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Cobbetts Developments Ltd

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Date
07 August 2014

STEYNING ROAD, SHOREHAM-BY-SEA

EIA SCREENING REPORT



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CONTENTS

1. INTRODUCTION 1
2. THE SITE AND SURROUNDINGS 2
3. DESCRIPTION OF THE NATURE AND PURPOSE OF THE DEVELOPMENT 3
4. POTENTIAL IMPACTS TO THE ENVIRONMENT 5
5. SUMMARY 11

FIGURES

FIGURE 1 SITE LOCATION PLAN

FIGURE 2 EXISTING SITE LAYOUT PLAN

FIGURE 3 PROPOSED DEVELOPMENT PLAN

1. INTRODUCTION

1.1. Introduction

1.1.1. Ramboll has been appointed by Cobbetts Developments Ltd to produce an Environmental Impact Assessment (EIA) Screening Report for a proposed new mixed residential and light industrial development on Steyning Road, Shoreham-by-Sea.

1.1.2. This EIA Screening Report has been prepared for submission to Adur District Council (ADC) to request a Screening Opinion in relation to the requirement for an EIA for the proposed development in advance of an outline planning application being submitted. This report is submitted in accordance with Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (the 'EIA Regulations'), Section 5. Requests for screening opinions of the local planning authority.

1.1.3. The proposed development falls under Schedule 2 of the EIA Regulations, being a mixed development of residential and light industrial buildings over 0.5ha. More specifically it is under Schedule 2 – 10. Infrastructure projects (a)&(b) as follows:

(a) Industrial estate development projects; and

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

1.1.4. In order to assist ADC in their screening decision, information is provided below in accordance with Regulation 5 (2) of the EIA Regulations.

2. THE SITE AND SURROUNDINGS

2.1.1. The application site is located on Steyning Road, Shoreham-by-Sea, West Sussex. It is approximately 2.48 hectares in area and centred on National Grid Reference TQ 20642 06229. A Site Location Plan is shown in Figure 1.

2.1.2. The application site is currently used as grazing pasture for horses. The existing site layout is shown in the Existing Site Layout Plan presented in Figure 2.

2.1.3. The application site is bounded by the A27 Shoreham By-Pass to the north, two residential properties to the south, A283 Steyning Road to the east, and the River Adur to the west. The Downs Link coastal path, linking South Downs National Park and the coast, lies between the application site and the River Adur, immediately adjacent to the application site.

3. DESCRIPTION OF THE NATURE OF THE DEVELOPMENT

3.1. General Description

3.1.1. The proposed development divides the 2.48 hectare application site into two parts, one for residential and one for light industrial. The Proposed Development Plan can be seen in Figure 3.

3.1.2. The residential element of the proposed development is located in the southern half of the application site and will have an approximate area of 1.10 hectares.

3.1.3. This southern section of the application site is roughly triangular, being wider at the northern end and tapering to the south, with the south-western corner cut out to avoid an existing pumping station, which will remain in place.

3.1.4. The residential element of the proposed development will consist of approximately 50 houses.

3.1.5. There would be a single point of vehicular access from Steyning Road into the proposed development.

3.1.6. The light industrial development is to be located in the northern half of the application site with an approximate area of 1.38 hectares.

3.1.7. The northern section of the application site is widest at its southern boundary. The application site follows the path of the raised A27 gyratory on-ramp as its northern boundary and so runs approximately south-east to north-west in a curved line. This makes for a narrower piece of land in the north-west corner between the on-ramp boundary and the River Adur.

3.1.8. The area is proposed for light industrial use, with the potential for a car showroom and workshop.

3.1.9. This part of the proposed development would also have one point of vehicular access onto Steyning Road.

3.2. Construction and Demolition

3.2.1. There are very few permanent structures on the application site so there is very little need for any kind of demolition work. Demolition waste arisings will therefore be negligible.

3.2.2. The site is flat and so there will be no requirement for substantial earth movements during construction.

3.2.3. The construction of the proposed development will not require any substantially different techniques or processes to a normal residential/mixed use construction project and will include the usual construction of access roads and pavements, garden landscaping, suitable drainage provisions, lighting and so on.

3.3. Further considerations

3.3.1. The site is in Flood Zone 3a and considered at high risk of both fluvial and tidal flooding due to the close proximity of the River Adur. The Environment Agency (EA) have proposed the construction of a flood wall along the edge of the application site, separating it from the river. Consultation is ongoing to determine the exact route of the flood defence wall.

