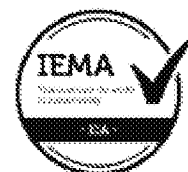


Land at Kelvin Avenue, Middleton, Manchester, M24 4RA

EIA Screening Request

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EIA Screening Request

1. Introduction

- 1.1 On behalf of SSE Utility Solutions Limited ('the Applicant'), Savills is writing to request a formal Environmental Impact Assessment ('EIA') screening opinion of Rochdale Borough Council ('RBC' / 'the Council') for the Proposed Development of an Electric Vehicle ('EV') charging hub and associated development at Land at Kelvin Avenue, Middleton, Manchester, M24 4RA ('the Project').
- 1.2 The description of the Project ('the Proposed Development') subject of this EIA Screening Request is:
- "Erection of Electric Vehicle charging hub comprising car/van parking, electrical vehicle charging upstands, canopies, food/drink unit (with drive-thru facility), flexible use commercial unit (capable of sub-division), substation compound, open space, hard landscaping, soft landscaping and associated works"*
- 1.3 This request for a screening opinion is made under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). In accordance with Regulation 6(2) of the EIA Regulations, this report contains:
- A Location Plan (see Appendix A)
 - A Proposed Site Plan (see Appendix B);
 - A description of the development and any demolition works required;
 - A description of the aspects of the environment likely to be significantly affected by the development; and
 - Where information is available, a description of any likely significant effects of the Proposed Developments on the environment.

2. The Site, Planning Policy Context and Proposed Development

The Site

- 2.1 The Site comprises approximately 0.87ha diamond shaped site located to the west of Kelvin Avenue, Middleton.
- 2.2 The Site falls within the administrative boundary of RBC, however is located in proximity to the adjoining authorities of Manchester City Council (approximately 30m to the north west) and Bury Council (approximately 100m to the south).
- 2.3 The Site is broadly flat and consists of amenity grassland. Access to the Site is via an existing access off of Kelvin Avenue to the east, albeit an earth mound/bund currently precludes vehicular access to the Site. The Site is under the freehold ownership of RBC. A smaller area of additional open space to the south is under the freehold ownership of Manchester City Council.
- 2.4 The Site is located in the north eastern quadrant of the Rhodes Interchange (Junction 19) where Middleton Road (A576) joins the Manchester Outer Ring Road (M60). An existing bus stop and shelter is located immediately adjacent to the Site on the north western boundary, with the remainder of this boundary bordered by Middleton Road (A576). Beyond this, is a small area of residential properties with open green fields behind. To the east, the Site fronts Kelvin Avenue with two storey terraced housing opposite. Rhodes, a suburb of Middleton, extends further to the east beyond. To the south and south west, the Site is bounded by

further open space and a belt of trees, varying in maturity, which separates the Site from the M60. The River Irk additionally lies in proximity to the south of the Site.

- 2.5 The Site has been selected for the Proposed Development due its suitability and proximity to both the A576 and the M60. The Site is additionally located circa 1.8km from Junction 18 where the M60 meets the M62. The Site's location maximises the opportunity for users of the A576, M60 and M62 to access the facilities offered by the EV charging hub.
- 2.6 The Site is located in Flood Zone 1, an area at lowest risk of flooding from rivers or the sea – something that is clearly essential given the electrical infrastructure that will be required. A small area of land in the eastern section of the Site is however at 'low risk' of surface water flooding.
- 2.7 As RBC will be aware, there is limited planning history to the Site itself, the most relevant history includes the refusal of a planning application for the construction of a fixed play area in April 2009 (ref. 09/D51718) and prior notification of the proposed demolition of Rhodes Youth Club building which was granted in March 2020. The Youth Club building has since been demolished. A historic application also relates to the use of the site as a compound for the siting of contractors cabin and storage of materials (ref. 77/D05268).

Planning Policy Context

- 2.8 The statutory Development Plan for this site comprises the following relevant documents:
- Rochdale Core Strategy (October 2016); and
 - Rochdale Borough Unitary Development Plan 1996-2016 (June 2006) ('UDP').
- 2.9 In planning policy terms, the Site falls within the "Defined Urban Area" under Policy G/D/1 of the UDP and is also allocated as "Protection of Existing Recreational Open Space" under Policy G/3. Furthermore, within RBC's new "Allocations Plan", currently in draft form, the Site, in its entirety is allocated for "Formal Sports Pitches".

Proposed Development

- 2.10 An indicative Proposed Site Plan (drawing SSEKE-HFM-ZZ-ZZ-SK-A-01-013) has been prepared by Halliday Fraser Monro ('HFM'). The Proposed Site Plan remains indicative at this stage, however the design is not expected to fundamentally change before the submission of the full planning application, as to materially affect the outcome of this EIA Screening Opinion.
- 2.11 The layout shown is considered deliverable, aims to make the best use of the Site, and which responds to the existing 'open' characteristic of the Site. The Proposal reflects SSE's experience in delivering EV charging infrastructure at other sites throughout the UK. As shown on the Proposed Site Plan, the majority of the Proposed Development is to be located in the central part of the Site. The Proposed Site Plan demonstrates how the Site can accommodate the EV charging hub and also provide two separate commercial units (one with a drive-thru) which will be complementary to the wider EV charging hub offering. In summary, the proposal includes the following:
- EV charging bays and upstands: The Proposed Site Plan proposes car and van parking spaces and EV charging bays primarily to the centre of the Proposed Development area. Approximately 20no. EV car charging bays are proposed, in addition to 4no. larger charging bays dedicated for EV vans. The EV charging bays are proposed to be covered by low-level feature canopies, likely to comprise green roofs. The remainder of the car parking spaces will serve the associated commercial units, located to the north and south of the EV charging hub.
 - Food/drink unit (with drive-thru facility): A food/drink unit (with drive-thru facility), of circa. 214sqm (2,300sqft) (GEA) is proposed, currently shown to the northern part of the Site. The drive-thru lane is proposed to be routed around the western, northern and eastern

