
**AVISON
YOUNG**

EIA Screening Report

The Strand, Shopping Centre, Bootle

September 2023

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For and on behalf of Avison Young (UK) Limited

1. Introduction

- 1.1 This Environmental Impact Assessment (EIA) Screening Report has been prepared by Avison Young on behalf of Sefton Metropolitan Borough Council (SMBC) ('the Applicant') to support a detailed planning application for the demolition of 5,755m² of the existing Strand Shopping Centre, Bootle. This will then be followed with the remodelling and extension of a select number of remaining buildings within the Strand Shopping Centre, Bootle and the enhancement of the meanwhile uses to the canal side of The Strand ('the Site').
- 1.2 It is intended that this will be delivered through three planning applications. These are:
- Application 1 – Demolition;
 - Application 2a – Remodelling and extension works; and
 - Application 2b – Enhancement of the meanwhile uses.
- 1.3 This EIA Screening Report has considered all three of these applications as together they comprise the 'project' for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017¹ (as amended²) subsequently referred to as the 'EIA Regulations'. While these applications form part of a wider regeneration objective for The Strand Shopping Centre, for EIA purposes the three applications identified above can be undertaken independently of the rest of the wider regeneration objective for the Site and are not reliant on any part of the wider regeneration objective to be able to function. This is an important consideration as future elements of the regeneration objective are reliant on Government funding.
- 1.4 This EIA Screening Report summarises the findings of the research and analysis undertaken by Avison Young and the technical team in relation to the baseline conditions and the potential environmental effects of the Development. This report determines whether there is a likelihood of significant environmental effects to enable an informed decision on the need for EIA to be made by the Local Planning Authority (LPA), SMBC.
- 1.5 The conclusions of this report have been supported by a range of technical studies and drawings undertaken for the Proposed Development, they are:
- Site Location Plan (see **Appendix I**);
 - Preliminary Risk Assessment (see **Appendix II**)³;
 - Demolition Method Statement (see Planning Application Package)⁴;
 - Demolition Phasing Statement (see Planning Application Package)⁵;

¹ The Town and Country Planning (Environmental Impact Assessment) Regulations (England) (SI571/2017)

² Amended by the Exiting The European Union Environmental Protection Town And Country Planning Environmental Assessments and Miscellaneous Planning (Amendment) (EU Exit) Regulations 2018

³ WSP (September 2023) Preliminary Risk Assessment

⁴ Summers Inman (August 2023) Demolition Method Statement

⁵ K2 Architects (August 2023) Demolition Phasing Statement

- Framework Transport Management Plan (see Planning Application Package)⁶;
- Framework Construction Environmental Management Plan (see Planning Application Package)⁷;
- Preliminary Ecological Appraisal (see Planning Application Package)⁸; and
- Bat Activity Report (see **Appendix III**)⁹.

1.6 Any technical studies and drawings which this EIA Screening Report refers to, but which are not submitted as part of the planning application package, are appended to this EIA Screening Report. Any remaining technical studies and drawings listed above can be found as part of the planning application package.

1.7 Provision for the request of an EIA Screening Opinion from SMBC is made within Regulation 6 of the EIA Regulations, which states:

(1) "A person who is minded to carry out development may request the relevant planning authority to adopt a Screening Opinion.

(2) A person making a request for a screening opinion in relation to a development where an application for planning permission has been or is proposed to be submitted must provide the following:

(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) To the extent the information is available, a description of any likely significant effects of the proposed development on the environment resulting from:

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

(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."

⁶ WSP (September 2023) Framework Transport Management Plan

⁷ WSP (September 2023) Framework Construction Environmental Management Plan

⁸ WSP (May 2023) Preliminary Ecological Appraisal [See Appendix A of the Survey Overview Report for this document]

⁹ WSP (July 2023) Bat Activity Report

- 1.8 As required by the EIA Regulations, the request for a Screening Opinion is accompanied by a plan sufficient to identify the land, a description of the Proposed Development, a description of the aspects of the environment likely to be significantly affected by the development and a description of any likely significant effects of the Proposed Development on the environment. Additional information is provided in accordance with guidance presented in the Planning Practice Guidance¹⁰ (PPG).
- 1.9 In relation to the obligations on LPAs, the EIA Regulations state within Regulation 6 that a Screening Opinion should be adopted within 3 weeks of receiving a request.
- 1.10 Regulation 5 (5) of the EIA Regulations states:
- “Where a relevant planning authority adopts a screening opinion under regulation 6(6), or the Secretary of State makes a screening direction under regulation 7(5), the authority or the Secretary of State, as the case may be, must-*
- (a) State the main reasons for their conclusion with reference to the relevant criteria listed in Schedule 3;*
- (b) If it is determined that proposed development is not EIA development, state any features of the proposed development and measure envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment; and*
- (c) Send a copy of the opinion or direction to the person who proposes to carry out, or who has carried out, the development in question.”*
- 1.11 Accordingly, we request that SMBC provides a Screening Opinion with details of the reason for their decision within three weeks of receipt of this EIA Screening Report.

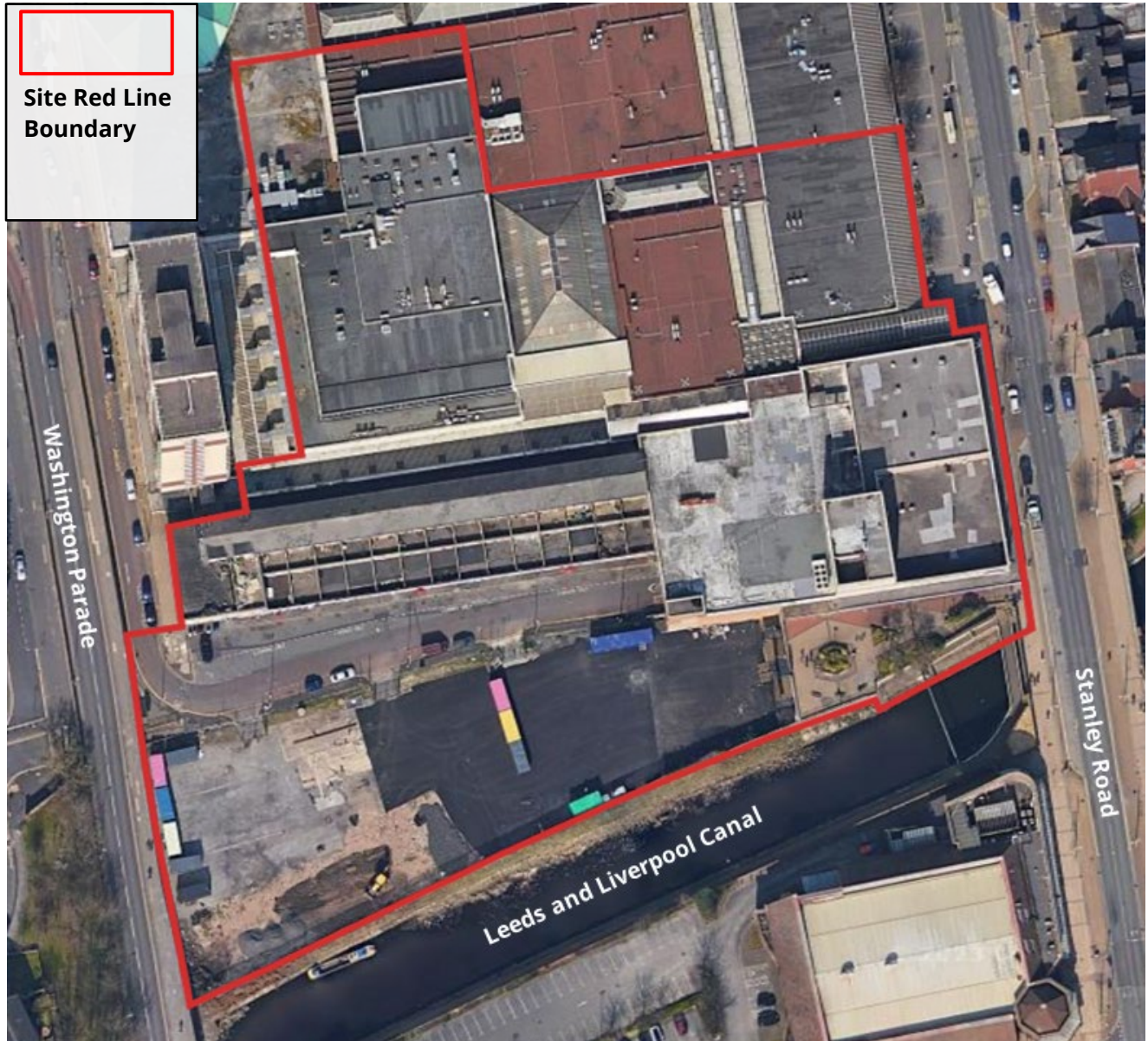
¹⁰ Department for Levelling Up, Housing and Communities (2021) Planning Practice Guidance. Available at: <http://planningguidance.planningportal.gov.uk>

2. Background to the Site

Overview of the Site

- 2.1 The overall Strand Shopping Centre is approximately 4.2 hectares (ha) in area and is situated within the administrative area of SMBC, within Linacre Ward. The Strand Shopping Centre is located within central Bootle and is generally bound by the Leeds and Liverpool Canal to the south, the A567 (Stanley Road) to the east, Washington Parade, a site access road and Strand House to the west and Vermont Parade to the north with the Triad Building at the north-eastern corner.
- 2.2 It comprises a roughly rectangular area of land on which The Strand Shopping Centre forms the main component with residential and public house uses towards the southern boundary along with a hard surfaced area to the south of the shopping centre abutting the Canal. Bootle Bus Station and a 5 / 6-storey car park for the north-western and northern components of the Site.
- 2.3 The Proposed Development relates to the regeneration of the southern portion of The Strand, as shown on **Figure 2.1** and **Appendix I**. The Site has an area of approximately 2.1ha and comprises the two-storey element and most of the single storey element of The Strand Shopping Centre fronting on to the A567 (Stanley Road) and centrally on the Site, the hard surfaced area to the south of The Strand Shopping Centre abutting the Canal, the residential block and public house and The Strand's service access road.