4. POTENTIAL IMPACTS TO THE ENVIRONMENT

4.1. Ecology

Designated Sites

4.1.1. The application site is adjacent to the Adur Estuary which is designated as a SSSI. The citation for the SSSI includes the tidal mudflats and saltmarsh habitats which support a variety of plant communities, and number of wading birds particularly redshank, dunlin and ringed plover. Viviparous lizards are present along the embankments at certain locations. The site is also very close to the South Downs National Park, the boundary of which is almost adjacent to the northern boundary of the site (approximately 20m), beginning on the other side of A27 Shoreham By-Pass.

4.1.2. The proximity of the site to the River Adur (approximately 10m) can be seen in Figures 1 and 2.

Habitat and Protected Species

4.1.3. An Extended Phase 1 Habitat Survey has been undertaken by Ramboll. It found that the vast majority of the site occupied by an extensively overgrazed (by horses) semi-improved grassland. Across the site, horse poaching has left areas of bare ground.

4.1.4. A tall, hedgerow (dominated by bramble and elder) outside the western boundary that could potentially provide opportunities to nesting birds and commuting bats. Occasional semi- mature ash and sycamore trees were noted on the north western extent of this hedgerow.

4.1.5. A shallow water drainage feature was also noted in the north western corner the site. This was heavily poached, choked with filamentous algae and not considered to represent suitable amphibian or water vole habitat. An additional drainage feature is present directly adjacent to the site on the north eastern corner, denoted by the presence of dense bramble and bulrush. Access was restricted due to the dense vegetation therefore the extent and depth of any water present was not observed.

4.1.6. The current management of the site as grazing pasture has reduced the likelihood of reptile presence within the application site boundary. However there is potential for reptile species such as slow worms to be present off-site, in the adjacent margins of former railway embankment to the west. This railway embankment is a part of the South Downs Way, and comprises unmanaged grass verges, which are herb rich and appeared to present a high habitat suitability for common reptile species.

4.1.7. There are considered to be few ecological receptors associated with the development proposal. Potential ecological receptors include birds nesting in the western hedgerow, and reptile species present adjacent to the site. There is considered to be a low impact potential to the SSSI and South Downs National Park given the nature of the proposed development.

4.1.8. To further minimise potential disturbance to birds present on the SSSI best practice construction methods such as soft start piling, and/or use of temporary acoustic barriers should be employed.

4.1.9. Sensitive lighting design should be considered along the boundaries of the site to avoid disruption to birds associated with the SSSI.

4.2. Flood Risk

Flood risk to the Site

4.2.1. The site is in both a tidal and fluvial flood plain and EA Indicative Floodplain mapping indicates that the proposed development site is located within Flood Zone 3a; High Probability. Land in Flood Zone 3a is defined by NPPF as considered to have a 1 in 100 or greater annual probability or river flooding in any year (>1%) or a 1 in 200 or greater annual probability of flooding from sea in any year (>0.5%).

4.2.2. The site is also considered to be at high risk of groundwater flooding.

4.2.3. Prior to the development being proposed, the EA had in place plans for the Adur Tidal Walls flood defence scheme to run alongside the east bank of the River Adur on the stretch between the railway viaduct towards the A27.

4.2.4. The current plan from the EA was for raised embankments approximately 2m higher than the existing ground level and the existing EA embankment plan was due to cut inland away from the riverbank and through the middle of the residential section of the proposed development.

4.2.5. Cobbetts Developments and Thornton Architecture and Design have consulted with the EA and proposed a revised flood defence plan that would run further north along the riverbank before cutting inland at the mid-point of the proposed development site and so protect the whole of the residential development. The light industrial area of the site would be classified as a low flood risk development and so would not require the same level of flood defence as the residential properties.

4.2.6. The EA have agreed in principle that they would be happy to work with Cobbetts Developments and its partners to find a solution for delivering the proposed development and that there is no obvious reason why the position of the Adur Tidal Wall could not be varied depending on detailed design, costs and knock-on effects to the A283 Steyning Road.

4.2.7. The site would require a sequential and exception test to ascertain the suitability of the site for residential properties.

4.2.8. Ramboll will continue consultation with the EA on behalf of the Client.

Surface Water Run Off

4.2.9. The proposed development will increase the impermeable area of the site due to an increase in hardstanding. The site currently has very good drainage and drains via surface water boundary ditches. The EA surface water flood map shows the site to be at low-very low risk of surface water flooding. The management of surface water, including allowance for the effects of climate change would be addressed in the drainage strategy, to prevent any impact on the site or to downstream receptors. The drainage strategy would be included within the FRA report, submitted as part of the planning application. The EA have previously indicated that surface water discharge to the River Adur would be a possibility, subject to formal approval.

