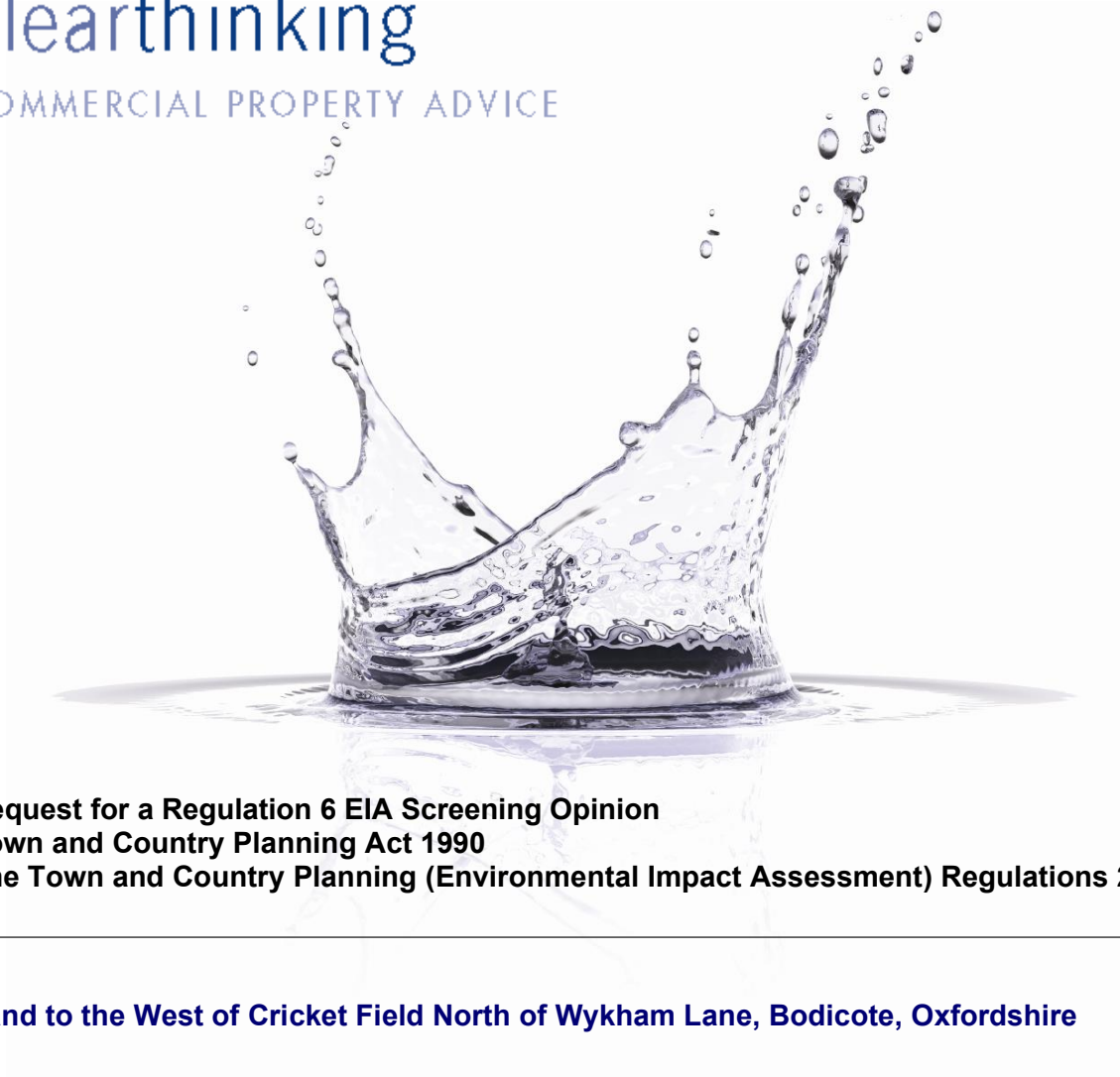


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COMMERCIAL PROPERTY ADVICE



**Request for a Regulation 6 EIA Screening Opinion
Town and Country Planning Act 1990
The Town and Country Planning (Environmental Impact Assessment) Regulations 2017**