side of the unit, with a waiting bay proposed to the east. The drive-thru unit will provide a complementary facility to those drivers waiting for their EV to charge but also be accessible to those not making use of the EV charging.

- Flexible use commercial unit: A flexible use commercial unit, of circa. 140-186sqm (1,500-2,000sqft) (GEA) is proposed, currently shown to the southern part of the Site. It is expected this unit could be used for a wide variety of possible uses and capable of sub-division. The flexible commercial unit will provide a complementary facility to those drivers waiting for their EV to charge but also be accessible to those not making use of the EV charging.
- Substation compound: An enclosed substation compound is proposed to accommodate the electrical infrastructure necessary to facilitate the Proposed Development.
- Public open space: Whilst the Proposed Development introduces surface car parking and built form onto the Site, it also involves the retention and enhancement of a large amount of public open space. Public open space areas are proposed within the northern corner of the Site, centrally to the east and a large area to the south west, which extends to a corridor of existing green open space beyond the site to the south. The areas of public open space are proposed to be used as amenity areas and are likely to involve enhancements such as paths and picnic benches.
- Site access and internal roads: Vehicular and pedestrian access into the Site is to be delivered at the point where the Site's eastern boundary fronts Kelvin Avenue. New separate access and egresses are proposed. Internal roads are to be incorporated with a vehicular loop to be created through the EV charging hub. Access to the drive-thru lane will be to the north of the EV charging bays.
- Hard landscaping: A range of hard landscaping measures are proposed, including paths, areas of hardstanding and boundary treatments to facilitate the beneficial use of the Site and its public open space.
- Soft landscaping: The proposals include substantial green infrastructure across the Site, with the proposals retaining the Site's existing tree belts on the western boundary and beyond the Site to the south. Additional landscaping is proposed throughout the Site within the public open space areas and additional tree planting is also proposed on the eastern boundary, which will screen the Site from Kelvin Avenue.
- Associated works: The permission will seek to allow for all associated works including, but not limited to any building, engineering or other operations in, on, over or under land necessary – for example the installation of utilities and CCTV.

3. EIA Screening

Introduction

- 3.1 In determining whether the Proposed Development constitutes EIA development, consideration should be given to the following:
- If the Proposed Development is of a type listed in Schedule 1 of the EIA Regulations;
 - If not, whether it is listed in Schedule 2 of the EIA Regulations;
 - Is it located within or partly within a sensitive area;
 - Does it meet any of the relevant thresholds and criteria set out in Schedule 2 of the EIA Regulations; and/or
 - Would it lead to likely significant effects on the environment?
- 3.2 These points are explored further in this section with reference to the EIA Regulations and supporting Planning Practice Guidance ('PPG').

Schedule 1 Projects

- 3.3 The Proposed Development is not of a type listed in Schedule 1.

Schedule 2 Projects

- 3.4 Schedule 2 identifies development types where, if the relevant threshold criteria are exceeded, further consideration is required (with reference to Schedule 3) in order to determine whether significant effects are likely, in which case, EIA is required. We consider that the Proposed Development falls within Part 10(b) of Schedule 2:
- '(b) Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas'.*
- 3.5 The criteria to be considered for Part 10(b) Urban Development Projects are given in column 2 as either:
- (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.*
- 3.6 The proposal is for a non-dwellinghouse development on a Site of approximately 0.87ha in area and therefore does not exceed any of the thresholds for this type of development identified. Notwithstanding this, the Applicant wishes to secure the EIA Screening Opinion of RBC to confirm this approach.
- 3.7 The EIA Regulations provide that development listed in Schedule 2 is EIA development if it is likely to have a significant effect on the environment by virtue of certain factors such as its nature, size or location. Therefore, notwithstanding the above, for completeness, we have assessed the Proposed Development against such criteria.
- 3.8 The PPG sets out further guidance and criteria against which Schedule 2 developments should be considered and provides that EIA is more likely to be required for greenfield sites where the area of the scheme is more than 5 hectares in size or the development would have significant urbanising effects in a previously non-urbanised area, such as a new development of more than 1,000 dwellings. Finally, it provides that key issues to consider include the physical scale of the Proposed Development and the potential increase in traffic, emissions and noise.
- 3.9 This screening assessment has been prepared to indicate whether the Proposed Development would be likely to result in significant environmental effects. In order to achieve this, Schedule 3 of the EIA Regulations and the PPG need to be taken into account. Information on these is set out below.
- 3.10 Sensitive areas are defined in the EIA Regulations as:
- Sites of Special Scientific Interest and European Sites;
 - National Parks, the Broads, and Areas of Outstanding Natural Beauty; and
 - World Heritage Sites and Scheduled Monuments.
- 3.11 In certain cases, local designations which are not included in the definition of sensitive areas, but which are nonetheless environmentally sensitive, may also be relevant in determining whether an assessment is required. Furthermore, in considering the sensitivity of a particular location, regard should also be had to whether any national or internationally agreed environmental standards (e.g. air quality) are already being approached or exceeded.