4.2.10. Ramboll will prepare a Flood Risk Assessment for the site in accordance with the National Planning Policy Framework (NPPF) to consider flooding related issues and the risk to downstream receptors as a result of the proposed development. Consultation has been initiated with the Environment Agency (EA).

4.3. Contamination and Water Quality

4.3.1. An initial review of the history of industrial activity at the application site has shown that the application site was formerly a salt marsh and has had no other recorded uses. The coastal Downs Link path that forms the western boundary of the application site used to be a railway line.

4.3.2. Accumulated information indicates the following points:

- There is a former railway line immediately adjacent to the application site;
- There are effluent discharge points at Ricardo Ltd premises opposite the application site across the river and from Southern Water Services Water Treatment Works up river to the north;
- There is a historic infilled quarry approximately 240m northeast of the site and a disused graveyard approximately 30m southeast;
- The application site consists of soil of high leaching potential and is a principal aquifer;
- There is considered to be a moderate risk of compressible and sand running ground in the vicinity of the application site; and
- As the application site is a former salt marsh there is potential for salt re-emergence following groundwork and development.

4.3.3. Best practice construction methods would be used in order to avoid the disturbance of potentially contaminated soil where at all possible.

4.3.4. Protection measures (e.g. Personal Protective Equipment) would be used during the construction works in order to minimise exposure of the construction workers to potentially contaminated material.

4.3.5. Overall, there is considered to be a moderate potential for land and water contamination. A Contaminated Land Statement will be prepared for submission with the outline planning application. It is expected that planning conditions would be imposed requiring a full Desk Study to be undertaken.

4.4. Archaeology and Cultural Heritage

Designated Sites

4.4.1. The application site lies approximately 15m to the north and northwest of the designated Old Shoreham Conservation Area.

Listed Buildings

4.4.2. The application site itself does not contain any Scheduled Monuments, listed buildings or registered parks or gardens but there is a Grade I listed Anglo-Saxon church (St.Nicolas) in close proximity(approximately 30m) to the southeast and a Grade II listed bridge (Shoreham Tollbridge) nearby to the south (approximately 40m).

Setting

4.4.3. The site application is overlooked be the Grade I and II listed Lancing College and the South Downs National Park. However, the application site can be seen from these viewpoints in the context of the A27 slip roads and surrounding industrial buildings which can be seen in the foreground from these localities. The 1930s airport terminal building at Shoreham Airport is also Grade II* listed and the hanger beyond is Grade II, however views from these are less of a concern due to the comparable levels of the sites.

Buried Archaeology

4.4.4. An initial review of the application site and surrounding area has been carried out, revealing a post-medieval ditch running through the application site and the potential for palaeoarchaeological interest. The adjacent River Adur had WWII defences along its course, some of which remain today. There is the potential for more of these being discovered in proximity to the application site in addition to the potential for unexploded ordnance (UXO) being uncovered.

4.4.5. An Archaeological Statement will be prepared for submission with the outline planning application. It is expected that planning conditions would be imposed requiring a full Desk Based Assessment to be undertaken. All visual and setting issues will be fully assessed at that time.

4.5. Transport

4.5.1. The only vehicular access to the application site is via the A283 Steyning Road which is one of the main access routes into Shoreham-by-Sea. The application site is not currently designed for pedestrian access and there is no footway along the application site boundary with Steyning Road.

4.5.2. The proposed development would necessitate the construction of two new vehicular access points to the residential and light industrial halves of the proposed development respectively. The precise locations of these access points would be agreed through consultation with the Highways Agency (HA) and the Local Authority Highways Department.

4.5.3. During the construction phase, a Construction Traffic Management Plan would be put in place. The construction would involve little demolition or groundwork and so construction journeys would be kept to a minimum.

4.5.4. The raising of Steyning Road as part of the Adur Tidal Wall flood defences has the potential to create sighting issues for users leaving the site.

4.5.5. The present 60mph speed limit along the road is likely to be too high for users of the proposed development to enter and exit the application site safely. The applicant will

seek to reduce the speed limit on the A283 as part of the application. This should be considered in the context of the revised vertical alignment proposed by the EA.

4.5.6. The nature of the proposed development would result in a small increase in traffic from residents and staff/customers in the light industrial area. The relatively small scale of the development means that this increase would not have a significant impact on traffic on the local highway network and Strategic Road Network.