Figure 2.1: Satellite View of the Site



Planning Context

2.4 The Site has been subject to a number of previous planning applications, a summary of the applications of relevance are shown within **Table 2.1**.

Table 2.1: Previous Planning Applications on the Site

Planning Ref.	Description of Proposal	Known Status
DC/2023/00245	Non-material amendment to planning permission DC/2021/01232 approved on 03.08.2021 for the description of the development to be changed to 'Change of use of land for a temporary period of up to 5 years as a street-food, market and outdoor events destination, comprising temporary structures to accommodate associated and supporting uses as well as community uses, hard and soft landscaping; car parking and new pedestrian accesses from Washington Parade and Stanley Road'.	Application approved: 20 th February 2023
DC/2021/01232	Change of use of land for a temporary period of up to 5 years as a street-food, market and outdoor events destination, comprising the siting of temporary hot food takeaway stalls, the siting of up to 12 no. shipping containers for food and drink purposes, 8 no. containers for storage, welfare and site management facilities, bicycle storage and toilet facilities, 2 no. container for community uses (up to 22 no. containers in total), hard and soft landscaping; car parking and new pedestrian accesses from Washington Parade and Stanley Road.	Application approved with conditions: 3 rd August 2021
DC/2020/01579	Prior notification application for the demolition of the former Bootle New Strand Post Office and the former Easi Rent depot.	Application approved: 15 th September 2020
DC/2015/01510	Prior notification procedure for the installation of solar panels on the roof.	Application granted prior approval: 28 th October 2015
S/2000/0385	Outline application for a two-storey extension to The Strand for a 6,000 square metres food outlet with multi-storey car-parking at Carolina Street connecting to the existing shopping mall and provision of residential accommodation.	Application withdrawn: 27 th October 2000

Planning Ref.	Description of Proposal	Known Status
S/1999/0873	Application for the recladding and rewindowing of the existing multi-storey block.	Application approved with conditions: 22 nd March 2000
S/1999/0049	External hard landscaping works to include new paving/steps to the shopping centre entrance area.	Application approved with conditions: 1 st March 1999

- 2.5 Application DC/2023/00245 is included within the red line boundary for the Site. This temporary structure will be removed when the Proposed Development begins works.

3. The Development

Description of Development

3.1 The Project comprises the demolition of 5,755m² of the Strand Shopping Centre and the creation of a new town square, refurbishment of Block A (the former M&S) and creation of the Canalside Park area and integration of the meanwhile use of the Salt & Tar venue.

Use and Amount

3.2 In summary, the Development will comprise of three phases, these include:

- The demolition of select structures within The Strand Shopping Centre. This includes the removal of a footprint area of approximately 5755m², comprising the 1735m² Palatine, 795m² of Mons Square retail, 770m² of Stanley Road retail and a combined canopy area of 2455m². The area subject to demolition works would include the removal of the Palatine block, the public house and rear glazed covered canopies, consisting of lower ground retail space and upper floor vacant residential units.
- The southern delivery road and entrance to the service yard would remain operational during demolition.
- The single storey retail units and internal circulation spaces and canopies over to the east of Mons Square (towards Stanley Road) when demolished will allow the creation of a new 'town square' with several façades fronting the new spaces having new façades.
- The redevelopment of the interior of the existing vacant M&S (Block A) unit to create a community and cultural area as well as opening it up to the new external spaces around the building.
- Creation and repurposing of the Canalside area to create a park including a new terraced garden down to the Canalside and enhancement of Salt & Tar outdoor concert venue.

Layout, Scale and Appearance

Buildings

3.3 The old M&S building (Block A) has an area of approximately 5,240m² Gross Internal Area (GIA). The internal modifications envisaged are focused on the Stanley Road ground floor, which has an existing GIA area of 2,652 m², and would include the following proposed main spaces:

- Six new retail units fronting access onto the new town square, totalling approximately 713m², ranging from 97m², up to 152 m² in size;
- A larger community / 3rd sector space of 1,328m²;
- A 495m² of cultural / exhibition space; and
- A centralised WC block.

- 3.4 The lower ground floor at Washington Parade has an existing GIA area of 1,659m² with a proposed internal fit out space of circa 340m², which sits behind a new glazed façade to the southwest façade. This space is envisaged to be used as an internal Meanwhile Space for Salt & Tar.
- 3.5 The anticipated layout, scale and appearance of these works are shown on **Figure 3.1** and **Figure 3.2** below.

Figure 3.1: Southern Elevation

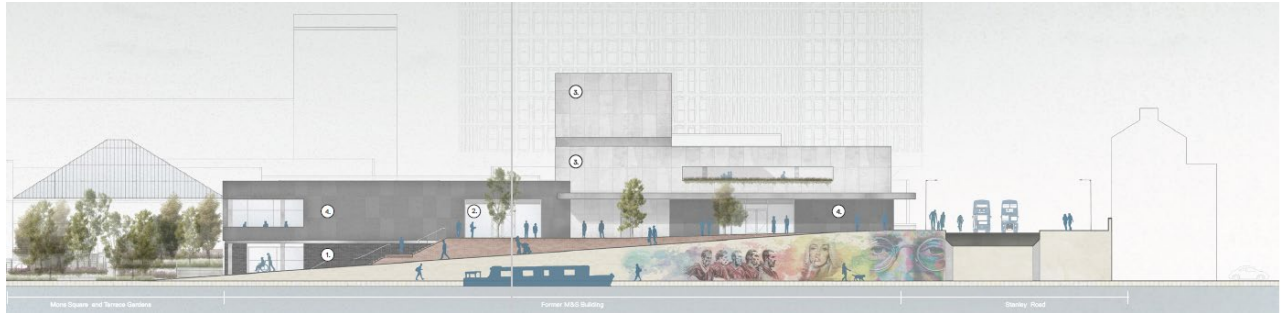
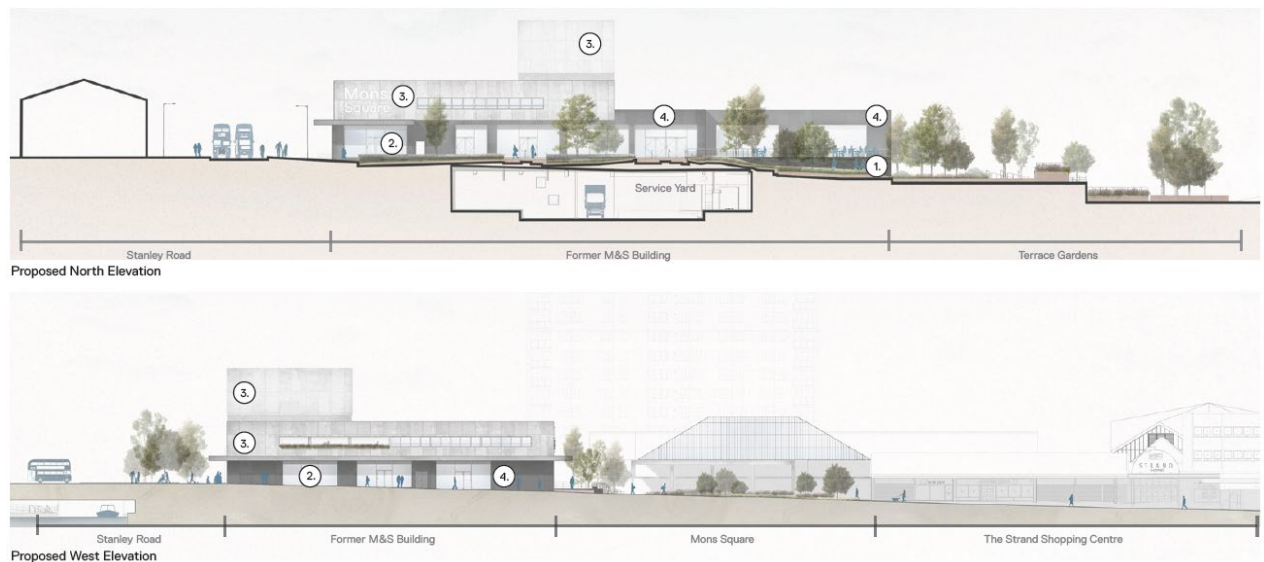


Figure 3.2: Northern and Western Elevations



Landscaping

- 3.6 It is anticipated that there would be 4 key spaces created through the proposed works these would be:
- Canalside – the design takes advantage of extreme level changes, incorporating ramped access, steps and terracing, knitting the site into its context, providing greater opportunities to enjoy the Salt & Tar events space and the wider canal network via the towpath.
 - Mons Square – this would be increased in size and would run through to Stanley Road and form a gateway space to both the Canalside and the high street, as well as providing spill-out space for adjacent buildings.

