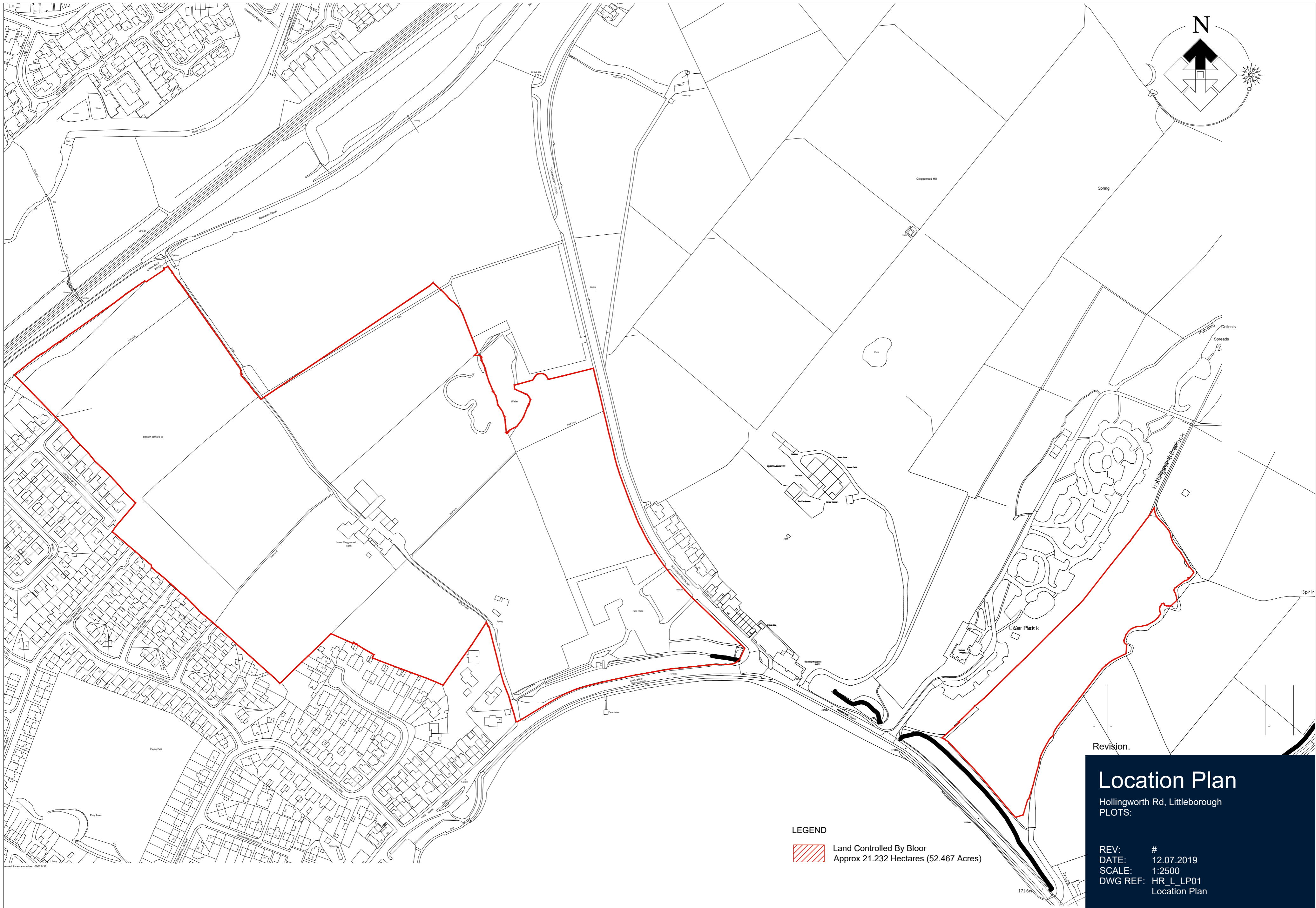
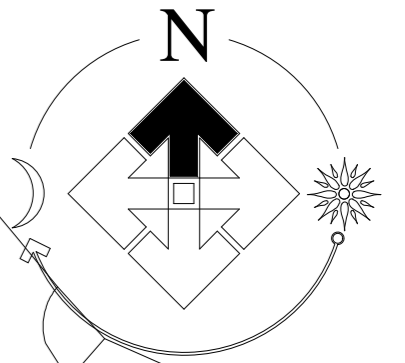
	<p>There are no other statutorily designated sites within 2km of the site.</p> <p>In considering non-statutory protected sites, there are four Sites of Biological Importance (SBIs) in the vicinity of the site. Given the nature of development proposals it is possible that the development could impact on local wildlife sites within the vicinity of the site, particularly the Rochdale Canal and the Hollingworth Lake SBIs, which are adjacent to site. As well as impacts on species and habitats in these areas, there is also the potential for increased recreational impacts, which would also need to be considered.</p> <p>Several records of protected/notable species within 1 km of the site were returned from the desk study, and the habitats within the site have potential to support protected/notable species including breeding birds, bats, badgers and great crested newts (GCN). The possible presence of these protected species within the site is either assumed or is being determined through further detailed surveys. The surveys undertaken to date have confirmed the presence of bats using the site but were negative for presence of GCN. The proposed development has the potential to impact upon habitats and species through direct loss of features, including those used by species identified on site.</p>	<p>It is therefore considered that effects to biodiversity as a result of the proposed development would be Not Significant.</p>
<p>Socio-Economics</p>	<p>The proposed development will provide temporary employment opportunities during the construction phase, and result in the loss of grazing land. The new school will support new jobs in the locality.</p>	<p>No specific socio-economic assessment is considered to be required for the development. However, the Planning Statement will set out the implications of the proposed development in relation to the social and economic benefits of addressing the identified housing need and demand.</p> <p>It is anticipated that there will be beneficial economic effects associated with the proposed development, although not significant.</p>