4.5.7. The proposed development can be classed as low risk in terms of transport, though this is subject to the response of the Local Authority Highways Department and the HA to scoping.

4.5.8. A Transport Assessment would be prepared by Ramboll using transport surveys and obtaining data from existing sources as far as possible and will be submitted with the planning application. Consultation will continue with the HA and the Local Authority Highways Department.

4.6. Noise and Vibration

4.6.1. The construction phase of the proposed development has the potential to generate elevated levels of noise and vibration, however, the temporary construction activities are not expected to result in a significant impact at the surrounding sensitive receptors. This is a function of the current noise climate in the vicinity of the site, together with the distances between source and receiver positions.

4.6.2. To minimise noise and vibration generation during construction, the contractor would implement Best Practicable Means as defined by the Control of Pollution Act. Construction activities would be restricted to normal daytime working hours.

4.6.3. Ramboll has carried out a series of short-term daytime noise measurements across the application site, and the measurements were found to vary between 55 dB $L_{Aeq,15min}$ and 71 dB $L_{Aeq,15min}$. The noise levels were highest adjacent to Steyning Road which would place the development buildings within Noise Exposure Category C, as defined within PPG24 (now superseded). The noise levels reduced with increased setback distance from Steyning Road, and it is noted that the western boundary would fall within Noise Exposure Category B.

4.6.4. With the introduction of mitigation measures for the proposed development buildings and external amenity areas, it is considered that appropriate internal and external noise level criteria can be achieved.

4.6.5. There is potential for activities associated with the light industrial facility forming part of the proposed development to have an impact on the adjacent housing blocks. The proposed industrial facility currently comprises a car lot and showroom, which is unlikely to generate high levels of noise that would give rise to a disturbance.

4.6.6. During the operational phase of the proposed development, road traffic and on-site activities may impact the local noise climate. The number of traffic movements on the local road network is likely to increase as a result of the proposed development; however, it is not considered that the increase in traffic is at a level that would generate a perceptible increase in noise.

4.6.7. Although Shoreham Airport is located to the southwest of the application site, the site falls outside of the 55 dB L_{den} noise contour for the airport.

4.6.8. A comprehensive Noise Impact Assessment including daytime and night-time baseline monitoring would be carried out and submitted as part of the planning application. Consultation with EHO would be carried out to agree an appropriate methodology for the assessment.

4.7. Local Air Quality

4.7.1. The application site is not within an Air Quality Management Area (AQMA).

4.7.2. Dust generated during construction has the potential to cause a nuisance to nearby residential areas. Minimal demolition and the use of best practice construction methods manages this risk.

4.7.3. Construction will result in a temporary increase in traffic from construction vehicles to the application site, but the predicted number of vehicles is not expected to be high enough to have a significant impact on air quality in the area.

4.7.4. The Ramboll Air Quality specialist will liaise with the client and architect to suggest changes to the site layout and masterplan that would help mitigate any potential air quality impacts.

4.7.5. It is likely that some site suitability modelling will be necessary to inform minor changes to the layout during the detailed design stage.

4.7.6. The increased traffic from the operational development is predicted to be low enough so as to have a minimal effect on the air quality of the area.

4.7.7. An Air Quality Statement will be prepared for submission with the outline planning application. It is expected that planning conditions would be imposed requiring a full Air Quality Assessment to be undertaken. The requirements of the Air Quality Assessment will be ascertained through consultation with the EHO and ADC during the determination period.

5. SUMMARY

5.1.1. The application site is approximately 2.48 hectares in area and broadly falls under Schedule 2 (10 a and b) of the EIA regulations 2011.

5.1.2. An outline planning application will be submitted for the site towards the end of 2014.

5.1.3. The proposed development is for mixed residential and light industrial use and as such is a common type of development that does not provide any exceptional environmental challenges. As such, the proposed development will be subject to the standard thorough environmental controls and checks.

5.1.4. Based on the assessment above, Ramboll consider that the nature, scale and location of the development is unlikely to result in significant environmental impacts within the meaning of the EIA Regulations. Ramboll therefore consider that it is reasonable to conclude that an EIA is not required in this instance and that the planning application does not need to be supported by an Environmental Statement.