Land to the West of Cricket Field North of Wykham Lane, Bodicote, Oxfordshire

On Behalf Of:

Barratt David Wilson Homes

Prepared By:

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Job Ref: PE0082/ENV/HS

Date: 14th October 2021

Issued

**Request for a Regulation 6 Screening Opinion under The Town and Country Planning
(Environmental Impact Assessment) Regulations 2017**

Land to the West of Cricket Field North of Wykham Lane, Bodicote, Oxfordshire

Main Contributors

Dr Holly Smith

Issued By

Signature.....

Print Name...Dr Holly Smith.....

Date.....14-10-21.....

Approved By

Signature.....

Print Name.....Sam Silcocks.....

Date.....14-10-21.....

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- 1.0 INTRODUCTION**
- 2.0 RESPONSE TO REGULATION 6 CRITERIA**
- 3.0 CONCLUSION**
- 4.0 APPENDICES**

1.0 INTRODUCTION

- 1.1 This request for a screening opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 has been submitted by Harris Lamb Property Consultancy (HLPC) on behalf of Barratt David Wilson Homes in relation to a proposed development at land west off Cricket Field, north of Wykham Lane, Bodicote, Oxfordshire (National Grid Reference: SP45563828) (see Appendix 1 for location plan) hereafter termed the 'site'. The site is c. 3.37 ha in extent.

Proposed development

- 1.2 This screening opinion request is in respect of a replan of the western part of the residential development permitted through Reserved Matters application 19/00895/REM for the delivery of 107 dwellings (e.g. an additional 23 dwellings from c. 84 dwellings consented on the western portion of the site planning reference 19/00895/REM) and approved as part of the overall outline development 15/01326/OUT). The replan will deliver a total of 107 dwellings in the western portion of the site and the overall site comprising 303 dwellings - a 23 dwelling uplift on the previously analysed and approved position.

Planning context and previous environmental data

- 1.3 The 280 dwelling Outline Scheme (15/01326/OUT) was considered to be an EIA development in 2015 (reference 15/00040/SO). An EIA Screening Opinion request was submitted by HLPC in May 2019 for the reserved matters application under the outline for 280 dwellings scheme and Cherwell District Council (CDC) returned a Screening Opinion that the reserved matters scheme (reference 19/00030/SO) as a non-EIA development. The aim of this document is to request an EIA Screening Opinion from CDC for the re-plan full application which will result in an additional 23 dwellings on the previous approved position.

- 1.4 The site falls within the administrative area of Cherwell District Council. Cherwell Local Plan 2011-2031 was adopted in 2015. The site falls within the Land South of Salt Way – East, Strategic Housing Site which aims to deliver a new neighbourhood of up to 1,345 dwellings and associated facilities and infrastructure. Outline consent (15/01326/OUT) was granted for the site to provide up to 280 dwellings as part of that allocation in 2015. An Environmental Statement produced by Gladman Developments Limited was submitted with the 2015 outline planning application concluded that there are no significant adverse environmental effects resulting from the 280 dwelling proposed development (individually or cumulatively).
- 1.5 The current proposed development provides an uplift of 23 dwellings on previously consented schemes. A review of the environmental assessments set out in the 2015 Environmental Statement under the outline application was undertaken to identify potential changes in predicted impacts that could result from the proposed additional dwellings and potentially trigger a significant Environmental Impact under the Regulations (Table 1).

