

Appendices Chapter 1

Environmental Statement: Volume 2

784-B048803

14th June 2023

Development Management
Economic Development and Planning
Wiltshire Council
County Hall
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

Our Reference: 715

Issued via email: developmentmanagement@wiltshire.gov.uk

Dear Sir,

**Town & Country Planning (Environmental Impact Assessment) Regulations 2017 Regulation 6
Request for Screening Opinion**

Land at Junction 16, M4 Motorway, Swindon

Smith Jenkins Planning & Heritage are instructed by Moto Hospitality in respect of the above site. On behalf of our client, we request a Screening Opinion in accordance with Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the '*Regulations*').

In making this request we set out below our consideration of the Regulations and our professional view that the proposal does not represent an Environmental Impact Assessment (EIA) development and therefore does **not** require the submission of an Environmental Statement.

The forthcoming application will be submitted seeking outline planning permission for the following:

“Outline Application with reserved matters for the development of a Motorway Rest Area (MRA) to provide 255 Car Parking Spaces, 62 Heavy Goods Vehicle (HGV) parking, additional vehicle parking, amenity Building, fuelling station and associated landscaping and works at Land at junction 16, M4 Motorway, Swindon.”

This Screening Opinion request is accompanied by the following plans:

- Location Plan (dwg no: M49_001 rev A);
- Concept Layout 06 (dwg no: M49_101 rev A);
- Pond Locations (dwg no: EBD_2511_DR002); and
- Topographical Survey (dwg no: 8807_SITE_2D_R0).

Background

A pre-application advice request was submitted in August 2022 (LPA reference: ENQ/2022/01548) for the *Creation of HGV park facility of, 199 HGV parking spaces, 66 electric vehicle spaces, 1 HGV abnormal load space, 1 coach space, 1 caravan space, an amenity building, HGV fuel filling station and a drive thru building with 20 additional car parking spaces*. Subsequent advice was received from the LPA concerning the acceptability of the proposal, which outlined additional information to be included in the future submission of a planning application.

Moto Hospitality now intend to prepare and submit a planning application for a similar development to that described at pre-application stage, and this request for a Screening Opinion is made in advance of submission of the outline planning application.

Required Information

Regulation 6(2) of the *Regulations* advises that a request for a Screening Opinion must be accompanied by:

- (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; and
 - (ii) the use of natural resources, in particular soil, land, water and biodiversity; and
- (e) such other information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

In accordance with Regulation 6(2)(a) we enclose a Site Location Plan and set out a brief description of the nature and purpose of the proposed development along with possible effects on the environment.

We set out below the information we consider relevant to this matter which will enable the Council to issue its Screening Opinion.

Site Context

The site is an irregularly shaped site to the east of Junction 16 of the M4. The site extends to 5.28 hectares. The B4005 (Hay Lane) runs along the western and southern boundaries of the site and a

drainage basin has recently been constructed directly to the west of the site, as part of improvements to Junction 16. The M4 Motorway runs along the northern boundary of the site in an east-west direction, with a small amount of vegetation separating the motorway and the site. To the east of the site is an agricultural field with a Travellers site further to the east. Access is taken to this land use from B4005, directly to the south east of the site.

The site comprises of one large agricultural field, with hedgerows lining the eastern boundary of the site. A small area in the south west area of the site appears to have been used as a depot for the recent improvement to the highways junction but has since been restored and surfacing removed from the site.

The site is not covered by any specific designations in the adopted Wiltshire Core Strategy. However, there are some localised constraints relevant to the site. A Group Tree Preservation Order (N/TPO51) covers three separate areas of vegetation within the site. Additionally there is a presence of a public Right of Way in the form of a footpath on the southern boundary of the site, which traverses from east to west.

The site is within Flood Zone 1 with a very low risk of flooding from rivers or the sea, some areas of the site are at risk from low-medium risk of surface water flooding.

The site is not located within any defined settlement boundary, therefore classifying it as open countryside. The site does fall within the Royal Wootton Bassett and Cricklade Community Area. To the immediate west of the site there is an identified Local Lorry Route in the Core Strategy Policy Map that connects to the M4 Motorway.

The Proposed Development

Moto are seeking to provide a motorway rest area (MRA) to provide HGV parking, EV charging hubs, mixed vehicle parking, associated amenity building and petrol station facilities. Specifically the site will provide 255 (all sized for EV) car parking spaces, 62 HGV parking, 1 HGV abnormal load, 7 caravan, 6 coach and 12 Motorcycle spaces.

All car parking spaces are to be sized as show standard sized car spaces for Tesla and Gridserve EV charging and include 100% potential EV connection.

The site is to be classified as a 'fit for the future' motorway rest area that is aiming to set a precedent in delivering motorway service areas that are environmentally led in terms of design. The development will aim to deliver on a minimum of 10% biodiversity net gain and detailed landscape plans to deliver hard and soft landscaping.

Determining whether Environmental Impact Assessment (EIA) is required

The determination of whether EIA is required depends on a consideration of whether the development is:

- Schedule 1 development, in which case EIA is necessary, or;

- Schedule 2 development, in which case EIA is necessary only if the development is likely to have significant environmental effects. Guidance on whether a development has significant environmental effects is contained in Schedule 3 of the Regulations.

The proposed development does not meet any of the categories in Schedule 1 of the Regulations. It does however fall within a description of development in Column 1 of Schedule 2 of the Regulations, namely Category 10 (p) motorway service area as the development area is greater than 0.5 Hectare.

Therefore, it is necessary to screen the application to determine whether EIA is necessary and to consider whether the proposed development would be located in a 'sensitive area' as defined by the Regulations. The Regulations define sensitive areas as being:

- Sites of Special Scientific Interest
- National Parks
- The Broads
- A UNESCO world heritage site
- A Scheduled Ancient Monument
- An Area of Outstanding Natural Beauty
- A European site for habitat and species conservation

The site does not lie within any of these defined sensitive areas nor are there any within close proximity that might lead to either likely or significant environmental effects.