- Terrace Gardens - form an accessible public route between Mons Square and the Canalside. The gardens.
- The Dunes – a response to the level change from Washington Parade to Canalside. Sloping paths through grasses and wildflowers to Salt & Tar and the Canalside.

Parking and Access

- 3.7 No car parking bays will be provided by the Development as there is existing multi-storey car parks located within the shopping centre. One or two secure bike storage areas in Mons Square and potentially Canalside / Salt & Tar would be provided by the Development.
- 3.8 Vehicular access to the Strand and New Strand car parks can be accessed from Washington Parade.
- 3.9 Pedestrian access point to the Site would be from Stanley Road and Washington Parade.

Demolition and Construction Works

Programme

- 3.10 The programme of demolition and construction works is anticipated to last for a period of approximately 18 months. It is anticipated that the construction work will be completed by Q3 2025.

Hours of Works

- 3.11 The standard working hours for all construction activity are to comply with those defined by the planning permission. It is anticipated that this would be 08:00 to 18:00, Mondays to Fridays, and 08:00 to 13:00 on Saturdays, with no construction activity on Sundays or Bank Holidays. During the demolition phase, working hours will be 08:00 to 17:00pm with no demolition activity on Bank Holidays or Weekends. No continuous 24-hour activities are envisaged.

Summary

- 3.12 In summary, the Development has been designed with due regard given to the technical assessments undertaken by the Applicant's project team.

4. The Environmental Context and Site Sensitivity

Predominant Existing Land Uses

- 4.1 The Site is currently occupied by a Bootle New Strand Shopping centre with a range of retail outlets and is the main shopping centre in Bootle. The Site consists of multistorey retail buildings and a multi-storey carpark to the northern area of the Site. To the southern area of the Site is the Salt & Tar events space, consisting of street food stalls, bars and a concert area, opening again in Winter 2023 following a rebrand.
- 4.2 The predominant existing land uses surrounding the Site include:
- To the north – the Site contains more retail outlets including an Aldi, as well as Marsh Lane Police Station. Beyond that is North Park, a large green space with further parking, a leisure centre and a health centre.
 - To the east – the Site is bound by the A567 (Stanley Road) and beyond that is terraced housing and some further retail outlets.
 - To the south – the Site is bound by the Leeds and Liverpool Canal. Beyond the canal is further housing and Redgrave Court Business Park.
 - To the west – the Site is bound by Washington Parade. Beyond that is a small area of residential properties and the Mersey rail line that runs between Southport and Hunts Cross. Further west is predominantly residential and commercial land uses.

Historic Land Uses

- 4.3 According to the earliest available OS maps available¹¹, most of the Site was occupied by residential housing during the 19th and first half of the 20th century. The southern portion of the Site adjacent to the canal was occupied by corn mill (1893 – 1973), coal yard (1893 – 1908), smithy (1908) and electricity substation (1954 - 1955). The current shopping centre was developed in 1973 where the Victorian residential houses and other development on the Site had been demolished. The shopping centre was partly redeveloped and expanded in 1998 by 100,000 square feet and included a new multi-storey carpark to the north of the Site.
- 4.4 The immediate surrounding area consisted of residential dwellings at the start of the 20th century. Further west of the Site was a range of working docks and warehouses serviced by a number of railway lines that were in proximity to the Site.

Transportation

- 4.5 Private vehicle access and car parking are provided to the north of the Site. The entrance is located on Vermont Way and provides spaces to over 500 vehicles.

¹¹ National Library of Scotland (2023) OS Six Inch Maps. Available at: <https://maps.nls.uk/os/6inch-england-and-wales/> [Accessed: 19/09/2023]

- 4.6 The nearest bus stops to the Site are located on the eastern boundary. These bus stops are served by the 47, 52, 52A, 52E, 53Q, 54, 54A 55, 55D, 58, 58A, 62, 135, 159, 136, 144, 159, 217A, 235, 300, 692 and the X2. The aforementioned services provide connections to the nearest major towns including Southport, Liverpool, Crosby and Formby.
- 4.7 The nearest train station is Bootle New Strand Station, which is serviced by Mersey Rail. It is approximately 300m north of the Site. It offers a service between Southport and Hunts Cross, which goes through Liverpool Central Station.
- 4.8 The Site is accessible from the canal tow path from the Bridge on Stanley Road by foot and bike. There are no Public Rights of Way (PRoW) or National Cycle Network routes within or adjacent to the Site.

Air Quality

- 4.9 The Site is not located within an Air Quality Management Area (AQMA). The main influences on air quality occur from the local road network. There are also influences from the nearby Port of Liverpool. There is currently no air quality monitoring undertaken within or adjacent to the Site. However, NO₂ monitoring is undertaken along the A5098 to the north and A5057 to the southeast, within 500m of the Site. These concentrations remain below the annual mean objective since 2018 and thus NO₂ concentrations within the Site are anticipated to be compliant with national air quality standards.

Noise

- 4.10 The noise environment on the Site is dominated by the road traffic along Stanley Road to the east and Washington Parade to the west. The noise levels from the Salt & Tar music events, located to the south of the Site, can be particularly high when live bands are playing. These music events are infrequent, and noise related condition are included in the planning permission for Salt & Tar (ref. DC/2023/00596).

Ecology and Nature Conservation

Designations

- 4.11 While the Site is not located within any statutory or non-statutory ecological designations, there are several designations situated near to the Site^{12 13}.
- 4.12 International designations within 10km of the Site include:
- *'Liverpool Bay (SPA)'*, located 1.7km west of the Site;
 - *'Ribble and Alt Estuaries (Ramsar and SPA)'*, located 2.8km northwest of the Site;
 - *'Mersey Narrows and North Wirral Foreshore (Ramsar and SPA)'*, located 2.9km southwest of the Site;
 - *'Dee Estuary (SAC)'*, located 3.3km southwest of the Site; and

¹² Defra (2023) Magic Map Application. Available at: <https://magic.defra.gov.uk/magicmap.aspx> [Accessed: 19/09/2023]

¹³ Sefton Council (2023) Sefton Interactive Maps Online. Available at: <https://maps.sefton.gov.uk/webmaplayers/> [Accessed: 19/09/2023]

- '*Sefton Coast (SAC)*', located 3.5km northwest of the Site.

4.13 National designation within 5km of the Site include:

- '*Mersey Narrows (SSSI)*', located 3km southwest of the Site;
- '*North Wirral Foreshore (SSSI)*', located 3.3km southwest of the Site;
- '*Sefton Coast (SSSI)*', located 3.5km northwest of the Site; and
- '*Brook Vale (LNR)*', located 1.9km northwest of the Site.

4.14 Locally designated sites within 2km of the Site include:

- '*Melrose Cutting*', located 1.35km southeast of the Site; and
- '*Leeds-Liverpool Canal and adjacent sites*', located 1.3km south of the site.

Habitats

4.15 A Preliminary Ecological Assessment was completed and included a UKHab survey of the survey area (completed on the 27th of April 2023) and recorded the following habitats present:

- *Building* – Bootle Strand Shopping Centre is mostly a cement and block structure with various metal shutters and glass exterior, the roof is flat and generally felt. Two residential blocks are located on the Site and are brick structure social housing flats with a pitched slate roof and wooden soffits and window ledges.
- *Mixed Scrub* – here planted areas of introduced non-native shrubs with young trees located within an area of hardstanding to the southeast of Bootle Strand Shopping centre.
- *Aquatic Marginal Vegetation* – mat of aquatic vegetation on northern embankment of canal.
- *Canals* – Leeds and Liverpool canal – very slow flowing turbid waterbody. Buddleia and willowherb were recorded growing from cracks in the canal wall.
- *Developed land* – predominately tarmac and paving slab areas surrounding Bootle Strange Shopping centre and other buildings.
- *Artificial unvegetated, unsealed surface* – gravel pathway (towpath) running along either side of canal, the northern bankside was fenced off and without access. Grass and herb vegetation could be seen but full survey could not be undertaken.

4.16 An Aquatic Habitat Survey was undertaken as the Leeds and Liverpool Canal is adjacent to the red line boundary at the south of the Site. Urban development made up the surrounding land use with tow paths present on both sides of the canal. The macrophyte species reedmace *Typha latifolia* was noted as present along this section of the canal.