Table 1:

Environmental Discipline (set out in 2015 ES)	Review of Potential Impacts
Landscape and Visual	The landscape character of this site has already changed from the original assessment, with the approved scheme being implemented and archaeological works undertaken. The proposed replan does not change the extent of the development footprint or the public open space / landscaping around it. No significant effects were identified through the approved residential development and the proposal is not going to materially change the impact on the landscape character of the site or the wider area. The proposed dwellings would not be closer to any visual receptors and would not materially change the impact of the development from them. Consequently, the proposed replan is not anticipated to have any significant impacts in this regard.
Historic Environment	The previously approved residential development of this site was concluded not to have any significant effects on nearby heritage assets. The majority of these being to the east/south-east at the opposite end of the wider site, with the focus of the impact on these assets being what happened in the eastern, rather than the western, part of the wider site. There is one designated heritage asset to the west in a farm stead. The proposed replan does not change the development footprint and, in part, is a result of a mix of smaller dwellings. The proposal does not move the dwellings closer to any of the nearby heritage assets and any minor

	changes in height would be contained within the residential parcel and not appreciable from outside of this. It is not anticipated that there would be any material change on the impact of nearby heritage assets due to these changes and a Heritage Statement will be submitted with the application to show how we have assessed the potential impacts from the approved scheme.
Traffic and Transport	An uplift of 23 dwellings would not have a significant impact on the operation of the surrounding highway network (see Appendix 2 Technical Note). The development is forecast to generate 14 and 15 two-way vehicle trips in the AM and PM peak hours (the equivalent of an additional vehicle every c.4-minutes). It has also demonstrated that the current development proposals would have a negligible % increase in terms of total vehicle trips through the Site Access / White Post Road and the White Post Road / Bankside / Sycamore Drive / A4260 Northbound Slip Road roundabout (based on the 2025 + Com + Dev scenario from the 15/01326/OUT TA). Furthermore, taking the RFC values from the previous TA at these junctions, it is suggested that there is currently sufficient reserve capacity within the junctions to accommodate the additional traffic associated with the proposed 23 dwellings.

EIA Screening Opinion request

- 1.6 The purpose of this request is to seek an EIA screening opinion for the re-plan reserved matter application under Regulation 6 of the EIA Regulations.
- 1.7 In accordance with Regulation 6, Paragraph (2) this document provides:
 - (a) a plan sufficient to identify the land;*
 - (b) a description of the development, including in particular—*
 - (i) a description of the physical characteristics of the development and, where relevant, of demolition works;*
 - (ii) a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;*
 - (c) a description of the aspects of the environment likely to be significantly affected by the development;*
 - (d) a description of any likely significant effects, to the extent of the information available on those effects, of the proposed development on the environment resulting from—*

(i) the expected residues and emissions and the production of waste, where relevant; and

(ii) the use of natural resources, in particular soil, land, water and biodiversity; and

(e) 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.

1.8 Section 2 of this report summarises environmental information gathered to date which aims to satisfy Section 6(2), 6(3) of the Regulations, taking into account the criteria in Schedule 3 of the Regulations.

1.9 The proposed development is not considered to fall under Schedule 1 of the EIA Regulations.

1.10 The proposed development is not considered to meet all the threshold criteria set out within Schedule 2. 10 Infrastructure projects:

“(b) Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas;

(i) The development includes more than 1 hectare of urban development which is not dwellinghouse development; or

(ii) the development includes more than 150 dwellings; or

(iii) the overall area of the development exceeds 5 hectares”.

1.11 Even a proposal which meets column 2 of the ‘applicable thresholds and criteria’ table within Schedule 2 does not automatically mean the development should require an EIA. An EIA Application means “*Schedule 2 development likely to have significant effects on the environment by virtue of factors such as its nature, size or location*”.

- 1.12 This letter requests confirmation from the Council that an EIA is not required under the 2017 EIA Regulations by virtue of not meeting the threshold criteria. A Screening Opinion has been requested in part due to the previous Outline scheme requiring an EIA and following pre-application consultation with the LPA. The following section provides information as required by the Regulations.

