

Northern Gateway JPA 1.1

EIA Scoping Briefing

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Introduction

The Northern Gateway Development Vehicle (NGDV) are preparing to submit an EIA Scoping Report alongside a request for a Scoping Opinion from both BC and RBC in relation to JPA 1.1, Northern Gateway.

The NGDV has invested a lot of effort into the EIA Scoping Report, aligning it with substantial baseline data collection, consultation with stakeholders and the ongoing design process.

The report is currently being finalised and is subject to reviews (including legal), however, we are now in a position to provide an update on some of the key messages that will be coming out of the EIA Scoping Report.

We anticipate that the EIA Scoping Report will be submitted w/c 30th September 2024.

What is the EIA Considering?

The EIA will be considering a greater spatial footprint than that of the future Planning Application boundary. This spatial footprint is referred to as the 'Project for Assessment', defined by an 'Assessment Boundary' (**Appendix 1**). The future Environmental Statement (ES) which is the reporting mechanism of the EIA, will report on the impacts and mitigation associated with the future planning application. However, the ES will also (and separately) report on the impacts of other elements for which consent is not sought, particularly:

- The residual part of the JPA 1.1 allocation, excluding the South Heywood development (with the exception of a potential access road through South Heywood).
- Future 'highways infrastructure', some of which may be required to facilitate the Project.

The ES must report impacts and mitigation on aspects for which consent is not sought in order to be compliant with the EIA Regulations and case law.

The mitigation associated with the Planning Application will be controlled by planning condition or other mechanism. The mitigation associated with the residual part of the Project for Assessment will be 'for information purposes only' and cannot be the responsibility of NGDV.

What is the Development?

The nature of the development needs to remain flexible so that different potential uses can come forward over the lifecycle of the project which is anticipated to be completed in 2045. At this stage the EIA is identifying impacts associated with the upper quantum of development that can be accommodated across the JPA 1.1. allocation (excluding South Heywood which is consented) which is currently assumed to be:

- 307,362m² of 'General Industrial'.
- 717,178m² of 'Storage and Distribution'.
- Upto 200 homes.
- 10,000m² of other supporting uses.

This is a total of 1,034,540m² of different uses in addition to the homes outlined above.

This does not represent the quantum of development for which planning consent will be sought. For example, planning consent will not be sought for the 200 homes.

What Key Assumptions have been made at this Stage?

At this stage of the design process, the way in which ground levels may need to change is not fully understood. Therefore, for the purposes of the EIA Scoping Report it has been necessary to assume that a number of existing buildings may be demolished and many of the existing features (such as trees and hedgerows) may be removed. This will be further evaluated through the design process, when any changes to ground levels are better understood, alongside the extent of flexibility required to deliver a range of different options.

The anticipated heights will also be guided by design and this process is underway. However, for the purposes of the EIA Scoping Report, an upper, maximum height of 65m has been assumed across the majority of the Project for Assessment. This includes the potential for a wide variation in existing levels (upto 15m) as a result of existing topography. This may reduce as and when levels and earthworks are better understood during the design process. This height also includes the potential to include roof top wind, which is assumed to be approximately 4m above any ridge height.

There are some fundamentals that will guide the design such as the Hollins Brook, Whittle Brook, Castle Brook and Brightly Brook / Pilsworth Clough. All will be retained in their existing alignments within the Site. Their wider corridor and the value of this is also recognised and will be retained.

The ES needs to account for all eventualities, regardless of whether they are realistically being pursued at this stage. Therefore, for the purposes of the EIA Scoping Report it has been necessary to assume that the existing Motorway Service Area (M62) Eastbound and Westbound will be demolished and replaced.

Another of the challenges with the EIA is how we assess future, potential highways infrastructure, particularly considering the associated consents (the responsibility of others) are at various stages of feasibility. In particular these include improvement works to Junction 3 of the M66 and any remodelling works associated with the M62.

What are the Key Environmental Impacts being considered at this Stage?

The role of the EIA Scoping Report is to define which impacts matter and which do not. These are defined as 'potentially significant' and 'not significant'.

In general, because of some of the assumptions made at this stage, a wider range of environmental impacts are being considered, although it is anticipated that some of these will be resolved as we continue through the design process.

The EIA focuses on 'scoping in' and 'scoping out' both environmental topics and specific environmental impacts.

The following topics are proposed to be scoped out as they are considered to be 'not significant'. Technical justification is provided within the EIA Scoping Report.

- Lighting.
- Waste.
- Minerals.
- Major Accidents and/or Disasters.
- Microclimate.

The following topics are scoped in as they have considered to be 'potentially significant' at this stage of the design process. However, specific environmental impacts within these topics have been scoped out. Technical justification is provided within the EIA Scoping Report.

- Socio-economics and Human Health.
- Transport and Access.
- Noise and Vibration.
- Air Quality.
- Biodiversity.
- Hydrology, Flood Risk and Water Quality.
- Ground Conditions and Contamination.
- Agriculture and Soils.
- Archaeology.
- Built Heritage.
- Landscape and Visual.
- Climate Change.

- Cumulative Effects.

There will be further opportunities to discuss the approach and outputs of the EIA Scoping Report, before and after its submission so the strategy and purpose is fully understood by all those involved with the process.

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Appendix 1 – Project for Assessment Plan