Schedule 3 Criteria

- 3.12 Regulation 5 of the EIA Regulations states that when determining whether a Schedule 2 is EIA development, the relevant Local Planning Authority ('LPA') must take into account in making that decision:

(a) any information provided by the applicant;

(b) the results of any relevant EU environmental assessment which are reasonably available to the relevant planning authority; and

(c) such of the selection criteria set out in Schedule 3 of the EIA Regulations as are relevant to the development. The three broad selection criteria included at Schedule 3 that should be considered are: 1. Characteristics of the development; 2. Location of the development; 3. Types and characteristics of the potential impact

- 3.13 We have considered the Proposed Development against these below, having regard to the characteristics of the potential impacts.

- 3.14 Characteristics:

- The size of the development;
- The cumulation with other existing and/or approved development;
- The use of natural resources;
- The production of waste;
- Pollution and nuisances;
- The risk of major accidents;
- Risks to human health.

- 3.15 Location:

- The existing land use;
- The relative abundance, quality and regenerative capacity of natural resources in the area;
- The absorption capacity of the natural environment.

- 3.16 Potential Impact:

- The extent of the impact (geographical area and size of the affected population);
- The nature of the impact
- The transboundary nature of the impact;
- The intensity and complexity of the impact;
- The probability of the impact;
- The duration, frequency and reversibility of the impact;
- The cumulation of the impact with the impact of other existing and/or approved development; and
- The possibility of reducing the impact.

Consideration of Cumulative Effects

- 3.17 PPG (Environmental Impact Assessment: Paragraph: 024 ref: 4-024-20170728) states:

Each application (or request for a screening opinion) should be considered on its own merits. There are occasions, however, when other existing or approved development may be relevant in determining whether significant effects are likely as a consequence of a proposed

development. The local planning authorities should always have regard to the possible cumulative effects arising from any existing or approved development.

3.18 In addition the PPG (Paragraph: 025 Reference ID: 4-025-20170728) states:

An application should not be considered in isolation if, in reality, it is an integral part of a more substantial development (Judgment in the case of R v Swale BC ex parte RSPB [1991] 1PLR 6). In such cases, the need for Environmental Impact Assessment must be considered in the context of the whole development. In other cases, it is appropriate to establish whether each of the proposed developments could proceed independently (R (Candlish) v Hastings Borough Council [2005] All ER (D) 178 (Jul); Baker v Bath & North East Somerset Council [2009] All ER (D) 169 (Jul)).

3.19 The following Environmental Impact Assessment screening checklist is to aid the Council and ensure that the relevant issues are considered and to provide a clear audit trail, as suggested by the PPG.

4. Consideration of the Proposed Development

Application Thresholds	
i. Does the Proposed Development fall within Schedule 1 (Y/N)?	No
ii. If yes, what is the applicable description?	N/A
iii. Does the Proposed Development fall within Schedule 2 (Y/N)?	Yes
iv. If yes, what is the applicable description?	10(b) Urban Development Projects including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas.
v. Is any part of the Proposed Development to be carried out in a defined Sensitive Area (see Regulation 2(1))	No
vi. What is the applicable threshold/criteria in Schedule 2?	(i) The development includes more than 1 hectare of urban development which is not dwellinghouse development.
vii. Does the Proposed Development meet/exceed the applicable threshold (Y/N)?	No, the Site area does not exceed 1ha.
If yes to (iii) and then (v) or (vii) the Proposed Development will require EIA if it is likely to have significant effects on the environment.	

Possible effects on the environment
The following information has been prepared with reference to the selection criteria for screening Schedule 2 development, provided in Schedule 3 of the EIA Regulations: 1. Characteristics of development (a) – (g) 2. Location of development (a) – (c)

3. Characteristics of the potential impact (a) – (h)

Features of the Proposed Development and any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment have been identified as per the PPG guidance at Paragraph 023 of the Environmental Impact Assessment chapter (ID 4-023-20170728).

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A and explanation of reasons (Yes/No or N/A)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons) If the answer in Column B is 'No', Column C is not applicable.	
		Briefly explain reasons and, if applicable and/or if known, include name of feature(s) and proximity to site(s)		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 reliant on specific features or measures of the project envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment these should be identified in bold .
Natural resources				
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 generally flat, with an earth bund located along its eastern and northern perimeter (understood to have been installed to prevent unauthorised vehicular access to the Site). The Proposed Development would require the removal of at least part of this earth bund alongside general groundworks and the provision of sustainable urban drainage systems, which will alter the ground levels in some parts of the Site.	No	The localised adjustment of ground levels in some parts of the Site would not be to the extent that might be significant in relation to the topography of the Site or the surrounding area. The Site would need to remain sufficiently level to achieve direct vehicular access off Kelvin Avenue.
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	Development of the Site would affect less than 1ha of land and its associated soil resource. It will require the use of a range of common natural and manufactured construction materials to complete the build and fit-out of the scheme. Water will be required for construction, as well as commercial use when completed and occupied.	No	The quality of soils retained on-site will be maintained by following good practice guidance on soil handling and storage, to avoid compaction and biodegradation. Given the scale of the Proposed Development this is not likely to result in a