4.17 There is a Tree Protection Order (TPO) on the edge boundary of the Site. The TPO code is TPO226.

Flora and Fauna

- 4.18 The habitats recorded within the Site are mostly developed land and buildings with small areas of mixed scrub and marginal aquatic vegetation of low to negligible ecological value.
- 4.19 No invasive species specified under schedule 9 of the Wildlife and Countryside Act 1991 were identified within the survey area.
- 4.20 A Preliminary Ecological Appraisal (PEA) was undertaken by WSP in April 2023 (WSP, 2023), including a Potential Bat Roost Assessment (PBRA) of external features present on structures and trees within the Site and within a 10m buffer (the 'Survey Area'). Bootle Strand flats, outside the Site, was recorded as having low potential to support roosting bats, with all other buildings and structures assessed as having negligible suitability to support roosting bats. A single dusk emergence survey Bootle Strand flats was completed by WSP on 6th June 2023. No bats were recorded emerging from, or returning to, this building. It is therefore unlikely that there are bat roosts on or near the Site. Furthermore, no incidental bat activity was recorded during the survey despite the presence of suitable commuting and foraging habitat, particularly along the canal to the south of the Site.
- 4.21 The Site also provides very little habitat for terrestrial invertebrates, amphibians or terrestrial and riparian mammals or protected or notable birds.
- 4.22 The Leeds and Liverpool Canal is adjacent to the south of the Site. This canal by the Site is navigable with boat traffic noted during the survey. The channel was approximately 12 metres wide, consisting predominately of glide flow type. As the water was deep, the substrate was not visible, but given the flow type present it is likely that it comprised fine sediment.

Townscape, Visual Amenity and Built Heritage Assets

- 4.23 The Site is not located within a World Heritage Site, an Area of Outstanding Natural Beauty (AONB) or a National Park.
- 4.24 The Site is not located within the Green Belt.
- 4.25 The Site is not located within a Conservation Area, however, there is one Conservation Area within 1km of the Site:
- '*Derby Park Conservation Area*', located 140m south of the Site.
- 4.26 The Site does not contain any statutory Listed Buildings, however there are two Listed Buildings located within the Study Area (<500m of the Site), they are:
- '*Church of St James*' Grade II-listed; and
 - '*Former Fire Station*' Grade II-listed.
- 4.27 There are no locally listed buildings within the Site and surrounding area.
- 4.28 The Site does not contain any Registered Battlefields or Registered Parks and Gardens. However, there is one Registered Park and Garden located within 1km of the Site, it is:

- 'Derby Park Registered Park and Garden' located 670m east of the Site.

Archaeology

- 4.29 There are no Scheduled Monuments situated within, or in proximity, to the Site.
- 4.30 The Site is not located within an Area of Archaeological Potential (AAP) or and Area of Archaeological Importance (AAI)¹⁴.

Geology, Ground Conditions and Contamination

- 4.31 According to the British Geological Survey (BGS) GeoIndex map viewer¹⁵, the Site is underlain by a bedrock deposit of Helsby Sandstone Formation – Sandstone, Pebbly (Gravelly). This is designated as a Principal aquifer by the Environment Agency (EA).
- 4.32 The Site is underlain by a superficial deposit of Till, Devensian – Diamicton. Some of the Site is underlain by a superficial deposit of Blown Sand – Sand. This is designated as a Secondary A aquifer.
- 4.33 The Site is located within a Medium to Low groundwater vulnerability area.
- 4.34 The Site is not located within a Source Protection Zone (SPZ).
- 4.35 According to the UK Health Security Agency's (UKHSA) Radon Map¹⁶ the Site is in a Lower probability radon area (less than 1% of homes are estimated to be at or above the Action Level). No radon protective measures would be necessary in the construction of new dwellings or extensions.
- 4.36 According to the Sefton Local Plan, the Site is not within a Mineral Safeguarding Area (MSA)¹⁷.
- 4.37 The Site is not located within any Coal Mining Reporting Areas or Coal Resource areas¹⁸.
- 4.38 Historic maps indicate that most of the Site was previously in residential use, with some more industrial uses towards the southern portion of the Site prior to redevelopment to the shopping centre use. The southern edge of the Site, adjacent to the Canal is shown to be in storage use. Historic landfill sites are located approximately 170m north of the Site. Gas holders are located 430m north northwest of the Site. This indicates that much of the Site has not been subject to a contaminative use and neighbouring potentially contaminative uses are as some distance from the Site.
- 4.39 The Phase 1 Risk Assessment of the Site undertaken by WSP (see **Appendix II**) noted that there is the potential for there to be a number of contaminants on the Site associated with previous uses, however

¹⁴ Historic England (2023) Areas of Archaeological Importance. Available at: <https://historicengland.org.uk/advice/hpg/has/archaeologicalimportance/> [Accessed: 19/09/2023]

¹⁵ British Geological Survey (2023) GeoIndex Map Viewer. Available at: <https://www.bgs.ac.uk/map-viewers/geoindex-onshore/> [Accessed: 19/09/2023]

¹⁶ UK Health Security Agency [formerly Public Health England] (2023) UK Radon Map. Available at: <https://www.ukradon.org/information/ukmaps> [Accessed: 19/09/2023]

¹⁷ Sefton Council (2017) Local Plan Policies Map Bootle and Crosby. Available at https://www.sefton.gov.uk/media/1757/bootlecrosby_a1.pdf [Accessed: 20/09/2023]

¹⁸ The Coal Authority (2023) Interactive Map Viewer. Available at: <https://mapapps2.bgs.ac.uk/coalauthority/home.html> [Accessed: 19/09/2023]

the Canal to the south is considered to be lined and therefore not in hydraulic continuity with the Site and therefore unlikely to be affected by any mobilised contamination on the Site.

- 4.40 The ground investigation works would be controlled by standard condition that will address contamination investigation, remediation and validation testing to ensure environmental protection. Therefore the Site is not likely to give rise to a significant contamination risk.

Soil and Agricultural Land

- 4.41 The Site has not been classified under the Post 1988 Agricultural Land Classification (ALC).

Water Resources, Flood Risk and Drainage

- 4.42 There is no risk of fluvial flooding within the Site. The Site is located within Flood Zone 1 and therefore has a low probability of flooding from rivers and the sea.
- 4.43 There is a risk of pluvial flooding within the Site. There are areas of the Site which are at 'high' risk (greater than 3.3% each year). The rest of the Site is at 'low' (between 0.1 and 1% each year) or 'very low' (less than 0.1%) risk of surface flooding.
- 4.44 There is no risk of flooding from reservoirs within the Site.

Socioeconomics and Health

- 4.45 The Site is located within a range of residential dwellings, with docklands and warehouses to the west. Integrated within the residential dwellings in a range of small commercial developments. The 2019 Indices of Deprivation indicate that the local authority of Sefton is ranked the 89th most deprived local authority. Within the local authority, The LSOA that the Site is located within is amongst the 10% most deprived neighbourhoods. Bootle, which is located in the southern area of Sefton has high levels of deprivation, child poverty and inter-generational worklessness. The life expectancy across Sefton is lower than the national average, with females expecting to live until they are 82.9 (national average is 83.4) and males expecting to live until they are 78.9 (national average is 79.8)¹⁹.

Waste

- 4.46 The Site is located approximately 170m south of the '*Former Railway cutting between Rimrose Road and Fernhill Road*' Historic Landfill Site.
- 4.47 The Site is not located on or in proximity to a Permitted Waste Site - Authorised Landfill Sites.

¹⁹ Sefton Council (2021) Sefton People and Place Introductory Profile. Available at: <https://www.sefton.gov.uk/media/1061/seftonpeopleandplaceprofile.pdf> [Accessed: 19/09/2023]

Risk of Major Accidents and Disasters

4.48 There is one establishment located within 3 miles (c. 3.83km) of the Site that is covered by the Control of Major Accident Hazards (COMAH) Regulations 2015²⁰:

- Huskisson Dock located 2.1km south-west of the Site; activities at the Lower Tier establishment includes fuel storage and distribution.

4.49 According to Zetica's unexploded ordnance (UXO) risk map²¹ supplied with the Phase 1 Risk Assessment Report identifies a low to moderate risk from UXO. The Site is located 600m from a strategic Luftwaffe Target.

Sensitivity of the Site

4.50 With reference to all of the information provide above, it can be demonstrated that the Site is not located within a 'sensitive area' as defined by the EIA Regulations; that is, a site within one or more of the following:

- Site of Special Scientific Interest;
- Land to which Nature Conservation Orders apply;
- International conservation sites;
- National Parks;
- Areas of Outstanding Natural Beauty;
- World Heritage Sites; and / or
- Scheduled Monuments.

²⁰ Health and Safety Executive (2023) COMAH 2015 Public Information Search. Available at: <https://notifications.hse.gov.uk/COMAH2015/Search.aspx> [Accessed: 19/09/2023]

²¹ Zetica (2023) UXO Risk Map. Available at: <https://zeticauxo.com/downloads-and-resources/risk-maps/> [Accessed: 27/02/2023]

5. EIA Screening Analysis

5.1 When assessing whether an EIA is required, we have followed the guidance published in Planning Practice Guidance, taking into account the requirements of Schedules 1, 2 and 3 of the EIA Regulations. The analysis is presented below.

Is the Proposal Schedule 1 Development?