Schedule 3 and the Potential Impacts of the Development

To consider the potential significance of environmental effects in more detail, the applicant has utilised the selection criteria provided in Schedule 3 of the Regulations, as set out below.

Characteristics of the Development

Schedule 3 provides more detailed selection criteria, which are repeated as follows along with the conclusions as they relate to this particular development:

The size and design of the development:

The development proposes an motorway rest area that will cover 5.28 Hectares and will include both hardstanding areas with associated amenity building. The proposals is to include hard and soft landscaping proposals that will break up the built form of the development and provide natural boundary treatments.

The amenity building is to include a green roof strategy that will contribute to the proposals ambitions of being landscaped and environmentally led in design.

The cumulation with other development:

The proposed development is not a 'destination' development in itself but would be used by traffic already using the SRN therefore is not considered to cause any significant impacts when considered in relation to other existing development nearby.

The use of natural resources:

There will be no abnormal or excessive use of natural resources. The site makes optimal use of a underutilised land parcel.

The production of waste:

The completed development will only generate normal waste that will be managed through connections to existing foul and waste drainage. During construction, a Construction Management Plan would be in place to ensure that waste related to the development is controlled in an appropriate manner.

Pollution and nuisances:

The development will not generate any new pollution or nuisance to the area in terms of noise, odour, air quality, or crime.

The risk of major accidents and/or disasters:

The proposal will include a fuel filling station that will store petrol and diesel in secure underground tankers and managed appropriately.

The risks to human health:

The development would not constitute any risks to human health.

The nature of the proposal renders its impact permanent, however given the scale and location of the proposal, as identified above, the impact would be considered to be low. We therefore conclude that the characteristics of the impacts cannot be defined as significant.

The Location of The Development

Currently, the site is an underutilised parcel of agricultural land that sits adjacent to the M4 Motorway and south of the settlement boundary for Swindon. To the north east of the site (north of M4) is an area of built form and massing in the form of Clearwater Business Park.

The location of the site is not considered to be sensitive in terms of its environment or geography. The proposed development is to sit within an area of open countryside. There is no abundance of natural resources in the area.

The site is not located within any statutory designations, such as Article 2(3) land, nor is it within the Green Belt. It is not in close proximity to any wetlands, riparian area, river mouths, coastal zones or other marine environment, mountains or forests or nature reserves, European sites or other protected area or densely populated areas. The trees that are part of the Tree Protection Order (TPO) are to remain on site and incorporated into the designs/landscaping strategy for the MRA.

Characteristics of Potential Impact

Preliminary Environmental Review

An initial review of the potential impact areas and the associated significant effects has been undertaken with the findings provided below. The key issues were considered to be landscape, heritage, transportation and ecology.

Landscape and Heritage Impact

The proposed development site is located within the vicinity of three designated heritage assets, including Studley Grange Farmhouse, Upper Studley Farmhouse and a Milestone at Spittleborough Farm at NGR SU 095828, all grade II listed buildings. The potential impacts on these designated heritage assets is anticipated to be indirect, largely concerning the setting with minimal impact. Regarding known archaeological interest, the site is in an area of limited value, with predominantly medieval agricultural landscapes documented in Wiltshire & Swindon's Historic Environment Records.

The M4 and the associated traffic noise and movement and the built up area of Swindon on the north side of the M4 are prominent features in the local area. Due to the very restricted intervisibility between potential receptors and the proposed development, the topography of the area and the traffic movement and noise along the M4, it is considered that with suitable landscaping and planting, the proposed development will have a negligible effect on the local landscape and any heritage assets.

In terms of landscape and visual implications, the site lies within a lowland area associated with the Rolling Clay Lowland landscape type in Wiltshire. The large-scale rectangular fields are bounded by hedgerows with sparse hedgerow trees and scattered small woodland blocks. Around Swindon large scale buildings on the outskirts dominate immediate views, and the M4 motorway is a constant presence with junction 16 occupying a considerable area of land. The site is unremarkable, flanked by mature hedgerows to the east and west but open boundaries to the north and south. To the south of the site is Monks Rest nature reserve with plantation woodland which provides a good deal of enclosure from longer distance views.

Whilst there will be a high degree of change to the site itself, the surrounding area of Swindon and the presence of junction 16 has the capacity to accommodate further development without significant adverse effects on landscape/ townscape character or the wider visual amenity. Sensitive views from the AONB are 3km away and would observe the site at distance with the backdrop of the existing light industrial and commercial estates to the south of Swindon, and would be barely perceptible. Other views from the open countryside are limited and will be assessed as part of the LVIA to be submitted with the application.

Ecology

There are no statutorily designated sites within the site boundary and no internationally designated sites for nature conservation within 7km of the site. There are 12 nationally designated sites for nature conservation (Sites of Special Scientific Interest / Local Nature Reserves) within 5km, the closest of which is 2.66km south-west. There are five non-statutory sites (Local Wildlife Site / Wiltshire Wildlife Trust Reserve / Protected Road Verge) within 2km, the closest of which is 0.16km north (north of the

M4). All sites are sufficiently removed from the site that impacts to designated sites are considered unlikely to occur as a result of the proposals.

There are four ponds within 250m of the site and great crested newt presence has been confirmed in the most easterly pond. The site will be registered under the District Licence scheme to ensure appropriate mitigation measures are adopted for the species.

Breeding bird surveys have confirmed presence of a typical assemblage of farmland bird species, with some wetland species of interest associated with the off-site pond in the west. Two territories of skylark will be lost as a result of the proposals, however, this is not considered to be of significance as they are a widespread species within Wiltshire (being present in 809 of 915 tetrads and breeding in 602). Enhancements will be delivered for other priority species to ensure the proposals deliver a net gain for breeding birds.

The design scheme is being sensitively designed to enhance the boundaries of the site and incorporate features for biodiversity throughout. Biodiversity offsetting will also be delivered within the field immediately to the east.

The proposals will not result in adverse impacts of significance for habitats or species, therefore it is considered an Environmental Statement is not required to assess the significance of effects on Biodiversity.