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				significant impact associated with the use of natural resources.
Are there any areas on/around the location which contain important, high quality or scarce resources which could be affected by the project, e.g. forestry, agriculture, water/coastal, fisheries, minerals?	No	The Site is located between a built urban environment and the M60, it would not affect any forestry resource of agricultural land. The Site has not been identified or allocated for mineral extraction and is not situated within a mineral safeguarding area.	N/A	N/A
Waste				
Will the project produce solid wastes during construction or operation or decommissioning?	Yes	Construction waste The amount of construction waste arising from the Proposed Development will be proportionate to the scale of the development. Appropriate ground investigation works will be undertaken to ensure any ground contamination is appropriately understood and managed accordingly.	No	Construction waste can be appropriately managed through a Site Waste Management Plan in accordance with the waste hierarchy, including on-site methods of segregation, refuse and recycling wherever practicable, with disposal to a licenced facility used as a last resort. This will ensure that adverse effects from the management of waste will be unlikely.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A and explanation of reasons (Yes/No or N/A)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons) If the answer in Column B is 'No', Column C is not applicable.	
		Operational waste The food/drink unit (with drive-thru facility) and separate flexible use commercial unit will generate commercial/trade waste and recyclable material. Ancillary waste from users of the EV charging hub may be collected via refuse bins provided on site.	No	The Proposed Development will not result in excessive or abnormal waste generation. With waste collection for the commercial units arranged through a private contractor, the potential effect of waste arisings during the operational phase is not considered to be significant.
Pollution and Nuisances				
Will the project release pollutants or any hazardous, toxic or noxious substances to air?	Yes	A Phase I and Phase II Contamination and Geotechnical Assessment (Land Science, 29 September 2023) was undertaken. The assessment identifies the detection of asbestos in samples but anticipates that appropriate safety measures can be taken during construction. While there is likely to be some dust arising during construction operations, standard good practice techniques would manage the potential impacts. Air quality impacts from construction vehicle emissions could also be minimised through best practice such as ensuring that vehicles are not left idling. During operation, there may be an increase in traffic movements and vehicle emissions compared to the baseline. Owing to the nature of the EV charging hub, a proportion of these vehicle movements are expected to be via EV with lower emissions.	No	Potential effects during the construction phase can be managed and controlled through a Construction Environment Management Plan (CEMP). A Transport Statement/Assessment will assess the expected trip generation associated with the Proposed Development. If necessary, impacts on air pollution and air quality will be assessed through an Air Quality Assessment and appropriate mitigation (if any) identified.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A and explanation of reasons (Yes/No or N/A)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons) If the answer in Column B is 'No', Column C is not applicable.	
Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	Yes	Construction operations will generate a temporary source of noise and vibration. The closest sensitive receptors to the Site are the residential properties adjacent to the east of the Site, on Kelvin Avenue.	No	Construction impacts will be temporary and restricted to day time hours via commitments in a CEMP . The effects of any construction noise and vibration would be minimised by compliance with relevant environmental protection legislation and through accordance with best practice.
	Yes	During occupation, background noise levels within the vicinity of the Site are unlikely to change from the existing baseline as the proposed use is not associated with significant noise generation.	N/A	
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?	Yes	A Phase I and Phase II Contamination and Geotechnical Assessment (Land Science, 29 September 2023) was undertaken. The assessment identifies the detection of asbestos in samples but anticipates that appropriate safety measures can be taken during construction. The assessment identified ground gases, with further monitoring is required, but the levels recorded being very unlikely to prohibit development with basic (standard) gas protection measures likely to be suitable. Elevated hydrocarbon results were identified in the assessment with water supply pipework to the Proposed	No	The level of risk during construction will be CEMP managed through a combination of mitigation, design and good working practice measures set out in a, informed by the Phase I and Phase II Contamination and Geotechnical Assessment (Land Science, 29 September 2023) and any further monitoring work.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A and explanation of reasons (Yes/No or N/A)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons) If the answer in Column B is 'No', Column C is not applicable.	
		Development recommended to be updated. A risk of phytotoxicity and poor soil conditions for landscaping and planting have been identified with further advice from a landscape specialist recommended and the likely remedy being additional clean topsoil/subsoil for landscaped areas. The leachate tests do not indicate a significant impact of controlled water receptors within the vicinity of the Site.		
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?	No	The Site is adjacent to both the A567 and the M60. An Air Quality Management Area covers both sections of the M60 and A576 adjacent to the Site.	No	Subject to the findings of the Transport Statement/Assessment , an Air Quality Assessment will form part of the full planning application.
Population and Human Health				
Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	No	The Site's location within the UK is such that natural disasters, including those caused by climate change, are not considered to represent a likely risk to the Proposed Development. The Proposed Development will be designed in accordance with recognised and accepted best practice in terms of highway design, specification of drainage and current building regulations. It is considered that, whilst there is always a	N/A	