2.0 RESPONSE TO REGULATION 6 CRITERIA

Table 1: Information to Satisfy Regulation 6a-e

Regulation 6 Requirement	Response
<i>(a) a plan sufficient to identify the land;</i>	<ul style="list-style-type: none"> — Please refer to Appendix 1 for a plan identifying the land. — The size of the development is c. 3.37ha.
<i>(b) a description of the development, including in particular—</i> <i>(i) a description of the physical characteristics of the development and, where relevant, of demolition works;</i>	<ul style="list-style-type: none"> — Please refer to Appendix 3 for a layout of the proposed development. The principal physical characteristics are summarised as: <ul style="list-style-type: none"> • Construction of up to 107 residential units and associated infrastructure (an additional 23 on the consented scheme). • All other elements of the previously approved residential development are within the blue line (Appendix 1) and will remain unchanged. • A Transport Assessment confirms there is capacity in the local highway network with new access off White Post Road.
<i>(ii) a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;</i>	<ul style="list-style-type: none"> — The land to be affected by the proposed development is currently undeveloped and comprises of part of a previously approved residential site which has commenced development. — The site has not been identified to fall within any of the areas listed in Schedule 3. — The site is not within 10km of a European designated site for nature conservation (SPA/SAC/Ramsar). — The site is not located within an Area of Outstanding Natural Beauty (AONB), Air Quality Management Area (AQMA). The site is located in Flood Zone 1 and at low risk of flooding. — No physical impact on any Heritage Assets has been identified through the heritage assessment and no harm to the setting of any assets' is predicted that cannot be mitigated over time. The landscape design aims to minimise views to these receptors. All of the archaeological works have now been conducted and approved by the County Archaeologist.
<i>(c) a description of the aspects of the environment likely to be significantly affected by the development</i>	<ul style="list-style-type: none"> — No significant environmental impacts with other existing development and/or the approved development have been identified by the assessments undertaken following assessment of the re-plan.

Regulation 6 Requirement	Response
<p><i>(d) a description of any likely significant effects, to the extent of the information available on those effects, of the proposed development on the environment resulting from—</i></p> <p><i>(i) the expected residues and emissions and the production of waste, where relevant; and</i></p> <p><i>(ii) the use of natural resources, in particular soil, land, water and biodiversity; and</i></p>	<ul style="list-style-type: none"> — There will be no abnormal use of natural resources beyond those required to deliver the sustainable development needs of the local area. — The proposed development is for residential use is not considered likely to give rise to significant levels of pollution. Construction will be undertaken following industry standard pollution prevention measures and under a Construction and Environment Management Plan (CEMP) which could be secured through a suitable planning condition. — The nature of the proposed development is not anticipated to result in significant noise impacts during the construction or operational phase that could not be controlled through standard noise pollution measures within a CEMP and therefore no significant environmental impacts in relation to noise quality are anticipated. — It was concluded through the Transport Assessment that the traffic impact of the proposed residential development would not be significant. Dust associated with the construction phase could be controlled through the CEMP. The site is not within an AQMA and therefore no significant environmental impacts in relation to air quality are anticipated. — The site falls within Flood Zone 1 and the scheme would include detailed drainage design which has already been agreed with the Council. It has been confirmed by the drainage engineer that the approved drainage scheme can accommodate the additional 23 dwellings. — The nature and scale of re-plan scheme is not considered likely to result in the risk of major accidents and/or disasters, that could result in significant environmental impact, should a CEMP be secured through planning condition. The proposed development includes a drainage scheme which includes consideration of future climate change. — Building materials would be sourced locally where possible and careful site control utilised to minimise waste. This will also reduce transport emissions both to and from the site. — The re-plan scheme is not considered likely to affect the ecological mitigation and tree protection measures to minimise impacts during construction.
<p><i>(e) such other information or representations as the person making the request may wish to</i></p>	<ul style="list-style-type: none"> — The application will be accompanied by a suite of documents which confirm that the additional 23 dwellings over the above the consented scheme will not materially change the likely environmental impact.