Transportation

Due to the nature of the proposed development i.e. it is not a 'destination' development in itself but would be used by traffic already using the M4. It is therefore not anticipated that there would be a significant effect on vehicle numbers and flows on the M4 and adjoining roads once the MSA is fully operational; however, there will be additional vehicular movements to/from the M4 at M4 Junction 16 and the associated slip roads with the potential to adversely affect existing traffic conditions. During the construction phase, some additional vehicle movements would be generated which would use the existing highway network and would enter/exit the site via a new roundabout access off the B4005. The temporary traffic generated during the construction phase is not likely to be perceptible in terms of the existing flows on the M4 and will have a marginal effect on the operation of the B4005. It is not anticipated that construction traffic would result in increased delays on the M4 or increase road safety concerns on local roads. A Transport Assessment (TA) produced in line with relevant local and national guidance will be submitted with the planning application, and will include assessment of the M4 Junction 16 and associated slip roads to determine the extent of any impact as a result of the proposed development. Appropriate mitigation will be proposed if required and therefore no resultant significant effects on driver delay or road safety are expected. No significant effects on safety, severance, amenity or delay for pedestrians and cyclists are anticipated.

Noise, Vibration and Air Quality

According to the DEFRA online Air Quality Management Areas (AQMAs) interactive map the site does not sit within an AQMA. Several potential noise, vibration and air quality receptors, in the form of residential properties, sit to the south and east of the site on the south side of the B4005. Owing to the sites location, adjacent to the M4, the potential for construction phase impacts is considered to

be limited. Any impacts will be mitigated through the implementation of suitable best practice measures to be detailed within Construction Environmental Management Plan (CEMP). As is identified above there is not anticipated to be a significant effect on vehicle numbers and flows on the M4 arising from the operation of the proposed development.

Overall, following implementation of suitable best practice mitigation measures, it is not anticipated that there would be any significant noise, vibration and air quality impacts.

Water Resources and Flood Risk

The proposed development is located in Flood Zone 1, according to the Environment Agency's Flood Map for Planning, which is land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding. Mapping showing the risk of flooding from surface water published by the EA shows limited overland surface water flow routes are observed within the site, adjacent to eastern and southern boundaries. There are no watercourses on the site, although recently completed highways attenuation areas and downstream conveyancing elements are found immediately to the west of the site, discharging under the B4005 to the south. The site does not appear to be located within a groundwater Source Protection Zone (SPZ). In accordance with the Wiltshire Local Plan, for sites of over 1 ha in Flood Zone 1, a Flood Risk Assessment (FRA) will be produced. It is considered that following the implementation of any necessary mitigation measures detailed within the FRA and Drainage Strategy (incorporating Sustainable Drainage (SuDs) features) that there will be no significant impacts associated with the water Resources and flood risk.

Ground Conditions, Contamination and Agricultural Land

Given the existing land uses (predominately arable farming) it is considered that contamination is unlikely. The proposed development will be designed so as to ensure there are no significant effects associated with contamination during both the construction and operational phases.

According to the Agricultural Land Classification (ALC) map for the South West the site would appear to largely comprise be grade 3 agricultural land (good to moderate). An Agricultural Land Assessment will therefore be undertaken and submitted with the application with all suitable top soil being reused on site.

Socio-economics

It is considered that proposed development would be generally beneficial with regards to socioeconomic impacts, providing both short-term jobs at the construction phase and longer-term permanent jobs during the operational phase.

Cumulative Impacts

A cumulative impact arises when impacts from several developments, which individually might be insignificant, coincide together and potentially produce a significant cumulative impact. The location of the proposed development, on the edge of Swindon, reduces the potential for cumulative impacts within many of the environment impact areas. Relevant cumulative developments will form the baseline utilised within the transport assessment model. Overall it is considered that the construction

and operation of the proposed development in combination with other developments will not lead to significant cumulative impacts.

The proposed development is not expected to give rise to any significant environmental impacts to water resources and would not lead to any increase in flood risk within the site or for surrounding area.

Summary Environmental Review

In response to the points in Schedule 3 of the EIA regulations outlined above, and the potential environmental impacts resulting from the proposed development, the following should be noted:

- The proposed development is a medium sized development, with the entire development and associated parking being easily contained within areas adjacent to the existing road network. Whilst it will serve traffic using the motorway network it does not represent a major development of more than local importance;
- Furthermore, whilst the proposed development exceeds the exclusion and indicative thresholds, the guidance clearly states that these thresholds 'should only be used in conjunction with the general guidance on determining whether EIA and, in particular, the guidance on environmentally sensitive areas'. The guidance also states that 'it should not be presumed that developments above the indicative thresholds should always be subject to assessment'.
- The site is not located within an environmentally sensitive area as defined in the EIA Regulations and the nature and scale of the proposed development is not considered to result in any significant impacts;
- The proposed development will not result in potentially hazardous environmental effects such as those that are more usually associated with industrial developments involving 'process' emissions or in areas of severely contaminated land. The potential for contamination is not considered to be sufficiently severe, complex or hazardous; and
- Finally, the construction and operation of the proposed development is not considered to result in complex and hazardous environmental effects or a high level of contamination.

Conclusion

Whilst the proposed development could be considered to fall within the description of a Schedule 2 Development under the EIA Regulations, it does not result in the potential for any significant environmental effects to result, either in isolation or in combination with other developments. It is our professional opinion that the development will result in limited potential environmental effects, none of which could be considered to be 'significant' in the context of the EIA Regulations.

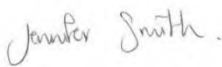
As such, we do not consider that a formal EIA is required. In the absence of a formal EIA being undertaken, our client will commission technical assessments that will identify possible minor environmental effects as a result of the proposed development. These reports will recommend measures to avoid, reduce or mitigate any identified potential impacts. These assessments will form part of the application submission. It is considered that the list of reports is likely to include the following, but the form of the actual application submission will be agreed in consultation with the planning authority:

- Planning Statement;
- Design & Access Statement;
- Transport Assessment;
- Travel Plan;
- Sustainability Statement;
- Statement of Community Involvement;
- Socio-economic Statement;
- Ecological Impact Assessment;
- Heritage and Archaeological Assessment;
- Landscape and Visual Impact Assessment;
- Flood Risk Assessment
- Air Quality Assessment;
- Acoustic Assessment;
- Lighting Assessment;
- Agricultural Land Assessment;
- CEMP;
- Geotechnical Ground Investigation;
- Business Case & Vision.