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A and explanation of reasons (Yes/No or N/A)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons) If the answer in Column B is 'No', Column C is not applicable.	
		potential risk of an accident, this risk is managed through design measures and through compliance with statutory design guidelines, such that a significant environmental impact is unlikely.		
Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example due to water contamination or air pollution)	Yes	A Phase I and Phase II Contamination and Geotechnical Assessment (Land Science, 29 September 2023) was undertaken. The assessment identifies the detection of asbestos in samples but anticipates that appropriate safety measures can be taken during construction. The assessment identified ground gases, with further monitoring is required, but the levels recorded being very unlikely to prohibit development with basic (standard) gas protection measures likely to be suitable. Elevated hydrocarbon results were identified in the assessment with water supply pipework to the Proposed Development recommended to be updated. A risk of phytotoxicity and poor soil conditions for landscaping and planting have been identified with further advice from a landscape specialist recommended and the likely remedy being additional clean topsoil/subsoil for landscaped areas. The leachate tests do not indicate a significant impact of	No	The level of risk during construction will be managed through a combination of mitigation, design and good working practice measures set out in a CEMP, informed by the Phase I and Phase II Contamination and Geotechnical Assessment (Land Science, 29 September 2023) and any further monitoring work. The low risks to controlled waters will be lowered further through a combination of mitigation, design and adoption of good practice measures (CEMP). Site drainage will be designed to avoid potential impacts of development on local water quality and will utilise sustainable drainage to achieve this. The project is considered unlikely to pose a significant risk to human health during construction, operation nor decommissioning.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A and explanation of reasons (Yes/No or N/A)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons) If the answer in Column B is 'No', Column C is not applicable.	
		controlled water receptors within the vicinity of the Site.		
Water Resources				
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	The River Irk runs past the Site to the south. The Site is also located within Flood Zone 1, an area at lowest risk of flooding. A small area of the eastern area of the Site is however at 'low risk' of surface water flooding.	No	A surface water drainage system will control the rate of surface water returned to the environment. With the implementation of appropriate measures in the Drainage Strategy , surface water flooding within the site will be avoided and the risk of flooding downstream will not be increased. The drainage strategy also will also maintain suitable surface water quality.
Biodiversity (species and habitats)				
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	No	The Site is not subject to, and fairly distant from, statutory or non-statutory ecological designations, with the closest being approximately 280m to the north at Rhodes Green.	N/A	

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A and explanation of reasons (Yes/No or N/A)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons) If the answer in Column B is 'No', Column C is not applicable.	
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 the level of designation - international, national, regional or local?).				
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, over-wintering, or migration, be affected by the project?	Yes	The Site contains a mature tree belt on the western boundary which extends beyond the Site to the south. The dominant habitat of the remainder of the site is grassland.	No	A Preliminary Ecological Appraisal (PEA) will be submitted as part of the forthcoming planning application. Any additional species specific surveys will be identified and undertaken within the PEA to specify the required mitigation measures in response to the findings. A Biodiversity Net Gain (BNG) Assessment will also be undertaken.
Landscape and Visual				
Are there any areas or features on or around the location which are protected for their landscape and scenic value,	No	The Site is not subject to, or near to any landscape designations. It has an urban-fringe character and is currently not used. Whilst the visual appearance will change as a result of re-introducing built form to the site, given the existing urban-	N/A	

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A and explanation of reasons (Yes/No or N/A)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons) If the answer in Column B is 'No', Column C is not applicable.	
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).		fringe character of the Site and surrounds, it is not considered that this would result in significant urbanising effects.		
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?)	Yes	The Proposed Development will result in the introduction of built form and height upon an area of existing public open space that would be readily visible from the public highway (namely Kelvin Avenue and Middleton Road (A576)) and also residential dwellings (namely Kelvin Avenue, Lister Road and Middleton Road). Views of the Site will therefore change over time as the construction and occupation phases progress. The main visual receptors are the residential dwellings to the east of the Site, fronting Kelvin Avenue. While views are not a material planning consideration, the layout of the Proposed Development has been designed to minimise any impact upon outlook by setting back the built form away from the Site's boundary with Kelvin Avenue and seeking to introduce green	No	The Site is visually well contained within the local landscape due to the combination of landform, both natural and manmade, and the associated surrounding pattern of tree cover, and built development.

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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		infrastructure along this boundary to offer screening of the Site.		
Cultural Heritage/Archaeology				
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 of designation (international, national, regional or local).	No	There are no designated heritage assets on the Site. The nearest designated built heritage asset is a listed building (Church of All Saints War Memorial) approximately 520m north east of the Site. Indirect effects on the setting of the asset are not considered likely.	No	N/A
Transport and Access				
Are there any routes on or around the location which are used by the public for access to recreation or other facilities,	Yes	The Site is owned by RBC. The Site has been informally used by members of the public for informal recreation purposes such as dog walking, recreational football and play etc. for a number of decades. However, there are no Public Right of Ways	No	A Transport Statement/Assessment will accompany the full planning application and assess connectivity and impacts (if any) upon PRowS.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A and explanation of reasons (Yes/No or N/A)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons) If the answer in Column B is 'No', Column C is not applicable.	
which could be affected by the project?		(PRoWs) located within the Site.		
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?	Yes	The Site has very good vehicular access to the M60 via the A576, where sections of both highways fall within an Air Quality Management Zone.	No	A Transport Statement/Assessment will accompany the full planning application and assess the expected trip generation associated with the Proposed Development. If necessary, impacts on air pollution and air quality will be assessed through an Air Quality Assessment and appropriate mitigation (if any) identified.
Land Use				
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.	Yes	Residential dwellings are located to the north (Middleton Road), east (Kelvin Avenue) and south east (Lister Road) of the Site. A group of commercial buildings are located to the north east of the Site along Old Manchester Road (A576).	No	Construction phase impacts will be managed via the implementation of a CEMP . While the Proposed Development will introduce built form and development upon an existing area of public open space opposite existing residential dwellings, significant effects are not anticipated. Impacts upon amenity will be assessed during the planning balance.
Are there any plans for future	No	There are no known planned future land uses in the nearby	N/A	