Regulation 6 Requirement	Response
<i>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</i>	

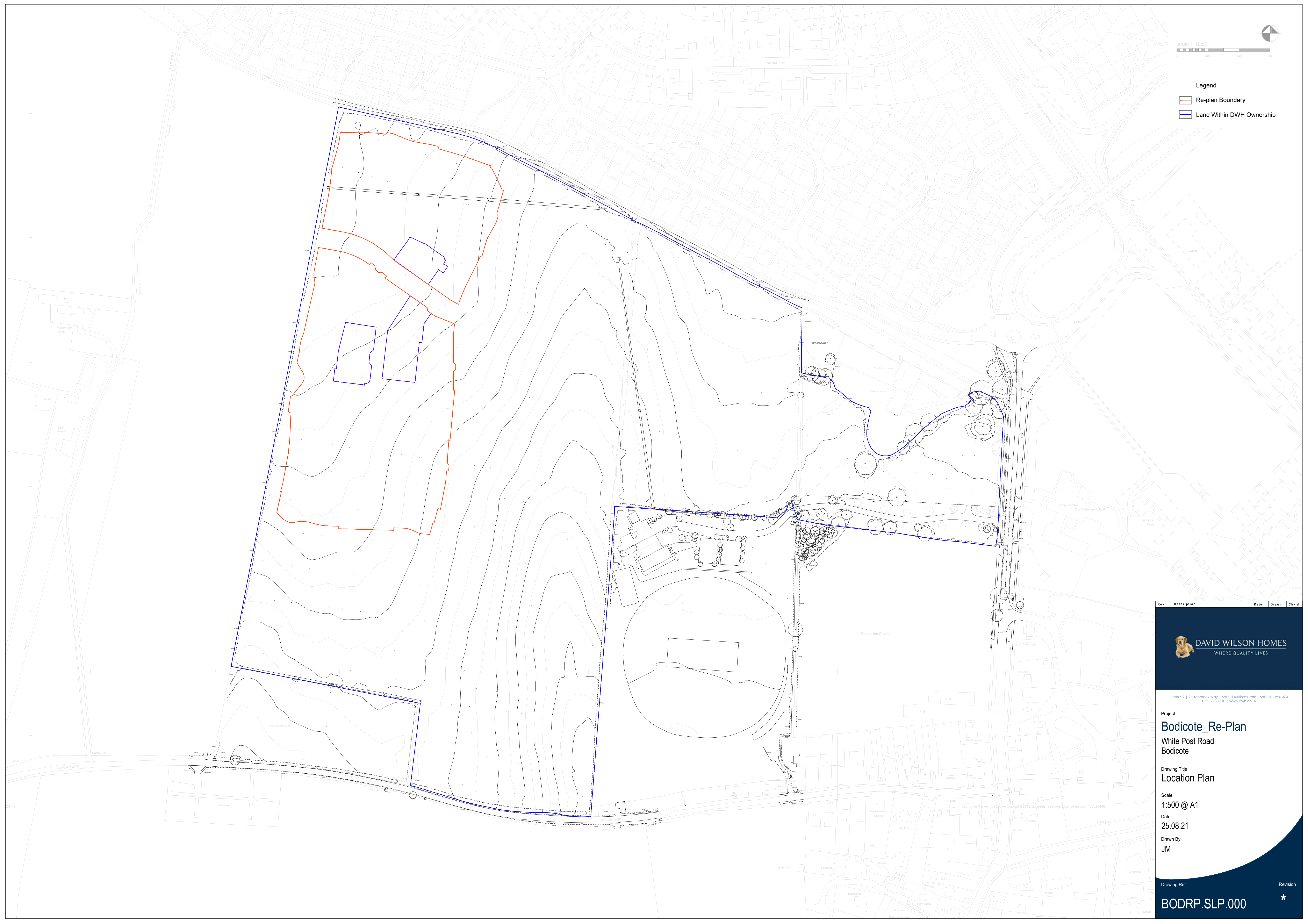
3.0 CONCLUSION

- 3.1 Based on the nature and scale of the re-plan scheme is not expected to create significant quantities of residues, emissions or waste that could not be controlled through appropriate consent control mechanisms/planning conditions attached to consent and industry standard practices.
- 3.2 Having taken account of the selection criteria in Schedule 3 to the EIA Regulations we consider that the re-plan proposed development is unlikely to give rise to significant effects on the environment. We therefore conclude that the impacts of the re-plan development are unlikely to be significant enough to justify an Environmental Statement. We would therefore request that CBC issue a screening opinion confirming whether the re-plan proposed development is an EIA development within the meaning of the EIA Regulations. The various studies undertaken to date will be submitted as supporting information with the planning application. Whilst these do not constitute an Environmental Statement, they will enable the potential effects of the proposed development to be identified and assessed. The applicants are willing to accept planning conditions to ensure the implementation of reasonable mitigation to avoid or minimise adverse effects.

APPENDICES

APPENDIX 1

Plan identifying the land



Legend

- Re-plan Boundary
- Land Within DWH Ownership

Rev	Description	Date	Drawn	Chk'd
1	Initial Design	25.08.21	JM	
2	Revised Design	25.08.21	JM	
3	Final Design	25.08.21	JM	



DAVID WILSON HOMES
WHERE QUALITY LIVES

Remus 2 | 2 Cranbrook Way | Solihull Business Park | Solihull | B90 4GT
0121 713 7310 | www.dwh.co.uk

Project
Bodicote_Re-Plan
White Post Road
Bodicote

Drawing Title
Location Plan

Scale
1:500 @ A1

Date
25.08.21

Drawn By
JM

Drawing Ref
BODRP.SLP.000

Revision

APPENDIX 2

Technical Notes

EIA Screening Note - Transport

1.1 Overview

- 1.1.1 The “Proposed Scheme” to which this request for screening opinion will relate, is for the re-plan (full) planning application for an uplift of 23 dwellings, from c.84 dwellings consented on the westernmost extent of the site (as previously approved as part of the overall outline for the site of 280 dwellings). The total dwellings in the westernmost area of the site will number 107 with the overall site comprising some 303 dwellings (i.e. a modest uplift of 23 dwellings from the previously analysed and approved position).