5.1.5. However, a number of stand-alone reports and statements (to be included in the Design and Access Statement), as referenced within the previous sections, would be submitted to support the planning application. The reports would contain robust information in relation to the environmental baseline, potential impacts and how any identified impacts would be mitigated. The Statements will provide background context to the issues and will be supported by full assessments to discharge the expected planning conditions. In summary the technical reports and statements that would be submitted with the planning application are the following:

- Extended Phase 1 Habitat Survey;
- Archaeological and Cultural Heritage Statement;
- Air Quality Statement;
- Noise Assessment;
- Flood Risk Assessment;
- Contaminated Land Statement; and
- Transport Assessment.

FIGURES

FIGURE 1 SITE LOCATION PLAN

FIGURE 2 EXISTING SITE LAYOUT PLAN

FIGURE 3 PROPOSED DEVELOPMENT PLAN

FIGURE 1 SITE LOCATION PLAN



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STEYNING ROAD
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Project Number
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Figure Title
Site Location Plan

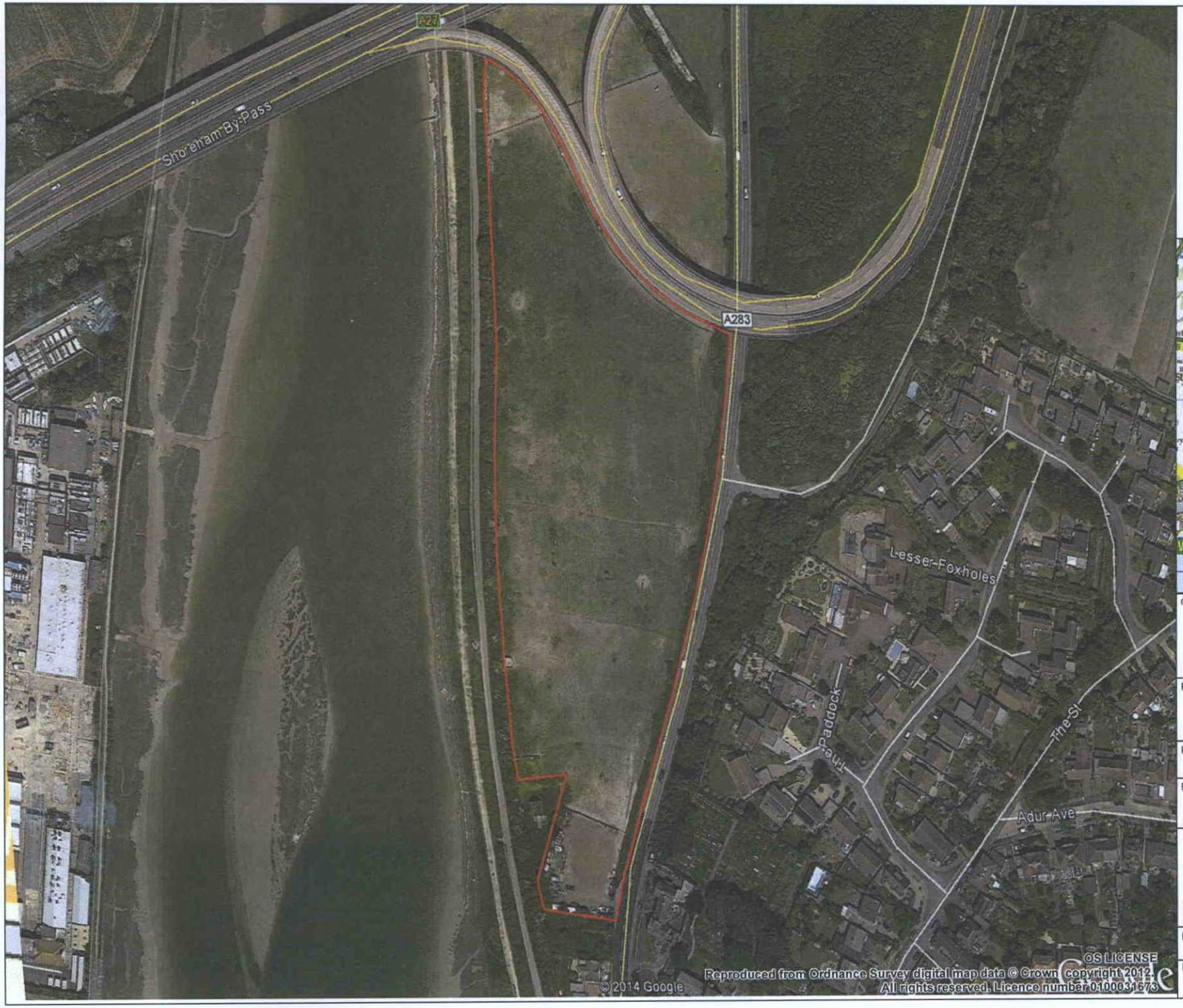
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Date	Prepared By
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Figure No. Figure 1	Revision -