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A and explanation of reasons (Yes/No or N/A)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons) If the answer in Column B is 'No', Column C is not applicable.	
land uses on or around the location which could be affected by the project?		area which could be affected by the project.		
Land Stability and Climate				
Is the location susceptible to 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?	No	The Site's location within the UK is such that natural disasters, including those caused by climate change, are not considered to represent a likely risk to the Proposed Development. For example, it is considered that the likelihood of an earthquake with a magnitude sufficient to cause damage to buildings and/or loss of life occurring and impacting the Site is extremely low.	N/A	
Cumulative Effects				
Could this project together with existing and/or approved development result in cumulation of impacts together during the construction/operation phase?	Yes	A cumulative site search has been undertaken to identify recent or significant development within the nearby area that could result in a cumulative impact. The search has returned 13 schemes, which are listed in Appendix C. Given the nature of the Proposed Development, the potential for cumulative impacts are considered limited to transport/highways matters.	No	A qualitative review of the cumulative schemes has been undertaken with respect to the scale, distance and potential for cumulative effects with the proposed development. The scope of the Transport Statement/Assessment will be agreed as required to ensure that the consideration of cumulative effects are included.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A and explanation of reasons (Yes/No or N/A)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons) If the answer in Column B is 'No', Column C is not applicable.
Transboundary effects		
Is the project likely to lead to transboundary effects? ²	No Impacts are unlikely to be transboundary, given the scale and nature of the Proposed Development. Future users of the Site are likely to be those local to the area or those utilising the existing strategic and local highway network (e.g. M60).	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. Conclusion

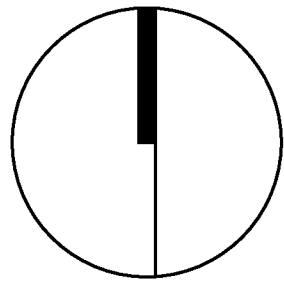
- 5.1 The Proposed Development does not exceed the applicable threshold criteria of 1ha for non-dwellinghouse 'urban development projects' set out in Schedule 2 of the EIA Regulations. This EIA Screening Request is therefore entirely voluntary.
- 5.2 The PPG provides that EIA is unlikely to be required for projects under Section 10(b) of Schedule 2 unless the new development has more than 1,000 dwellings or the new development is on a significantly greater scale than the previous use, the types of impact are of a markedly different nature or there is a high level of contamination, which is not the situation at this Site.
- 5.3 The Site is not within or partly within a sensitive area as defined by the EIA Regulations. The Site is not considered to be sensitive to new development and environmental impacts are unlikely to be complex. This has included the consideration of cumulative impacts with other existing and/or approved developments in the vicinity.
- 5.4 The potential for the scheme to have significant effects relating to noise, air quality and, landscape and visual receptors has been considered in the context of the requirements in the EIA Regulations. This concludes that no significant effects are triggered by the Proposed Development and therefore, that the proposal is not EIA development.
- 5.5 The Applicant seeks the Council's Environmental Impact Assessment Screening Opinion in accordance with the EIA Regulations, to confirm this conclusion.
- 5.6 Regulation 6(6) of the EIA Regulations advises that a LPA shall adopt a screening opinion within three weeks of the date of receipt of a request, and Regulation 5(5)(a) requires the main reasons for its conclusion to be identified, with reference to the relevant criteria listed in Schedule 3.

Appendix A

Location Plan
(SSEKE-HFM-ZZ-ZZ-SK-A-01 017)



0 10 20 40 60 100m



HALLIDAY FRASER MUNRO
CHARTERED ARCHITECTS & PLANNING CONSULTANTS

Project: Electric Vehicle Charging Hub
Kelvin Avenue

Project No:
12549

Client:
SSE Distributed Energy

Title:
Location Plan
Screening Request Plan

Document Reference

Identification / Location					Drawing Number		
Project Code	Originator Code	Volume	Location / Level	Type	Role	Classification Number	
SSEKE	HFM	- ZZ	- ZZ	- SK	- A	- 01	017