1.2 Appraisal of Likely Significant Effects

- 1.2.1 The proposed scheme will, for a temporary period, increase the levels of HGVs on the road network during the construction stage and increase the levels of traffic permanently on the network as part of the operational stage.
- 1.2.2 With regards to the construction stage, both a Construction Environmental Management Plan (CEMP) and a Construction Traffic Management Plan (CTMP) have been produced and agreed in advance with Oxfordshire County Council (OCC) which detail appropriate mitigation measures to limit any potential impact from this stage of the scheme. These will also be implemented in relation to the construction of the uplift in dwellings to minimise disturbance from construction vehicles accessing the site during the construction phase.
- 1.2.3 A Transport Statement (TS) will be submitted alongside the application, which will consider the impact of the uplift of 23 dwellings in terms of traffic levels on the local highway network during the operational phase as well as the suitability of access to the development for sustainable modes, private vehicles and service vehicles. Given the low uplift in dwellings, as is discussed further within this note, it is anticipated the proposed development will have a negligible impact in terms of additional vehicle traffic on the road network from that historically considered.
- 1.2.4 An amendment / update to the existing (and already operational) Travel Plan (TP) will also be made, which was approved as part of the wider 280 dwelling application, which can and will subsume the additional 23 units.
- 1.2.5 To provide some context, traffic flow data has been obtained from the Environmental Statement (ES) related to the previously approved outline for the site of 280 dwellings. This ES includes Annual Average Daily Traffic (AADT) flows on the local highway network for a future 2025 scenario, plus the development traffic associated with the associated development proposal. For the purpose of this assessment, this data has been taken as the baseline for which the impact of the proposed uplift of 23 dwellings can be assessed.