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FIGURE 2 EXISTING SITE LAYOUT PLAN



Legend

Site Boundary

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Figure Title

Existing Site Layout Plan

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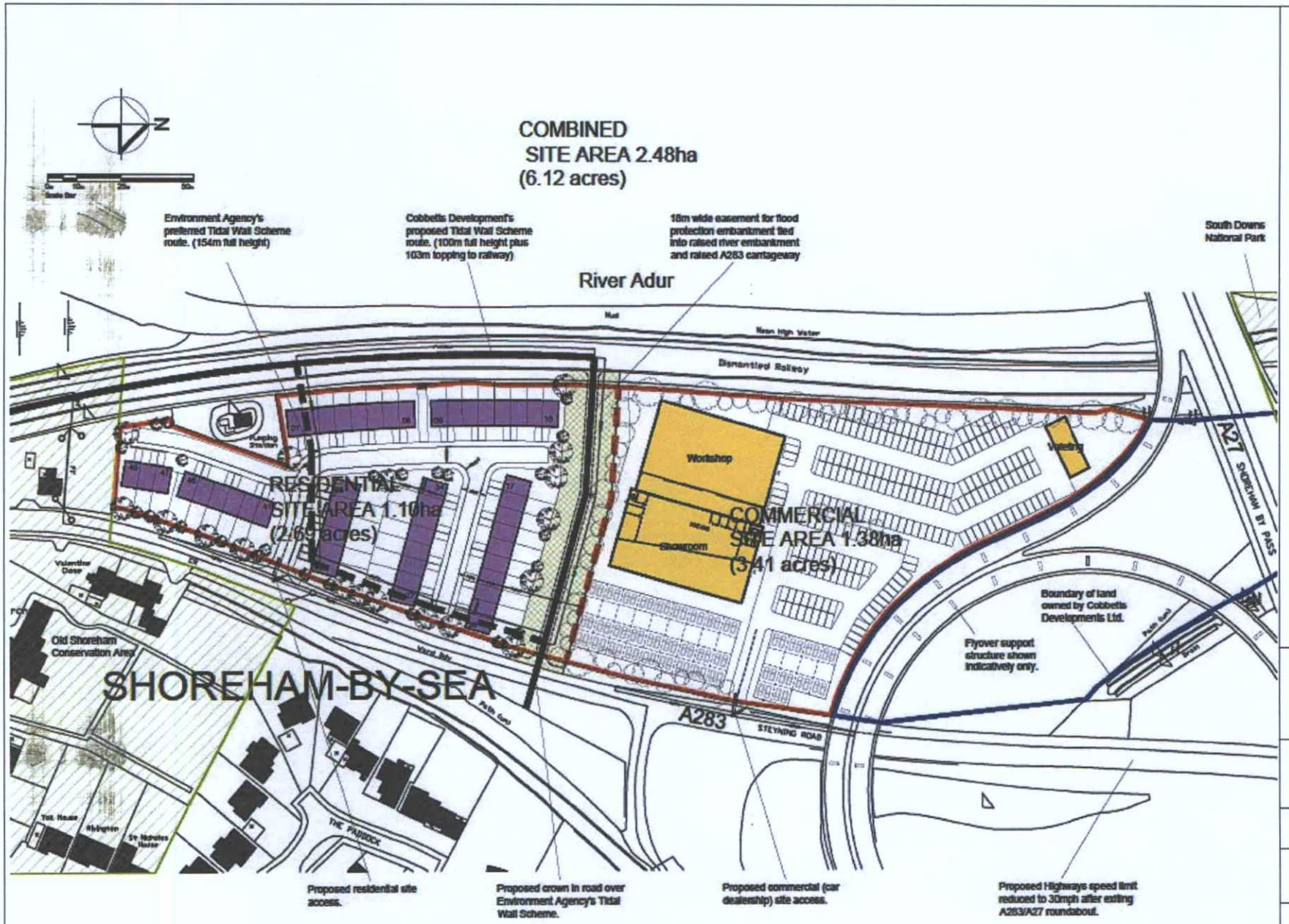
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Figure 2	-

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FIGURE 3 PROPOSED DEVELOPMENT PLAN



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Proposed Development Plan

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