5.2 According to the EIA Regulations and guidance, the application is not of a type that would constitute Schedule 1 development.

Is the Proposal Schedule 2 Development?

5.3 The Development is categorised under Schedule 2, Class 10 'Infrastructure Project' Subsection (b) 'Urban development projects'. For such development, an EIA may be required if:

- The development includes more than 1 hectare of urban development which is not dwelling house development; or
- The development includes more than 150 dwellings; or
- The overall area of the development exceeds 5 hectares; or
- The development is located within a sensitive area as defined by the EIA Regulations.

5.4 The EIA Regulations define a 'sensitive area' as set out in paragraph 4.46 above. It is evident from the description of the Site and its setting in **Sections 2 - 4** of this report that it is not located within a sensitive area as defined by the EIA Regulations.

5.5 Although not within a sensitive area, the Development having an area of 2.1ha exceeds 1 ha in size and is not dwelling house development and as such, it is categorised as 'Schedule 2' development. It is, therefore, necessary to consider the criteria as set out in Schedule 3 of the EIA Regulations to determine whether there would be significant environmental effects as a result of the Development. A request for an EIA Screening Opinion is made on this basis.

Consideration of Schedule 3 Criteria: The Likelihood of Significant Environmental Effects

Approach

5.6 In screening the Development, the factors set out in Schedule 3 of the EIA Regulations need to be carefully considered to determine whether significant effects are likely, and EIA is needed. The relevant factors comprise:

- The characteristics of the Development (refer to **Section 3**) with particular regard to: (a) the size and design of the whole development; (b) cumulation with other existing development and/or

approved development; (c) the use of natural resources, in particular land, soil, water and biodiversity; (d) the production of waste; (e) pollution and nuisances; (f) the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge; and (g) the risks to human health (for example, due to water contamination or air pollution).

- The location of the Development (refer to **Section 2**) and the environmental sensitivity of the geographical areas likely to be affected by the Development (refer to **Section 4**).
- The types and characteristics of the potential environmental effects of the factors specified in Regulation 4(2) namely: (a) population and human health; (b) biodiversity; (c) land, soil, water, air and climate; (d) material assets, cultural heritage and the landscape; and (e) the interaction between the factors referred to in sub-paragraphs (a) to (d) (refer to **this Section**).

Cumulative Schemes

5.7 Planning Practice Guidance states that in judging whether the effects of a development are likely to be significant, local planning authorities should have regard to the possible cumulative effects with any approved development. Approved development within 1km of the Site was considered appropriate given the surrounding urban context and included those projects with:

- A resolution to grant planning permission;
- A valid planning permission and yet to start on-site; and
- A valid planning permission and under construction.

5.8 A search of Sefton Councils planning portal was carried out; the following planning applications have been identified as being of sufficient scale and proximity to warrant consideration with the Development for the potential to result in significant cumulative effects. The identified planning applications (hereafter referred to as 'Cumulative Schemes') are presented in **Table 5.1**.

Table 5.1: Cumulative Schemes

No.	Planning Ref.	Description of Proposal	Known Status	Distance / Direction
Sefton Metropolitan Borough Council				
1a	DC/2023/00560	Former Gasworks, Litherland Road - Dismantling of gasholder and associated redundant infrastructure and associated infilling and restoration of site ²² .	Application validated: 30 th March 2023 Awaiting decision	580m northeast
1b	DC/2022/01910	Request for screening opinion relating to a proposed works at former gasworks site, Litherland Road, Bootle	Decided: EIA not required: 11 th November 2022	580m northeast
2	DC/2019/01831	Erection of 10 dwelling houses and a block of 6 apartments (100% affordable), with associated access, landscaping, parking and services. Partially completed with 10 dwelling houses completed, apartment block under construction.	Application approved conditions: with 6 th March 2020	southwest

²² The planning application for this scheme is yet to be determined but has been included within the cumulative schemes due to its closeness

- 5.9 The Development has been appraised, having regard to all of the above factors as listed in Schedule 3 of the EIA Regulations, together with the information provided within **Sections 2 - 4** of this report and discussion of the results and conclusions of this appraisal is presented below. For each environmental topic area considered, environmental effects are considered for:
- The demolition of the existing buildings on the Site and construction of the Development (Demolition and Construction);
 - The Development once completed and operational (the Completed Development); and
 - The Development in combination with the Cumulative Schemes (the Cumulative Scenario).
- 5.10 Where environmental information for the Cumulative Schemes is available in the public domain, these were taken into account in the appraisal provided below. Where information was not available, assumptions were made, and these are clearly outlined in the appraisal below.

Transportation

Demolition and Construction

- 5.11 During construction, there will be disruption through the increased traffic from the construction and demolition vehicles. It is standard practice that a Construction Environmental Management Plan (CEMP) including construction logistics management will be required through a planning condition and implemented to minimise construction traffic effects.
- 5.12 The Site is serviced by a number of bus routes as outlined in section 4.6 and a train station between Southport and Hunts Cross. This provides adequate transport for construction workers to access the site by public transport. There are also several multi-story car parks available for use by workers travelling by car to and from the Site.
- 5.13 In view of the above, the demolition and construction phase of the Development is not anticipated to generate significant adverse effects in regard to Transportation.

The Completed Development

- 5.14 As above, the Site is well-placed within the existing public transport and highway network, the impact from the Proposed Development on public transport capacity will not be significant during the operational phase of the Development. There may be an increase in use of transport during Salt & Tar music events, however these are infrequent and unlikely to significantly impact the nearby receptors and users of the Site.
- 5.15 In view of the above, the completed and operational Development is not anticipated to generate significant adverse effects in regard to Transportation.

Cumulative Scenario

- 5.16 There are only two identified cumulative schemes which comprise firstly the dismantling and infilling of former gas holder (ref: DC/2023/00560) and secondly the provision of 16 residential units. The latter

of these is almost completely built out and is likely to be completed before works begin on the Proposed Development. The gas holder site works are located 450m away from the Site and associated traffic movement are anticipated to enter and leave the A5098 (Marsh Lane) to the west of the Site and would be subject to a CEMP. It is also anticipated that some construction traffic from the Site will join the Stanley Road or Washington Parade and head south to the A5057 Merton Road thereby reducing the potential for cumulative traffic with the Gasholder Site works.

- 5.17 It is not known to what use the gasholder site will be put so it is not possible to consider this in terms of its operation. The trip generation from the 16 units is not likely to be significant and so significant cumulative effects with the Proposed Development are not likely to be significant.
- 5.18 In the Cumulative Scenario, it is not anticipated that the Development would result in any significant adverse effects in regard to Transportation.

Air Quality

Demolition and Construction

- 5.19 The demolition activities have the potential to create releases of dust and particulate matter to the air which may have an adverse effect on receptors such as deposition on properties or adverse health effects. A CEMP and/or Dust Management Plan (DMP) will be prepared for the demolition phase of the development to set out mitigation measures to prevent or minimise releases to the air. The measures will be set out with best practice guidance.
- 5.20 The demolition and construction phase of the Proposed Development will increase the amount of traffic on the roads however the CEMP will be used to reduce the impacts of increased construction traffic.
- 5.21 In view of the above, the demolition and construction phase of the Development is not anticipated to generate significant adverse effects in regard to Air Quality.

The Completed Development

- 5.22 When the Proposed Development is operational, there is potential it will influence road traffic through increased trips to visit the attraction. However, the development itself would generate servicing trips only as it does not include residential development. As noted in section 4 air quality standard limits are not being approached or exceeded as an such a significant effect on air quality is not anticipated.
- 5.23 The developed Salt & Tar events space will increase traffic flow during live events. However, these are infrequent events and expected to largely occur outside of peak shopping centre usage times. Visitors are likely to make use of the existing public transport facilities and existing public car parking facilities. As such national air quality standards are not anticipated to be breached and significant effects on air quality are not anticipated.
- 5.24 In view of the above, the completed and operational Development is not anticipated to generate significant adverse effects in regard to Air Quality.

Cumulative Scenario

- 5.25 The construction of the 16 residential units is anticipated to be completed before work begins on the Site and so there would be no cumulative effects from construction with this scheme. The gasholder scheme works may coincide with the Proposed Development construction. However, it is sufficiently distant from the Site for significant cumulative dust blown effects to occur. It is also expected that both schemes will be subject to CEMPs which will include a range of industry standard measures to limit site and vehicle derived air quality effects such as vehicle sheeting and wheel washing such that significant cumulative construction traffic effects are unlikely.
- 5.26 In the Cumulative Scenario, it is not anticipated that the Development would result in any significant adverse effects in regard to Air Quality.

Noise

Demolition and Construction

- 5.27 During the demolition and construction of the Proposed Development, there would likely be short-term, temporary increase in noise levels as a result of construction activities, equipment and delivery vehicles. These effects are typical of any construction project and may lead to some localised disturbance to the neighbouring residential and commercial properties. The noise and vibration effects could be effectively managed through the compliance with legislative requirements via the implementation of environmental management control measures detailed within the Demolition Method Statement which will include the use of Best Practical Means in accordance with Section 72 of the Control of Pollution Act 1974 and can be included in a CEMP.
- 5.28 In view of the above, the demolition and construction phase of the Development is not anticipated to generate significant adverse effects in regard to Noise.