We trust that this letter provides you with reassurance that the environmental considerations associated with the site and the proposed development are being properly and robustly assessed. Should you require any additional information to enable you to reach a screening decision, please do not hesitate to contact the undersigned. Otherwise, we look forward to receiving your Screening Opinion within the necessary 28 day period, as specified in the EIA Regulations and confirmation that your formal opinion will be entered on the public register.

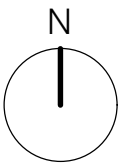
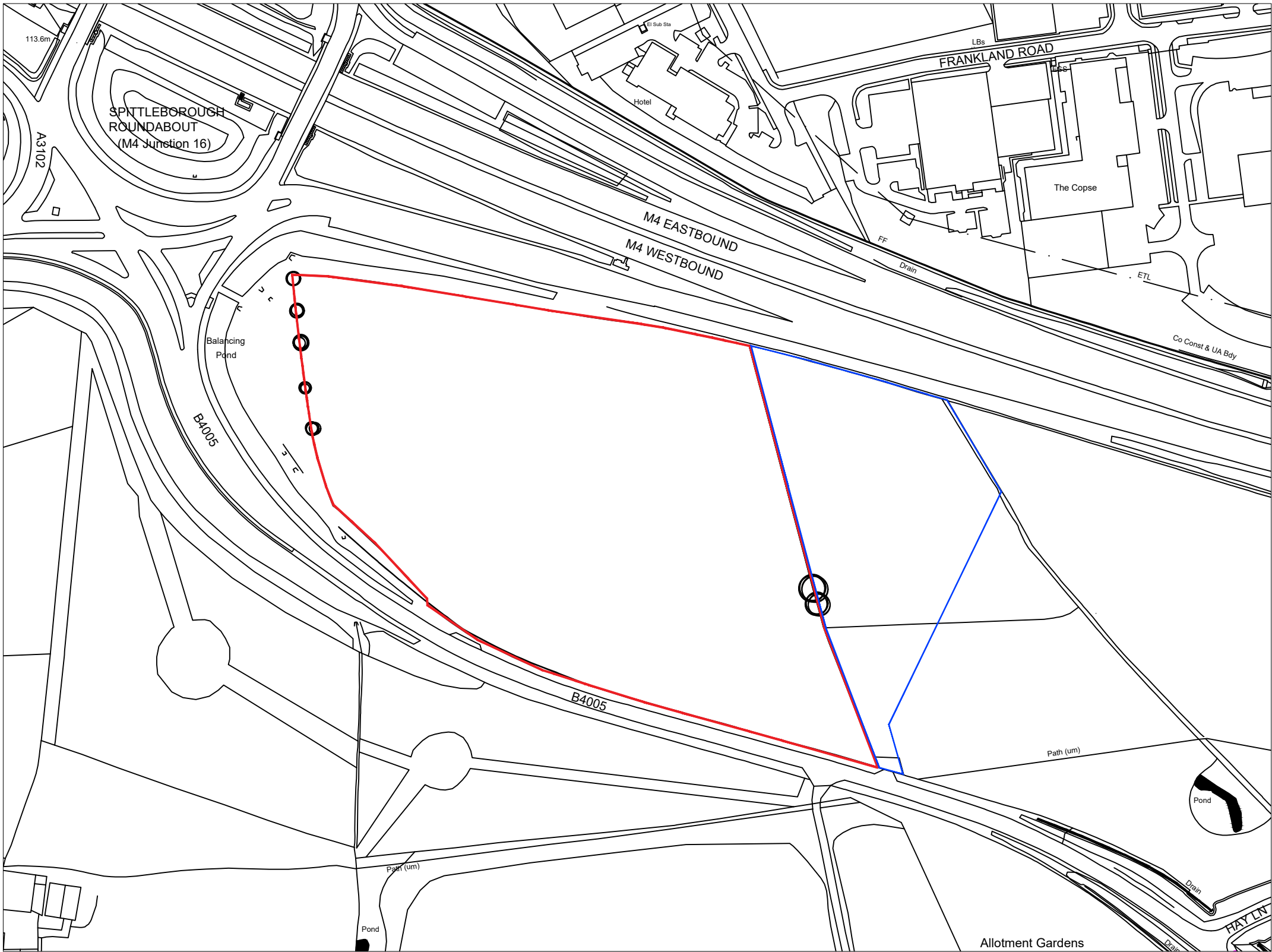
Should you have any queries please do not hesitate to contact me.

Yours faithfully,



Jennifer Smith MRTPI
Director

Enc.



GENERAL NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED
2. ALL LEVELS ARE IN METRES UNLESS OTHERWISE STATED
3. DIMENSIONS ARE NOT TO BE SCALED FROM THE DRAWING
4. ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE CURRENT EDITION OF THE BUILDING REGULATIONS 1991 (INCLUDING AMENDMENTS) AND ALL RELEVANT BRITISH STANDARDS/CODES OF PRACTICE
5. CONTRACTOR IS RESPONSIBLE FOR THE CORRECT SETTING OUT OF THE WORKS ON SITE, ALL DIMENSIONS TO BE CHECKED PRIOR TO FABRICATION OF MATERIALS
6. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS AND SPECIFICATIONS