Drawing Status:
Information

Revision

Scale:
1:1250 @ A2

Date:
January 2024

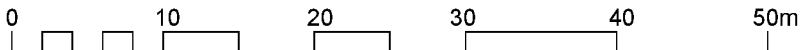
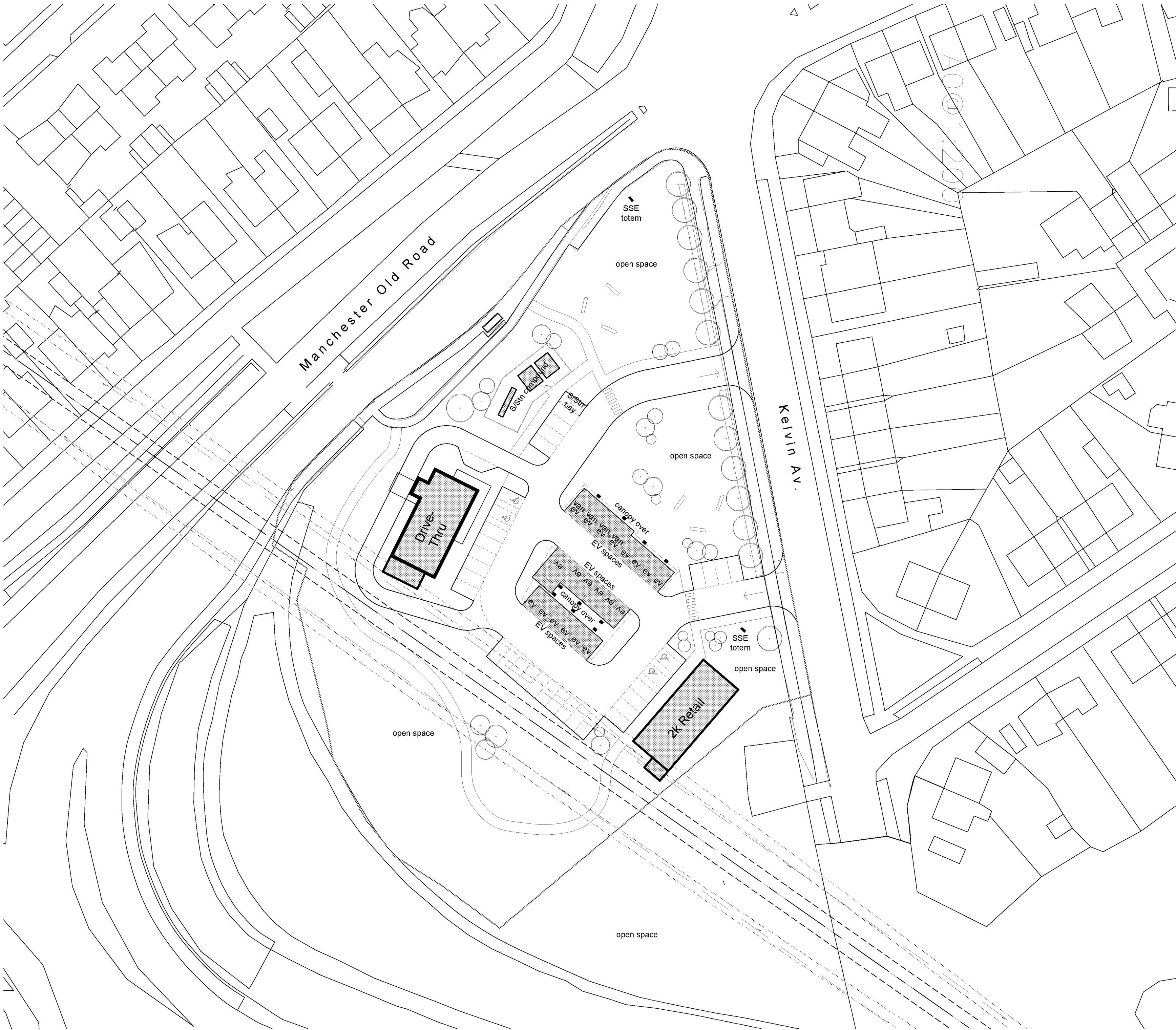
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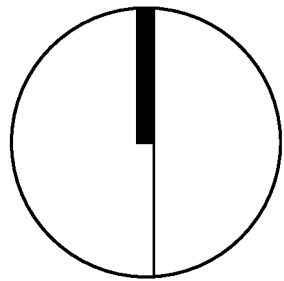
Appendix B

Proposed Site Plan (SSEKE-HFM-ZZ-ZZ-SK-A-01 016)



Legend

 SSE EV Bays



HALLIDAY FRASER MUNRO
CHARTERED ARCHITECTS & PLANNING CONSULTANTS

Project: Electric Vehicle Charging Hub
Kelvin Avenue

Project No: 12549

Client:
SSE Distributed Energy

Title:
Proposed Site Plan
Screening Request Plan

Identification / Location						Drawing Number	
Project Code	Originator Code	Volume	Location / Level	Type	Role	Classification Number	
SSEKE	HFM	- ZZ -	ZZ	- SK -	A -	01	016

Drawing Status: Information

Scale: 1:500 @ A2

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Appendix C – Cumulative Schemes

Cumulative Schemes

Other developments have been identified based on criteria of over 25 dwellings and/or development of over 1,000sqm and within a search radii of c.5km.