The Completed Development

- 5.29 The completed Development will have minimal increase in noise levels for the nearby sensitive receptors. The dominant sound source is road traffic along Stanley Road and the Washington Parade. With the partial demolition of the shopping centre, it will remove some of the acoustic screening at the Site.
- 5.30 The Salt & Tar events can give rise to elevated noise levels especially when music is being played. Noise monitoring undertaken at the Site identified that noise levels were generally elevated during the day from around 10.00 until the event closed at around 22.00.
- 5.31 However, the extant temporary permission for the Salt & Tar events limits the number of events to *'No more than 12 music event days ... on site in any calendar year.'* It also establishes a maximum noise level for events which is that event noise *'shall not exceed the background noise level (LA90) by more than 15 dB(A) when measured at the façade of the nearest residential premises (measured over a 15 minute period). During music events a level of 75 dB at the façade of the nearest residential premises shall not be exceeded in either of the 63 Hz or 125 Hz octave frequency bands.'*
- 5.32 Such music event days will be relatively infrequent and are likely to occur at the weekend only. The planning permission also permits such events to take place only between the hours of 10.00 and 22.00.

- 5.33 Therefore, while noise levels may disturb users of the development and surrounding receptors. Events would occur infrequently and have limits on noise levels as stated within their planning permission conditions (ref. DC/2023/00596).
- 5.34 In view of the above, the completed and operational Development is not anticipated to generate significant adverse effects in regard to Noise.

Cumulative Scenario

- 5.35 The construction of the 16 residential units is anticipated to be completed before work begins on the Site and so there would be no cumulative effects from construction with this scheme. There is the potential for construction traffic from the Proposed Development to coincide with construction traffic for the gasholder development. Existing flows on the A5098 are likely to be such that the addition of cumulative construction traffic would be unlikely double traffic flows and so not be likely to increase noise levels by 3dB. Indeed construction traffic flows are likely to give rise to a small percentage change to existing flows and as such would be unlikely to be a significant change.
- 5.36 In the Cumulative Scenario, it is not anticipated that the Development would result in any significant adverse effects in regard to Noise.

Ecology and Nature Conservation

Demolition and Construction

Designations

- 5.37 The closest statutory site is '*Liverpool Bay (SPA)*', which is located 1.7km west of the Site. Due to the distance between the Site and Liverpool Bay and the lack of ecological connectivity caused by the intervening land uses, no significant effects are anticipated.
- 5.38 The '*Leeds and Liverpool Canal and Adjacent Sites*' is a locally designated site located 1.3km south of the Site. Due to the distance between the Site and Liverpool Bay and the lack of ecological connectivity caused by the intervening land uses, no significant effects are anticipated.

Habitats

- 5.39 The habitats recorded within the Site are of low to negligible ecological value. No invasive species specified under schedule 9 of the Wildlife and Countryside Act 1991 were identified within the survey area. The Proposed Development will seek to achieve a biodiversity net gain of at least 10%.

Flora and Fauna

- 5.40 Limited vegetation clearance is required during the demolition works, given the majority of the Site is already developed with existing buildings or car parking. The ecology survey notes that habitats on site are of low value with limited potential for protected species. A preliminary bat roost assessment undertaken within the Site and surrounding area identified that most of the buildings within the Site have negligible roosting suitability, with the Bootle Strand Flats having low roosting suitability. For structures to be demolished a bat survey can be undertaken prior to demolition and mitigation

measures built into the Proposed Development as appropriate. This can be controlled by a standard planning condition.

- 5.41 In view of the above, the demolition and construction phase of the Development is not anticipated to generate significant adverse effects in regard to Ecology and Nature Conservation.

The Completed Development

- 5.42 The operational Development is not anticipated to have any significant adverse ecological effect. The continued management of the soft landscaping within the Site is anticipated to provide a beneficial effect for local biodiversity.
- 5.43 In view of the above, the completed and operational Development is not anticipated to generate significant adverse effects in regard to Ecology and Nature Conservation.

Cumulative Scenario

- 5.44 In the Cumulative Scenario, the Cumulative Schemes would also proceed in accordance with relevant wildlife legislation to ensure adequate protection of protected and notable species including nesting birds, bats, reptiles and hedgehog. As such, no cumulative effect on flora or fauna is likely to arise during demolition and construction. As with the Site, all Cumulative Schemes are viewed to be sufficiently spatially separated from the key national and international ecological designations in the local region.
- 5.45 In the Cumulative Scenario, it is not anticipated that the Development would result in any significant adverse effects in regard to Ecology and Nature Conservation.

Townscape, Visual Amenity and Built Heritage

Demolition and Construction

- 5.46 The physical presence of a construction site would give rise to the presence of visible hoardings, plant and machinery and other activities associated with the works. However, any townscape and visual effects associated with the works would be limited, localised and temporary.
- 5.47 Furthermore, the implementation of standard best practice management of the demolition and construction works and a range of good construction site housekeeping initiatives would be implemented with the aim of reducing effects on townscape, visual amenity and the setting of heritage assets. These will include, but not limited to:
- The maintenance of adequate construction site hoarding; and
 - The orderly segregation of particular construction site activities, for example, the clear delineation of construction site offices and staff facilities, material storage areas, plant and machinery storage areas.
- 5.48 As the works proceed and the built form of the Proposed Development emerges, the townscape and visual characteristics of the Site will adjust to those that will be generated by the presence of the

completed and operational Development. Overall, the most noticeable landscape and visual effects of the Proposed Development during construction will be largely confined to the Site and more immediate surrounds. The identified mitigation can be controlled through a CEMP controlled through a standard condition on a planning permission. As a result significant effects on townscape and heritage features are not anticipated during construction.

- 5.49 In view of the above, the demolition and construction phase of the Development is not anticipated to generate significant adverse effects in regard to townscape, visual amenity and built heritage.

The Completed Development

- 5.50 The built elements of the Proposed Development will be finished to a high standard of quality. The completed Development proposes to remove structures that are not of high streetscape quality while undertaking works to retained structures to enhance their appearance. Furthermore, a comprehensive landscaping strategy for the Site is proposed. Given the current layout of the Site, landscaping in this location which would seek to improve the setting of the Canal to the south and the remainder of the shopping centre site.
- 5.51 Additionally, the completed Development would not have a negative impact upon the qualities or the setting of any nearby Listed Buildings. As such, it is not anticipated to generate significant adverse effects upon townscape, visual amenity and built heritage.
- 5.52 In view of the above, the completed and operational Development is not anticipated to generate significant adverse effects in regard to [Townscape, Visual Amenity and Built Heritage].

Cumulative Scenario

- 5.53 It is assumed that the visual intrusiveness associated with the construction of the Cumulative Schemes nearby will be effectively managed by CEMP during the works helping to minimise cumulative effects should the construction of the Cumulative Schemes and the Proposed Development coincide with one another.
- 5.54 The cumulative schemes are sufficiently spatially separate that cumulative effects on townscape, views and heritage features are unlikely to occur. In the Cumulative Scenario, it not anticipated that the Development would result in any significant adverse effects.

Archaeology

Demolition and Construction

- 5.55 As described in section 4, there are no Scheduled monuments situated within or in proximity to the Site. The Site is not situated within an AAP or an AAI. The previous development on the Site may have truncated or otherwise affected any archaeology that may exist on the Site.
- 5.56 In view of the above, the demolition and construction phase of the Development is not anticipated to generate significant adverse effects in regard to Archaeology.

The Completed Development

- 5.57 The completed and operational Development would not give rise to any groundworks that necessitate intrusive ground works.
- 5.58 In view of the above, the completed and operational Development is not anticipated to generate significant adverse effects in regard to Archaeology.

Cumulative Scenario

- 5.59 No discrete and localised buried heritage assets shared with the Cumulative Schemes are anticipated.
- 5.60 In the Cumulative Scenario, it is not anticipated that the Development would result in any significant adverse effects in regard to Archaeology.

Geology, Ground Conditions and Contamination

Demolition and Construction

- 5.61 The Site is not designated for any geological importance or interest and does not yield any significant geological resources.
- 5.62 Made Ground deposits are likely to be present across the Site due to historic redevelopment as outlined above. There are no recorded historic landfills within the Site the nearest being approximately 170m to the north. However, given the historic land-uses within the Site, as is typical with many developed sites, there is a potential for contamination to be present beneath the Site.
- 5.63 With the exception of made ground potentially being present within the Site, no sources of environmental concern have been identified. The potential for significant contamination to have arisen at the Site as a result of the current and former usage on-site is likely to be low. However, the possibility of contamination albeit likely to be localised cannot be discounted. With implementation of standard mitigation measures that are controlled through the Environmental Protection Act and Contaminated Land Statutory Guidance, which establish the need for and methods of determining and remediation contamination and validating the remediation, can also be controlled through a standard planning condition to ensure a significant effect on the environment does not arise. Therefore a significant effect on the environment as a result of ground contamination is not likely and as such an EIA would be required.
- 5.64 In view of the above, the demolition and construction phase of the Development is not anticipated to generate significant adverse effects in regard to Geology, Ground Conditions and Contamination.