A	Issue for EIA screening	June 2023	EC	TS	TS
REV	DESCRIPTION	DATE	BY	CHK	APRV



MOTO HOSPITALITY

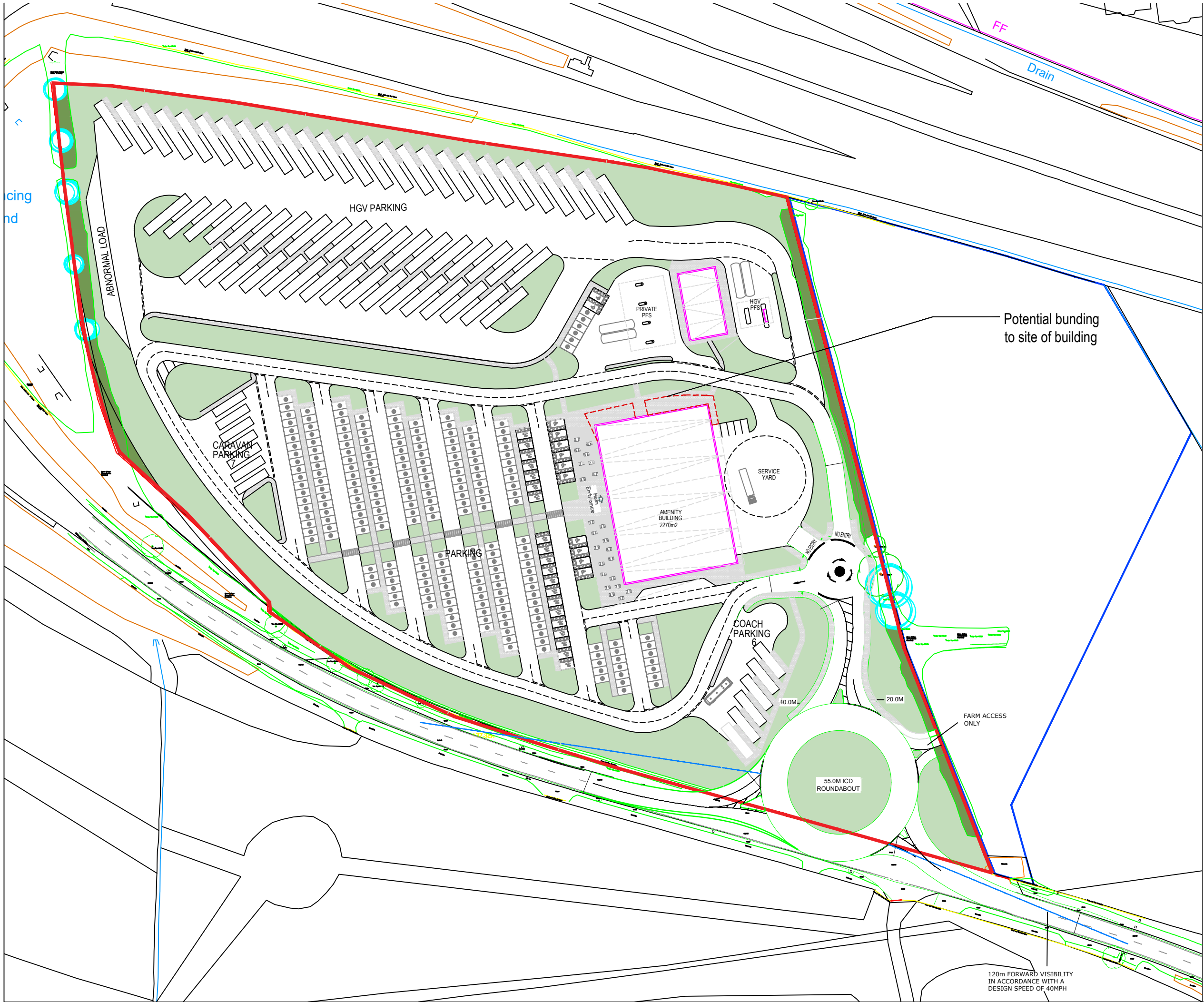
LOCATION PLAN

PLANNING

DRAWING STATUS				
DRAWN	EC	I	CHECKED	EC
APPROVED	TS	I	DATE	MAY 2023

1:2500 | M49_001 | A

SCALE | DRAWING NUMBER | REV



GENERAL NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED
2. ALL LEVELS ARE IN METRES UNLESS OTHERWISE STATED
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PARKING NUMBERS

Cars - 255 spaces*
HGV Spaces - 62 spaces
HGV AL - 1 spaces
Coach - 6 spaces
Caravan - 7 spaces
Motorcycles - 12 spaces

* all spaces sized for EV provision

- Landscaping
- Hard standing

A	Issue for EIA screening	June 2023	EC	TS	TS
REV	DESCRIPTION	DATE	BY	CHK	APRV



MOTO HOSPITALITY

NEW MRA - SWINDON M4
PROPOSED SITE LAYOUT 06

PLANNING

DRAWING STATUS				
DRAWN	EC	I	CHECKED	EC
APPROVED	TS	I	DATE	MAY 2023

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SCALE | DRAWING NUMBER | REV



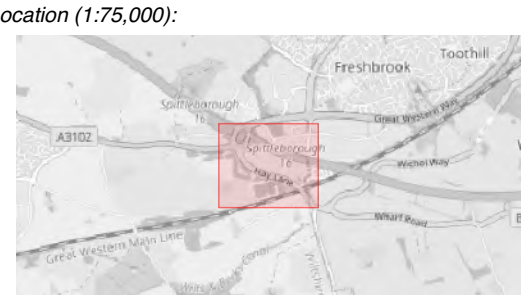
LEGEND

Site Boundary

Site boundary

Site boundary (5.32 ha)

Ponds



Project:
Junction 16, M4 Swindon

Client:
Smith Jenkins Ltd

Drawing Title:
Pond locations

Drawing No.: EBD_2511_DR002	Scale (@A3): 1:3,000
Central Eastings, Northings: 410503, 182655	Date Drawn: 18/04/2023
Drawn by: OH	Approved by: BG