Reference	LPA	Address	Proposal	Decision	Decision date	Status
20/00912/OUT	Rochdale Borough Council	Land To The East Of Heywood Old Road, Middleton, OL10 2QL	Outline planning application for new secondary school development and associated parking, sports provision and landscaping (with details of access provided, and all other matters reserved).	Granted	16/10/2020	Works commenced
16/01520/FUL	Rochdale Borough Council	Willow Park, Thirlmere Drive, Langley, Middleton, M24 5WT	Residential development - erection of 248 dwellings with associated highways and drainage works, public open space and local equipped play area.	Granted	24/11/2017	Works commenced, part occupied
23/00778/FUL	Rochdale Borough Council	Land At Borrowdale Park, Borrowdale Road, Middleton	Residential development of 30 new dwellings (8 dwellings and 3no' blocks comprising 22 apartments) with associated landscaping, car parking, new access road and works to wider park area.	Awaiting decision	N/A	N/A
15/00869/FUL	Rochdale Borough Council	Land At Keswick Close, Langley, Middleton	Erection of 3 storey extra care unit comprising 88 self-contained apartments, cafe, hairdressers and treatment room and the erection of 10 bungalows with associated car parking and landscaping.	Granted	23/12/2015	Works commenced, not yet occupied

19/01487/FUL	Rochdale Borough Council	Land Between Threlkeld Road And Gatesgarth Road, Middleton	Construction of 41 dwellings for Affordable Rent with associated highways, landscaping and retained/enhanced public open space.	Granted	10/07/2020	Works commenced, part occupied
21/01797/FUL	Rochdale Borough Council	North Manchester Golf Club, Manchester Old Road Middleton, M24 4PE	Residential development comprising 49 dwellings; erection of a replacement club house to include shop, function room and greenkeepers store; construction of bridge link from club house to golf course; relocation of the existing practice area / driving range; construction of a replacement car park; and, associated landscaping and infrastructure, following demolition of the existing clubhouse and residential dwelling.	Awaiting decision	N/A	N/A
15/00471/OUT	Rochdale Borough Council	Site East Of Boothroyden Road Middleton Rochdale M24 4RY	Outline planning application (including access) for the demolition of existing buildings and the erection of up to 71 residential units including ancillary facilities and associated infrastructure	Granted	10/09/2018	Works commenced, part occupied
16/01399/HYBR	Rochdale Borough Council	Land Bound By Manchester Road, Hareshill Road And	Part full/part outline planning application for the development of land at South	Granted	31/03/2020	Works not yet commenced, non-material

		Pilsworth Road, West Of Junction 19 Of The M62, Rochdale	Heywood, including the demolition of a number of existing on-site buildings and structures. Full consent sought for the construction of a new link road between Junction 19 of the M62 and Pilsworth Road, the widening of part of Pilsworth Road, together with associated junction improvements, landscaping, lighting and other works including the importation of material and engineering works in order to construct the link road. Outline consent (with all matters reserved for future approval except access) sought for a major mixed-use development comprising supporting residential uses comprising up to 1000 dwellings (Class C3); employment uses (Classes B2/B8) comprising up to 135,460m2 Gross Internal Area(GIA); a new primary school (Class D1); Class A1/A2/A3/A5 uses comprising up to 2500m2 GIA which includes no more than 499m2 of A1 uses; together with associated			amendment approved December 2023
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			landscaping, open space and sports pitches, drainage, ecological enhancements, cycleway and footpath linkages, infrastructure and other works ancillary thereto.			
23/00650/HYBR	Rochdale Borough Council	Land At Stakehill, Off Rochdale Road, Middleton	Hybrid Planning Application for a garden village at land at Stakehill comprising outline application (access only) for a major mixed use development comprising up to 1147 dwellings (Class C3), local centre, extension to St Johns Primary School and MUGA together with associated access from Thornham New Road, landscaping, open space, drainage, ecological enhancements, cycleway and footpath linkages, infrastructure and other ancillary works thereto and full planning application for the 233 dwellings including landscaping, SUDS pond, sub-station, footpaths and access from A664 Manchester Road.	Awaiting decision	N/A	N/A
115468/00/2017	Manchester City Council	Land To The Rear Of Whitehouse Club Middleton Road	Outline application for development comprising: Erection of a maximum of 50	Granted	23/02/2023	Works commenced, part occupied

		Manchester M8 4JZ	residential dwellinghouses (Use Class C3a) and a maximum of 24 residential apartments (Use Class C3a) (with all matters reserved except for access) Outline application for development with all matters considered: Erection of part two storey, part three storey social club (Use Class D1) with ancillary residential apartment with associated car parking, landscaping, public realm and other associated works following demolition of the existing social club and bowling green			
131045/FO/2021	Manchester City Council	Former Whitehouse Club Middleton Road Manchester M8 4JZ	Erection of a three storey building to for 24 apartments (Use Class C3a) together with erection of 50, two storey dwellinghouses (Use Class C3a) with associated external works, car parking, landscaping and other associated works	Awaiting decision	N/A	N/A
136721/FO/2023	Manchester City Council	Site Of Former Day Nursery Longhurst Road Manchester M9 8NS	Erection of 14 x 3 storey semi-detached houses and 2 blocks of 2 storey apartments containing 8 flats in total	Granted	28/07/2023	Works not yet commenced – Discharge of Conditions

			(Class C3) with associated car parking, landscaping, regrading of ground levels and boundary treatment.			application submitted 01/11/2023
125974/FO/2020	Manchester City Council	Land South Of Victoria Avenue Blackley Manchester M9 0RA	Erection of 25 dwellinghouses (C3a) with associated car parking, landscaping and boundary treatment following demolition of part of the Higher Blackley Community Centre and Former Royal British Legion and other associated works	Granted	26/02/2021	Works commenced, not yet occupied