The Completed Development

- 5.65 The Development does not propose any land uses or activities that would inherently be of a contaminative nature.
- 5.66 In view of the above, the completed and operational Development is not anticipated to generate significant adverse effects in regard to Geology, Ground Conditions and Contamination.

Cumulative Scenario

- 5.67 In the event the Cumulative Schemes encounter contamination issues, it is considered reasonable to assume the implementation of best practice environmental management controls and additional legislative requirements (separate to the EIA Regulations) would mean all matters would be (or have been) adequately dealt with so as to prevent significant effects on human health and / or the environment. Therefore, it is unlikely significant ground conditions or contamination cumulative effects would result either during construction or on completion and operation of the Development and the Cumulative Schemes together.
- 5.68 In the Cumulative Scenario, it is not anticipated that the Development would result in any significant adverse effects in regard to Geology, Ground Conditions and Contamination.

Soil and Agricultural Land

Demolition and Construction

- 5.69 The Proposed Development is located on, and surrounded by, urban land and therefore will have no impacts on agricultural land.
- 5.70 Excavated soils will be carefully stored and reused where possible in the reprofiling of the Site.
- 5.71 In view of the above, the demolition and construction phase of the Development is not anticipated to generate significant adverse effects in regard to Soil and Agricultural Land.

The Completed Development

- 5.72 The Development does not propose any land uses or activities that would inherently be of a contaminative nature.
- 5.73 In view of the above, the completed and operational Development is not anticipated to generate significant adverse effects in regard to Soil and Agricultural Land.

Cumulative Scenario

- 5.74 All the cumulative sites are located within the urban area of Bootle and do not lead to the loss of agricultural land and are sufficiently distant from agricultural land as to not give rise to significant effects on agricultural land. Therefore in the Cumulative Scenario, it is not anticipated that the Development would result in any significant adverse effects in regard to Soil and Agricultural Land.

Water Resources, Flood Risk and Drainage

Demolition and Construction

- 5.75 The Site is located in Flood Zone 1 and as such is at a low risk of flooding from rivers and the sea. There is a risk of surface water flooding, but this can be addressed through standard procedures that can be controlled through a CEMP in relation to capturing, storing and removal of flood water so as to not give rise to increased sediment loads or mobilisation of any contamination into surrounding sensitive areas.

- 5.76 In view of the above, the demolition and construction phase of the Development is not anticipated to generate significant adverse effects in regard to Water Resources, Flood Risk and Drainage.

The Completed Development

- 5.77 In addition, climate change considerations require that the completed and operational Development must be designed with the resilience to cope with increases in precipitation frequency and intensity which may give rise to increased incidences of surface water flooding events.
- 5.78 The design of the Development is therefore informed by an appropriately qualified and experienced surface water drainage engineer. This will ensure the inherent design measures of the Development will safeguard against surface water flooding risks and effects at the Site and elsewhere, even accounting for climate change.
- 5.79 In view of the above, the completed and operational Development is not anticipated to generate significant adverse effects in regard to Water Resources, Flood Risk and Drainage.

Cumulative Scenario

- 5.80 All the cumulative sites are within flood zone 1 and so at a low risk of flooding. All sites will be required to incorporate a drainage strategy that does not increase flood risk up or down stream. Therefore significant cumulative effects on flood risk are unlikely. Therefore in the Cumulative Scenario, it is not anticipated that the Development would result in any significant adverse effects in regard to Water Resources, Flood Risk and Drainage.

Socioeconomics

Demolition and Construction

- 5.81 There is anticipated to be an increase in direct, indirect and induced employment associated with the construction activities on-Site. However, the scale of the development in the context of existing employment within the wider area the effects are unlikely to be significant.
- 5.82 The demolition of the existing structures on the Site is not anticipated to result in a significant direct loss in employment as many of the structures are already vacant and existing occupiers will be provided with accommodation elsewhere in the shopping centre prior to the demolition beginning to facilitate continuity of service.
- 5.83 In view of the above, the demolition and construction phase of the Development is not anticipated to generate significant adverse effects in regard to Socioeconomics.

The Completed Development

- 5.84 The completed Development is predicted to bring more people to the area and increase footfall within the shopping centre and the area generally through the Salt & Tar venue events. It will also provide new and improved community facilities. While these will be beneficial to the local area they are unlikely to make a significant improvement for the borough as a whole and so are not considered to be significant in EIA terms.

Cumulative Scenario

- 5.1 The Cumulative Schemes will also generate direct, indirect and induced employment opportunities during the demolition and construction works and once the Development is completed and operational. However, the cumulative effect on employment from the Development and Cumulative Schemes together would unlikely be significant.
- 5.2 In the Cumulative Scenario, it is not anticipated that the Development would result in any significant adverse effects in regard to socio-economics.

Wind Microclimate

Demolition and Construction

- 5.3 The low-rise nature of the existing development means that it is unlikely to have a material effect on local wind speeds. Any effects in relation to Wind Microclimate would vary throughout the demolition and construction phase as the built form of the Development emerges. The effect, however, would be less than the effects of the completed and operational Development and would likely only be temporary in nature.
- 5.4 In view of the above, the demolition and construction phase of the Development is not anticipated to generate significant adverse effects in regard to Wind Microclimate.

The Completed Development

- 5.5 The Proposed Development would open up a route through the existing arm of the shopping centre, however the low-rise nature of the building in a fairly densely developed area along with the open nature of the area to the south around the canal indicates that this change through the Proposed Development would be unlikely to make a material difference to local wind conditions. Therefore, it is not anticipated that strong downdraughts or other adverse wind microclimate effects would occur as a result of the Development.

Cumulative Scenario

- 5.6 The cumulative schemes are sufficiently distant from each other that significant cumulative effects on the wind microclimate are unlikely.

Daylight, Sunlight and Overshadowing

Demolition and Construction

- 5.7 The low-rise nature of the existing development and the distance of sensitive receptor from it means that it is unlikely to have a material effect on daylight, sunlight or overshadowing of these receptors.
- 5.8 In view of the above, the demolition and construction phase of the Development is not anticipated to generate significant adverse effects in regard to Daylight, Sunlight and Overshadowing.

The Completed Development

- 5.9 The Proposed Development would reduce the massing of the existing development thereby reducing any existing effects on daylight, sunlight and overshadowing. Therefore, the completed and operational Development is not anticipated to generate significant adverse effects in regard to Daylight, Sunlight and Overshadowing.

Cumulative Scenario

- 5.10 The cumulative schemes are sufficiently distant from each other that significant cumulative effects on daylight, sunlight and overshadowing are unlikely. In the Cumulative Scenario, it is not anticipated that the Development would result in any significant adverse effects in regard to Daylight, Sunlight and Overshadowing.

Lighting

Demolition and Construction

- 5.11 During the demolition and construction phase, there may be periods where floodlighting / security and health and safety lighting will be required. However, it is anticipated that a CEMP will be prepared and agreed with SMBC prior to the commencement of works. As part of the CEMP, measures will likely be implemented to minimise artificial light spill and glare to nearby sensitive receptors surrounding the Site.
- 5.12 In view of the above, the demolition and construction phase of the Development is not anticipated to generate significant adverse effects in regard to Lighting.

The Completed Development

- 5.13 In respect of the completed and operational Development, a detailed lighting strategy / design will be secured by planning conditions and agreed in advance of the completion of the Development with SMBC. It is anticipated that such a strategy will be designed to relevant British Standards (BS), including BS 5489-1:2013 Code of Practice for the Design of Roads Lighting²³ and will take account of the Institute of Lighting Professionals Guidance Note 1 for the Reduction of Obtrusive Light²⁴.
- 5.14 There is likely to be lighting effects associated with the Salt & Tar venue operation. However, it is anticipated that the licensing of this venue will result in a limit to the number of events that can be staged each year and the events will be completed by 10pm and likely to mostly occur at weekends.
- 5.15 In view of the above, the completed and operational Development is not anticipated to generate significant adverse effects in regard to Lighting.

Cumulative Scenario

²³ BS 5489-1:2013 Code of Practice for the Design of Road Lighting. Lighting of Roads and Public Amenity Areas. 2013.

²⁴ Institute of Lighting Professionals (2021) Guidance Note 1 for the Reduction of Obtrusive Light.

- 5.16 The cumulative schemes are sufficiently distant from each other that significant cumulative effects as a result of their lighting are unlikely. Therefore in the Cumulative Scenario, it is not anticipated that the Development would result in any significant adverse effects in regard to Lighting.

Greenhouse Gases and Climate Change

Demolition and Construction

- 5.17 As a result of the Palatine section of The Strand Shopping Centre (that being the southern-most part of The Strand, adjoining onto the canal-side area of the Site), the embodied carbon of the structure's materials would be released. Although this figure has not been quantified for the purposes of this assessment, due to the nature of the structure present, this figure is not anticipated to be significant at a regional, national or global level. A scenario in which the existing structure could be retained was not considered a viable strategy due to the ongoing maintenance issues associated with the structure and the Palatine creating a physical barrier from the east to west and disconnecting The Strand from the Canalside. Where possible, debris from the demolition of the Palatine would be re-used on-site to address the level change from the Canalside to the south bank. The remainder of the The Strand's structure would be re-used.
- 5.18 In view of the above, the demolition and construction phase of the Development is not anticipated to generate significant adverse effects in regard to Greenhouse Gases and Climate Change.