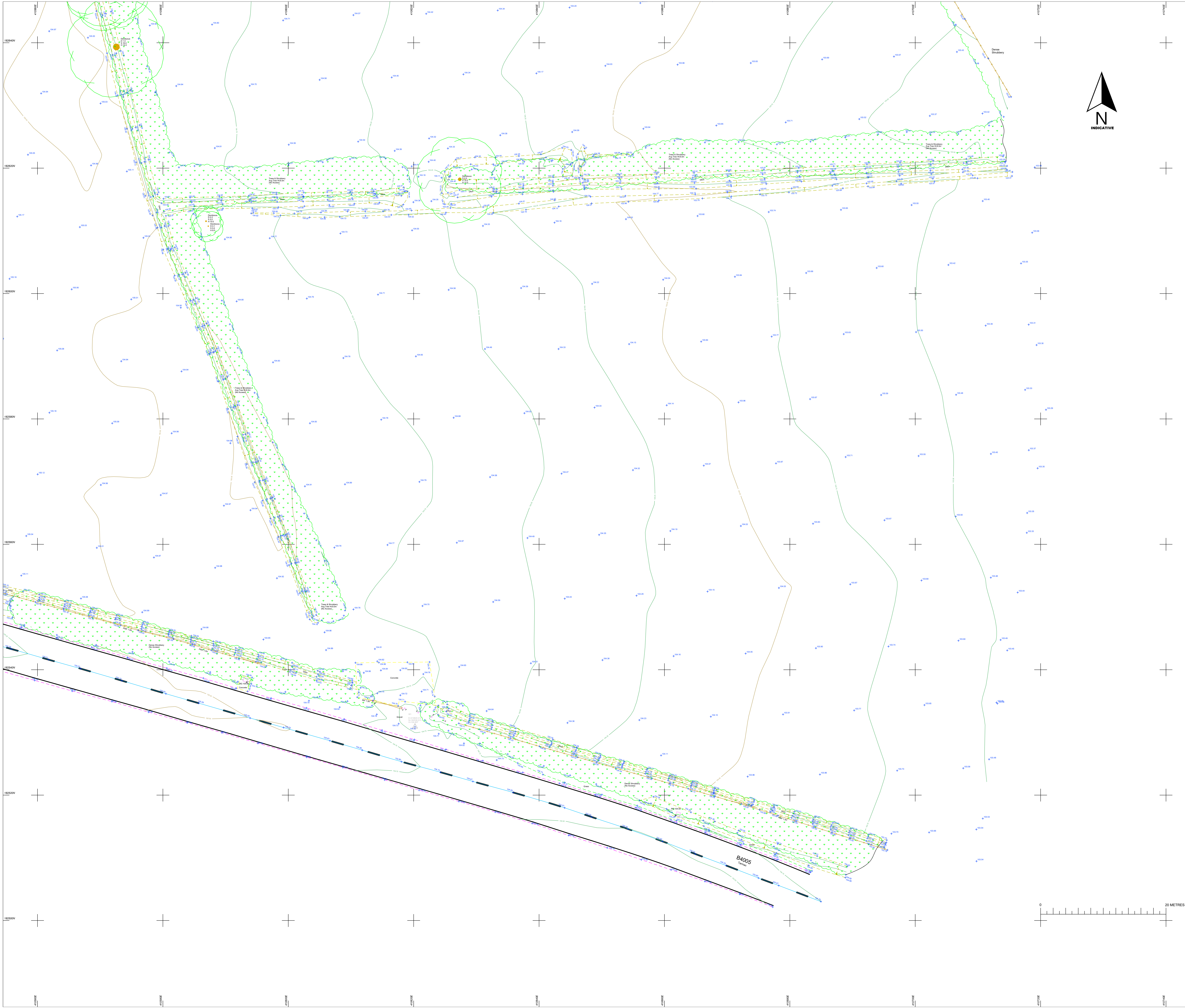
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PSL REF 8807

CUSTOMER

MOTO HOSPITALITY LTD

JOB TITLE

PROPOSED MOTORWAY SERVICE AREA
M4 JUNCTION 16
SWINDON SN4 9QT

DRAWING TITLE

TOPOGRAPHICAL SURVEY

SURVEYOR	WM	DRAWN	WM	CHECKED	ML
SCALE	1/200		SHEET No	SHEET 3 OF 6	
DATE	APR 23	SHEET SIZE	A0	DRAWING No	8807_SITE_2D_R0

DATUM & COORDINATES SYSTEM

This survey has been orientated to the Ordnance Survey (OS) National Grid (OSGB36) via Global Navigation Satellite System and the O.S. Active Network using OSTN15 transformation.

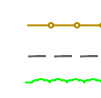
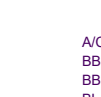
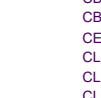
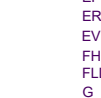
Vertical datum - levels are related to GPS Ellipsoidal height, converted to MSL (Newlyn) by OSGB15 transformation parameters.

No scale factor has been applied to the survey therefore the coordinates shown are arbitrary & not true O.S. Coordinates.

A true OSGB36 coordinates can be calculated by scaling the survey by the centre point as follows:

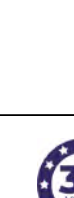
SCALE FACTOR: 0.99980
CENTRE POINT: 410460.777, 152830.761

LEGEND

 SURVEY STATION	 CTV	 SERVICE COVER
 LEVEL POSITION	 IC CL 12.34	
 WTH 4.5	 WALL TOP LEVEL	 BUILDING
 TH 14.43	 THRESHOLD LEVEL	 BUILDING CANOPY
 E 14.43	 INVERT LEVEL	 REGISTRATION MARK
 CROWN LINE	 KERB	 PAVING
 KERB TOP	 BUILDING	 BUSH
 WALL	 FENCE	 TREE
 OVERHEAD CABLE	 VEGETATION	 BANK
 GATE		