1.2.6 The residential trip rates from the consented TA have been utilised to determine the forecast trip generation associated with the proposed 23 residential dwellings. The proposed development is forecasted to generate a total of 14 and 15 two-way trips in the AM and PM peak hours, respectively, which constitutes to an extra vehicle on the highway network every c.4-minutes. This data has been factored to AADT levels, using a factor based on Department for Transport Statistics 'Table TRA0307 – Motor vehicle traffic distribution by time of day and day of the week on all roads, Great Britain' (2018 i.e. pre Covid-19 pandemic), This resulted in a total trip generation of 185 two-way movements over a 24 hour period. Given the residential nature of the site, it is assumed that none of these trips are made by HGVs.

1.2.7 To provide a high-level assessment for this EIA scoping stage, the total AADT flows for the overall scheme (185) has been added to every link with no allowance for distribution to provide a worst-case assessment. The baseline traffic flows, development trips and the percentage impact on the links has been shown in **Table 1.1**, below.

Table 1.1 : Base Flows and Percentage Impact

Link Name	Link Location	Base Flows AADT (Two-way)	Development Trips AADT (Two-Way)	Development Trips % Impact
Site Access	SJ1	1,926	185	9.61%
White Post Road	SJ1 (North Arm)	8,754	185	2.11%
White Post Road	SJ1 (South Arm)	8,754	185	2.11%
Sycamore Drive	SJ2 (North Arm)	5,997	185	3.08%
Bankside	SJ2 (East Arm)	11,162	185	1.66%
Northbound Slips	SJ2 (South Arm)	6,295	185	2.94%
Bankside	SJ2 (West Arm)	8,631	185	2.14%
Southbound Slips	SJ3 (North Arm)	7,674	185	2.41%
Bankside	SJ3 (East Arm)	12,509	185	1.48%
College Fields Dev	SJ3 (South Arm)	5,535	185	3.34%
Bankside	SJ3 (West Arm)	11,592	185	1.60%
Oxford Road	SJ4 (North Arm)	30,225	185	0.61%
Canal Lane	SJ4 (East Arm)	209	185	88.52%
Oxford Road	SJ4 (South Arm)	30,348	185	0.61%
Broad Gap	SJ4 (West Arm)	1,635	185	11.31%
Oxford Road	SJ5 (North Arm)	30,545	185	0.61%
College Fields Dev	SJ5 (East Arm)	5,592	185	3.31%

Oxford Road	SJ5 (South Arm)	28,841	185	0.64%
Weeping Cross	SJ5 (West Arm)	3,335	185	5.55%
High Street	SJ6 (North Arm)	4,355	185	4.25%
Broad Gap	SJ6 (East Arm)	1,450	185	12.76%
High Street	SJ6 (South Arm)	3,347	185	5.53%
White Post Road	SJ7 (North Arm)	4,823	185	3.84%
High Street	SJ7 (South Arm)	4,355	185	4.25%
Wykham Lane	SJ7 (West Arm)	3,102	185	5.96%
Oxford Road	SJ8 (North Arm)	24,857	185	0.74%
Hightown Road	SJ8 (East Arm)	8,021	185	2.31%
Oxford Road	SJ8 (South Arm)	29,204	185	0.63%
Horton View	SJ8 (West Arm)	6,452	185	2.87%
Oxford Road	SJ9 (North Arm)	22,475	185	0.82%
Upper Windsor Street	SJ9 (East Arm)	12,890	185	1.44%
Oxford Road	SJ9 (South Arm)	26,787	185	0.69%
Oxford Road	SJ10 (North Arm)	22,165	185	0.83%
Oxford Road	SJ10 (South Arm)	21,578	185	0.86%
Bloxham Road	SJ10 (West Arm)	15,611	185	1.19%
Horse Fair	SJ11 (North Arm)	25,170	185	0.74%
High Street	SJ11 (East Arm)	12,361	185	1.50%
South Bar Street	SJ11 (South Arm)	19,633	185	0.94%
West Bar Street	SJ11 (West Arm)	10,246	185	1.81%
Southam Road	SJ12 (North Arm)	15,150	185	1.22%
Castle Street	SJ12 (East Arm)	15,817	185	1.17%
North Bar Street	SJ12 (South Arm)	25,772	185	0.72%
Warwick Road	SJ12 (West Arm)	16,558	185	1.12%
Cherwell Street	SJ13 (East Arm)	28,164	185	0.66%
Swan Close Road	SJ13 (South Arm)	19,330	185	0.96%
Upper Windsor Street	SJ13 (West Arm)	13,259	185	1.40%
Concord Avenue	SJ14 (North Arm)	30,602	185	0.60%
Bridge Street	SJ14 (East Arm)	7,283	185	2.54%
Cherwell Street	SJ14 (South Arm)	27,636	185	0.67%
Bridge Street	SJ14 (West Arm)	16,297	185	1.14%