The Completed Development

- 5.19 As previously noted, by virtue of the scale and nature of the Development, its operation would not significantly contribute to global climate change above the existing levels. Regardless, where possible, the Development would be designed to minimise greenhouse gas emissions and to ensure resilience to climate change.
- 5.20 In view of the above, the completed and operational Development is not anticipated to generate significant adverse effects in regard to Greenhouse Gases and Climate Change.

Cumulative Scenario

- 5.21 As previously noted, by virtue of the scale and nature of the Development, its operation would not significantly contribute to global climate change above the existing levels. Regardless, where possible, the Development would be designed to minimise greenhouse gas emissions and to ensure resilience to climate change.
- 5.22 In view of the above, the completed and operational Development is not anticipated to generate significant adverse effects in regard to Greenhouse Gases and Climate Change.

Health and Wellbeing

Demolition and Construction

- 5.23 Previous sub-sections (Geology, Ground Conditions and Contamination, Noise, Air Quality, Wind Microclimate, Water Resources, Flood Risk and Drainage and Socioeconomics) have demonstrated that the demolition and construction works are not anticipated to give rise to any significant contamination, air quality, noise, wind microclimate, flood risk and / or socioeconomic effects, all of which have the potential to affect human health and wellbeing.
- 5.24 The likelihood of insignificant effects for all relevant topics is by virtue of the nature and location of the Development, together with the implementation of a broad range of standard, tried and tested construction related best practice environmental management controls.
- 5.25 Asbestos-containing materials have been identified to be present within the Site. Any known occurrences of asbestos-containing materials would be removed by a contractor licensed by the Health and Safety Executive (HSE) prior to any other works in its location. Notice should be given for the discovery of any previously unknown occurrences of asbestos-containing materials. The disturbance of such materials should be avoided, and a statutory risk assessment and details of proposed methods for safe material should be submitted.
- 5.26 Consequently, the health and wellbeing of construction site workers, local residents, local workers and visitors to the locality is unlikely to be significantly adversely affected by the demolition and construction works.

The Completed Development

- 5.27 Similar to the above, previous sub-sections (Geology, Ground Conditions and Contamination, Noise, Air Quality, Wind Microclimate, Water Resources, Flood Risk and Drainage and Socio-economics) demonstrate that the completed and operational Development is unlikely to give rise to significant effects in regard to contamination, air quality, noise, pedestrian comfort and safety, flood risk and / or socio-economic effects. As such, with the Development in place, these environmental factors are unlikely to significantly affect the health and wellbeing of local residents, local workers, users and visitors of the Development and the surrounding locality.

Cumulative Scenario

- 5.28 The justification above is also valid for the Cumulative Schemes. Consequently, there is no potential for significant cumulative health and wellbeing effects during any concurrent demolition and construction works or following completion and operation of the Development and the Cumulative Schemes.
- 5.29 In the Cumulative Scenario, it is not anticipated that the Development would result in any significant adverse effects in regard to Health and Wellbeing.

Waste

Demolition and Construction

- 5.30 There will be the waste created throughout the demolition and construction phase of the Development. A Site Waste Management Plan (SWMP) will be developed to ensure that at least 90% (by tonnage) or 80% by volume of the non-hazardous demolition waste will be diverted from landfill. Where possible the waste will be reused in the reprofiling of the Development. The SWMP will ensure waste is managed

in line with best practice guidelines and relevant legislation to ensure minimum waste generation and maximum recycling during the demolition and construction works.

- 5.31 The Site is located adjacent to the '*Former Railway cutting between Rimrose Road and Fernhill Road*' historic landfill site to the north of the Site. The Strand Shopping Centre has operated since the closure of the landfill site with no known significant adverse effects having arisen. Given that the Site would continue to operate under the same land uses and same environmental sensitivities, no significant adverse effects would be anticipated to arise as a result of the interaction between the Proposed Development and the historic landfill site.
- 5.32 Should there be any hazardous materials on the Site, the Demolition Contractor will comply with relevant legislation relating to protection of employees and others who may be affected from health risks.
- 5.33 In view of the above, the demolition and construction phase of the Development not anticipated to generate significant adverse effects in regard to Waste.

The Completed Development

- 5.34 The Development would generate waste through its operation. However, in-line with local and national requirements, the Development will be designed to ensure that sufficient space and facilities are provided for the storage of segregated general and recyclable waste. In addition, the servicing of the Development will allow for adequate waste collection and disposal, as necessary.
- 5.35 The operational Development will not include for any land uses or activities that will give rise to particularly hazardous waste materials.
- 5.36 In view of the above, the completed and operational Development not anticipated to generate significant adverse effects in regard to Waste.

Cumulative Scenario

- 5.37 As for the Development, the Cumulative Schemes are also expected to employ good waste management practices during the Works so that significant cumulative effects are unlikely to occur from the Development and Cumulative Schemes together.
- 5.38 The Cumulative Schemes are also expected to employ good waste management practices during the Works so that significant cumulative effects are unlikely to occur from the Development and Cumulative Schemes together.
- 5.39 In the Cumulative Scenario, it is not anticipated that the Development would result in any significant adverse effects in regard to waste.

Risk of Major Accidents and Disasters

Demolition and Construction

- 5.40 All demolition and construction works would be managed in accordance with best practice environmental management controls and relevant regulations. Furthermore, with standard, tried and tested construction related best practice environmental management controls in place, previous subsections (Geology, Ground Conditions and Contamination and Water Resources, Flood Risk and Drainage) demonstrate that the demolition and construction is unlikely to give rise to significant risks associated with contamination and surface water flooding.
- 5.41 According to Zetica's UXO risk map, the Site is located within an area of low to moderate risk from UXO, with the Site being located 600m from a strategic Luftwaffe Target. It is understood that a UXO desktop assessment is to be undertaken by the Applicant to understand what precautions would be required during the Works and in order to mitigate any risk from UXO.
- 5.42 As such, significant adverse effects in regard to the Risk of Major Accidents and Disasters during the demolition and construction would not be considered likely.

The Completed Development

- 5.43 The completed and operational Development does not propose any land uses that would increase the risk of major accidents and disasters by virtue of being hazardous or operating complex processes. Furthermore, previous sub-sections (Geology, Ground Conditions and Contamination and Water Resources, Flood Risk and Drainage) justify that the completed and operational Development would be unlikely to give rise to any significant contamination or flood risk and would not be susceptible to increased future flood risk.
- 5.44 The Huskisson Dock is a Lower Tier COMAH establishment located 2.1km south-west of the Site, activities at the COMAH establishment include fuel storage and distribution. The Proposed Development would not introduce any new activities on-Site which would impact upon the operation of the COMAH establishment, and activities at the COMAH establishment itself would be strictly controlled through a series of control measures in order to ensure ongoing compliance with the COMAH Regulations. Under the assumption that these control measures remain in place, the COMAH establishment is not seen to generate a significant effect in respect of the major accidents and disasters at the Site.
- 5.45 In view of all of the above, significant effects associated with the Risk of Major Accidents and Disasters as a result of the completed Development would be unlikely to occur.

Cumulative Scenario

- 5.46 The above statements regarding the Proposed Development in isolation are also valid for the Cumulative Schemes, given that the nature of the proposals for the Cumulative Schemes and the anticipated concurrent demolition and construction works.
- 5.47 In the Cumulative Scenario, it is not anticipated that the Development would result in any significant adverse effects in regard to Risk of Major Accidents and Disasters.

6. Summary and Conclusions

6.1 The Development has been screened under Schedule 2, Class 10 'Infrastructure Project' Subsection (b) 'Urban development projects'. The screening criteria for this type of development is if:

- The development includes more than 1 hectare of urban development which is not dwelling house development; or
- The development includes more than 150 dwellings; or
- The overall area of the development exceeds 5 hectares.

6.2 As such, an EIA Screening Report has been prepared on this basis. The report has identified the following key points:

- The Site is not located in a 'sensitive area' as defined by the EIA Regulations. Accordingly, the absorption capacity of the natural environment in and surrounding the Site is judged to be high; the Site and its immediate surrounds are resilient to change.
- The Development is considered to be consistent in scale and type with the existing context surrounding the Site.
- The effects associated with this type of development are not of a level of magnitude, complexity or significance such that an EIA would be required to evaluate them.
- The potential for significant effects is low and can be adequately dealt with via the standard legislative requirements and the implementation of best practice environmental management controls out-with the EIA regime.

6.3 As such, the Development is not considered to constitute EIA development.

6.4 In order to confirm this, we kindly request a formal EIA Screening Opinion on the requirement for EIA and would be grateful if SMBC would respond by way of a formal EIA Screening Opinion within three weeks.

Appendix I

Existing Site Plan

Appendix II

Preliminary Risk Assessment

Appendix III

Bat Activity Report

Contact Details

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