ABBREVIATIONS

AC	AIR CONDITIONED UNIT	WH	WAREHOUSE
AD	ADDITIONAL	WM	WORKMAN
BE	BELL BELL	WV	WATER VALVE
BL	BALL BALL	WY	WATER YARD PLATE
BO	BOLLARD	WY	WATER YARD PLATE
BS	BUS STOP	WY	WATER YARD PLATE
BU	BUS STOP	WY	WATER YARD PLATE
CA	CABLE	WY	WATER YARD PLATE
CB	CABLE	WY	WATER YARD PLATE
CC	CABLE	WY	WATER YARD PLATE
CD	CABLE	WY	WATER YARD PLATE
CE	CABLE	WY	WATER YARD PLATE
CF	CABLE	WY	WATER YARD PLATE
CG	CABLE	WY	WATER YARD PLATE
CH	CABLE	WY	WATER YARD PLATE
CI	CABLE	WY	WATER YARD PLATE
CJ	CABLE	WY	WATER YARD PLATE
CK	CABLE	WY	WATER YARD PLATE
CL	CABLE	WY	WATER YARD PLATE
CM	CABLE	WY	WATER YARD PLATE
CN	CABLE	WY	WATER YARD PLATE
CO	CABLE	WY	WATER YARD PLATE
CP	CABLE	WY	WATER YARD PLATE
CQ	CABLE	WY	WATER YARD PLATE
CR	CABLE	WY	WATER YARD PLATE
CS	CABLE	WY	WATER YARD PLATE
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NP			



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CUSTOMER

MOTO HOSPITALITY LTD

JOB TITLE

PROPOSED MOTORWAY SERVICE AREA
M4 JUNCTION 16
SWINDON SN4 9QT

DRAWING TITLE

TOPOGRAPHICAL CHECKED

SURVEYOR:	WM	DRAWN:	WM	CHECKED:	ML
SCALE	1/200		SHEET No: SHEET 6 OF 6		
DATE	APR 23	SHEET SIZE	A0	DRAWING NO:	8807_SITE_2D_R0

DATUM & COORDINATES SYSTEM

This survey has been orientated to the Ordnance Survey (OS) National Grid OSG836 via Global Navigation Satellite System and the O.S. Active Network using OSTN15 transformation.

Vertical datum - levels are related to GPS Orthometric height, converted to MSL (Newlyn) by OSGM15 transformation parameters.

No scale factor has been applied to the survey therefore the coordinates shown are arbitrary & not true O.S. Coordinates

A true OSG836 coordinates can be calculated by scaling the survey by the centre point as follows:

SCALE FACTOR: 0.99990
CENTRE POINT: +10486 77E / 150300 76N

LEGEND

-  SURVEY STATION
-  LEVEL POSITION
-  • WITH A1
-  • TNS 14-43
-  • S. 14-43
-  KROWN LINE
-  KZBN
-  DOWN TOP BUILDING
-  HILL
-  FENCE
-  OVERHEAD CABLE
-  VEGETATION
-  GATE

-  CL. 1-4
-  BUILDING
-  BUILDING CANOPY
-  DISTURBANCE MARK
-  SAPPING
-  BUSH
-  TREE
-  MANHOLE
-  STREET NAME PLATE
-  OPEN ROAD FENCE
-  POST
-  ROAD BOX
-  PAVING METER
-  FOOT PATH FENCE
-  POST & RAIL FENCE
-  ROAD LEVEL
-  TURF DRAINAGE CALL BOX
-  ELECTRICITY JUNCTION BOX
-  CONCRETE WALL
-  ELECTRICITY POLE
-  ELECTRICITY POLE
-  TRAFFIC SIGNAL
-  CONTROL LIMIT
-  TRAFFIC SIGNAL CASING
-  SIGNAL TO LIGHT
-  CENT PIPE
-  WATER LEVEL
-  WINDMILL
-  HILL TOP LEVEL

ABBREVIATIONS

ACU AIR CONDITIONING UNIT BD BELLEVUE BRICKWORK BL BALL BALLOON RL RAILROAD LIGHTS COLA COLLECTOR BR BRICK WALL RW ROOF WATER RWP RAMPED DRIVE FENCE CAF CARPENTRY CF CLOSED BARBED FENCE CL COVER LEVELS CFL CHAIN LINK FENCE COP CONCRETE PANEL FENCE CONC CONCRETE CTR CURB CUL CULVERT EVB ELECTRICITY JUNCTION BOX ETP ELECTRICITY POLE ETP ELECTRICITY POLE EVP EVIDENCE POOL FAL FIRE ALARM FID FIRE DETECTOR GULLY GRN GRASS BANK H HEDGE GL GUARDRAIL L LANTERN LMP LANDSCAPE MAINTENANCE RF ROLLING FENCE	MANHOLE METRE BOARD NET STREET NAME PLATE OPEN ROAD FENCE POST POST BOX PAVING METER POST FENCE POST & RAIL FENCE RETAINING WALL ROAD LEVEL TURF DRAINAGE CALL BOX TRAFFIC SIGNAL CONTROL LIMIT TRAFFIC SIGNAL CASING SIGNAL TO LIGHT CENT PIPE WATER LEVEL WINDMILL HILL TOP LEVEL
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REVISIONS

No.	DATE	REVISION

Every effort is made to identify all visible features. However, please bear in mind that at the time of the survey, some surface features may have been obscured.

**SHEET LAYOUT
(not to scale)**



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**The Town and Country Planning (Environmental Impact
Assessment) Regulations 2017**

Screening Opinion - EIA Not Required

Application Reference Number: PL/2023/04823

Date Received: 15 June 2023

Decision Date: 15 August 2023

Applicant:

Particulars of Development: "Outline Application with reserved matters for the development of a Motorway Rest Area (MRA) to provide 255 Car Parking Spaces, 6 Heavy Goods Vehicle (HGV) parking, additional vehicle parking, 2500 Sqm Amenity Building, fuelling station and associated landscaping and works at Land at junction 16, M4 Motorway, Swindon."

At: Land at Junction 16, M4 Motorway, Swindon

I refer to your request for a screening opinion from the local planning authority for the above proposal in accordance with Regulation 6(1) of the above Regulations.

The aim of the EIA Regs is to ensure that major projects that are clearly likely to have impacts on the environment are subject to an EIA so that these impacts are fully assessed and understood before planning permission is granted. Development proposals of varying types are categorised in the EIA Regs as either Schedule 1 or Schedule 2 development, depending upon the nature and scale of the development. Development proposals within the former category must always be subject to an EIA, while those within the latter category must be subject to a determination as to whether the proposals are likely to have significant effects on the environment where one of the threshold criteria is exceeded. In addition, if development falls within Schedule 2 but is within a sensitive location, even if the minimum criteria is not met, a screening opinion is still required to decide whether the proposal is likely to have significant environmental impacts and therefore if an EIA would be required. The first stage of the screening process is therefore to determine whether the development proposals are listed under Schedule 1 or Schedule 2 of the EIA Regs.