Land north of Smithy Bridge: Request for an Environmental Impact Assessment (EIA) Screening Opinion under Regulations 5 and 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)


		It is therefore considered that socio-economic effects would be Not Significant .
Human Health	New development has the potential to introduce impacts upon human health, through the introduction of pollutant pathways.	As outlined through the assessments above, the proposed development is not anticipated to result in significant impacts from the introduction of new pollutants. It is therefore considered that effects to human health resulting from the proposed development would be Not Significant .
Climate	New development has the potential to both impact the climate (in terms of greenhouse gas emissions), and to be impacted by the climate (through impacts relevant to adaptation).	<p>The proposed development is not considered to be a significant emitter of greenhouse gasses during either the construction or the operation phases when considering the proportionality of emissions compared to a local, national and sector position.</p> <p>The proposed development is at limited risk of future flood events as there is no defined watercourse on site. The proposed development will be designed to be resilient to the potential failure of the adjacent reservoir.</p> <p>Is it therefore considered that effects both to and from climate as a result of the proposed development would be Not Significant.</p>
Waste	New development has the potential to result in the generation of waste during the construction and operational period.	<p>The proposed development would generate waste during the construction period. Waste arisings would be recycled where possible and best practices measures will be put in place to reduce waste generation.</p> <p>Is it therefore considered that effects to and from waste as a result of the proposed development would be Not Significant.</p>
Agricultural Land	A desktop survey of the Provisional Natural England Agricultural Land Classification Map for the North West region has identified that the site is classified as Grade 4 poor quality agricultural land.	<p>The site does not provide the best and most versatile agricultural land and there is no requirement to undertake an Agricultural Land Classification survey of the site.</p> <p>It is therefore considered that effects on agricultural land as a result of the proposed development would be Not Significant.</p>

Land north of Smithy Bridge: Request for an Environmental Impact Assessment (EIA) Screening Opinion under Regulations 5 and 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)

<p>Risk of major accidents and disasters (relevant to the project concerned)</p>	<p>New development has the potential to be affected (and therefore has the potential to impact the environment) by the risk of major accidents or disasters. 'Accidents' are considered to be an occurrence resulting from uncontrolled developments in the course of construction and operation of a development. 'Disasters' are considered to be naturally occurring extreme weather events or ground related hazard events.</p> <p>For such events to pose a risk to the environment, there must be a source (the event), a pathway (a process by which a receptor could be affected by the event), and a receptor.</p>	<p>In reviewing the characteristics of the development, the location of development and environmental baseline, it is considered that there are no specific risks to environmental receptors or environmental aspects identified within this Request for a Screening Opinion, in relation to major accidents and disasters relevant to the development concerned. Appropriate legislative procedures will be in place during design, construction and operation such as The Construction (Design and Management) Regulations 2015 ('the 2015 CDM Regulations'), The Health and Safety at Work Act 1974, and wayleave and easement agreements for identified utilities. Additionally, mitigation measures as discussed elsewhere in this screening assessment will be implemented such as standard construction management measures to mitigate the risk of potential spillage of chemicals or pollutants during construction (to be included within a Construction Environmental Management Plan which is anticipated to be secured by way of planning condition) and incorporation of the flow path features into the design of the proposed development. Therefore, no likely significant effects are anticipated, by virtue of the vulnerability of the development to major accidents and disasters.</p>
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LEGEND

 Land Controlled By Bloor
Approx 21.232 Hectares (52.467 Acres)

Revision.

Location Plan

Hollingworth Rd, Littleborough
PLOTS:

REV: #
DATE: 12.07.2019
SCALE: 1:2500
DWG REF: HR_L_LP01
Location Plan