Unnamed Road	SJ15 (North Arm)	787	185	23.51%
Hennef Way	SJ15 (East Arm)	63,048	185	0.29%
Concord Avenue	SJ15 (South Arm)	31,143	185	0.59%
Hennef Way	SJ15 (West Arm)	46,604	185	0.40%
Oxford Road	SJ16 (North Arm)	28,451	185	0.65%
Farmfield Road	SJ16 (East Arm)	6,280	185	2.95%
Oxford Road	SJ16 (South Arm)	27,861	185	0.66%
Farmfield Road	SJ16 (West Arm)	3,306	185	5.60%
Swan Close	SJ17 (North Arm)	15,104	185	1.22%
Bankside	SJ17 (East Arm)	10,336	185	1.79%
Swan Close	SJ17 (South Arm)	7,153	185	2.59%
Lamb's Crescent	SJ17 (West Arm)	369	185	50.14%
Concord Avenue	SJ18 (North Arm)	28,095	185	0.66%
Concord Avenue	SJ18 (South Arm)	23,769	185	0.78%
Cherwell Drive	SJ18 (West Arm)	12,511	185	1.48%

1.2.8 The Guidelines of Environmental Assessment of Road Traffic (GEART) (IEMA, 1993) states that assessment may be required on links where traffic flows will be increased by more than 30% (or 10% on sensitive links).

1.2.9 The assessment shows that only the SJ4 (East Arm - Canal Lane) and SJ17 (West Arm -Lamb's Crescent) links exceed the 30% rule, however given the baseline flows are so low on these links, development traffic results in a disproportional impact on these links. It is highly unlikely that the 100% of the development trips will access these links when the actual distribution is taken into account. Further to this, three links exceed the 10% rule (SJ4 (West Arm – Broad Gap), SJ6 (East Arm – Broad Gap) and SJ15 (North Arm – Unnamed Road), however these links are not considered to be classed as sensitive and as above, 100% of the development traffic will not access them when assigned to the network.

1.2.10 **Table 1.1** demonstrates that the main links on the local road network are shown to be well within the 30%/10% thresholds, in a robust scenario where all trips associated with the proposed uplift of 23 dwellings are fully assigned onto the road network. On this basis, there will be no likely significant effects associated with transport and access as a result of the proposed development uplift of 23 dwellings and as a result traffic and transport should be scoped out of the ES and no further assessment considered necessary.

APPENDIX 3

Proposed Scheme Layout

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BUILDING
CONSULTANCY



COMMERCIAL
INDUSTRIAL AGENCY



CORPORAT
E SUPPORT



DEVELOPMENT AND
RESIDENTIAL LAND



ENVIRONMENTAL
CONSULTANCY



INVESTMENT



LEASE
ADVISORY



LICENSED AND
LEISURE



PLANNING



PROPERTY
MANAGEMENT



RATING



RECEIVERSHIP
AND RECOVERIES



RETAIL, LEISURE
AND ROADSIDE



VALUATION