EIA ASSESSMENT:

The details submitted for the above proposal have been considered by the local planning authority. I am writing to advise you that in the authority's opinion an EIA is not required. Please see the attached matrix for the reasons as to the view reached.

Parvis Khansari - Corporate Director, Place

**THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS
2017 SCREENING MATRIX**

1. CASE DETAILS			
Case Reference	PL/2023/04823	Brief description of the project / development	Outline Application with reserved matters for the development of a Motorway Rest Area (MRA) to provide 255 Car Parking Spaces, 6 Heavy Goods Vehicle (HGV) parking, additional vehicle parking, 2500 Sqm Amenity Building, fuelling station and associated landscaping and works at Land at junction 16, M4 Motorway, Swindon.
Applicant / Agent	Smith Jenkins Planning & Heritage		
LPA	Wiltshire Council		
2. EIA DETAILS			
Is the project Schedule 1 development according to Schedule 1 of the EIA Regulations?			NO
If YES, which description of development (THEN GO TO Q4)			
Is the project Schedule 2 development under the EIA Regulations?			YES
If YES, under which description of development in Column 1 and Column 2?			10(p) motorway service areas, and the area of the development would be approximately 5.28 hectares, which would exceed the thresholds of Column 2, in terms of the size of the area to be developed.
Is the development within, partly within, or near a 'sensitive area' as defined by Regulation 2 of the EIA Regulations?			YES
If YES, which area?			The land is not covered by any wildlife designation however the following protected sites (designated under the Wildlife & Countryside Act 1981 (as amended) and or The Conservation of Habitats and Species Regulations (2017) and therefore 'sensitive areas' under the intended meaning in the EIA Regulations) lie within 5km: - Goldborough Farm Meadows SSSI approximately 2.7km to the south west of the site; - Wootton Bassett Mud Spring SSSI approximately 2.7km to the south west of the site; - Bincknoll Dip Woods SSSI approximately 2.8km to the south of the site;

**THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS
2017 SCREENING MATRIX**

	• Clout's Wood SSSI approximately 4.1km to the south east of the site; • Restrop Farm and Brockhurst Wood SSSI approximately 4.1km to the north west of the site; • Okus Quarry SSSI approximately 4.2km to the east of the site; • Old Town Railway Cutting, Swindon SSSI approximately 4.5km to the east of the site, and • Great Quarry, Swindon SSSI approximately 4.6km to the east of the site. The Hagbourne Copse WWT Reserve County Wildlife Sites (CWS) is located approximately 158m to the north of the site beyond the M4. There are no other CWS within 1km of the site.
Are the applicable thresholds/criteria in Column 2 exceeded/met?	YES
If yes, which applicable threshold/criteria?	The area of the development exceeds 0.5 hectare
3. LPA/SOS SCREENING	
Has the LPA or SoS issued a Screening Opinion (SO) or Screening Direction (SD)? (In the case of Enforcement appeals, has a Regulation 37 notice been issued)	N/A
If yes, is a copy of the SO/SD on the file?	N/A
If yes, is the SO/SD positive?	N/A
4. ENVIRONMENTAL STATEMENT	
Has the applicant supplied an ES for the current or previous (if reserved matters or conditions) application?	N/A

WHEN COMPLETING THIS DOCUMENT IN RELATION TO AN ENFORCEMENT APPEAL, THE UNDERSIGNED OFFICER HAS HAD REGARD TO THE PROJECT AS ALLEGED IN THE RELEVANT ENFORCEMENT NOTICE WHEN REFERRING TO THE PROJECT / DEVELOPMENT.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))	
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact? If the finding of no significant effect is reliant on specific features or measures of the project envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment these should be identified in bold .	
5. NATURAL RESOURCES				
5.1 Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the topography of the area?	Yes	The proposed structures and works would likely change the topography of the given the scale and nature of the proposal.	No	The proposed structures and buildings can be carefully designed to reduce the potential adverse impact, and landscaping schemes can also mitigate some impact. Therefore the changes to the topography of the area would not so significant.
5.2 Will construction or operation of the project use natural resources above or below ground such as land, soil, water, materials/minerals or energy which are non-renewable or in short supply?	Yes	Given the nature and scale of the proposal, the construction and operation of the project would likely consume the nature resources, e.g. water, non-renewable buildings materials.	No	The potential loss of nature resources would not be significant given the scale of the project.
5.3 Are there any areas on/around the location which contain important, high quality or scarce resources which could be affected by the project, e.g. forestry, agriculture, water/coastal, fisheries, minerals?	No	The existing agricultural land (grade 3) would be lost to the proposal.	No	The potential impact result in the loss of grade 3 agricultural land would not be significant due to its moderate limitations.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
6. WASTE		
6.1 Will the project produce solid wastes during construction or operation or decommissioning?	Yes The project would likely produce solid waste, e.g. packages of building materials or unused materials during the construction, waste during the use / occupation of the amenity building, and material waste when the site &/or buildings are to be commissioned or demolished.	No The potential production of waste would not be more than other established motorway services areas along M4. Standard ground investigations and mitigation measures can be considered at planning application stage. Other construction waste streams as may arise will be managed by a Construction Environmental Management Plan (CEMP).
7. POLLUTION AND NUISANCES		
7.1 Will the project release pollutants or any hazardous, toxic or noxious substances to air?	Yes Dust and exhaust emissions from construction works, plants and emissions associated with traffic during operation	No Any impacts are expected to be localised and short term. The potential adverse impact during the construction stage will be managed by the implementation of a CEMP. Emissions from car are expected to reduce in future as the provision of electric charging points on site, as well as the availability of the use of hydrogen technology. However, a detailed Air Quality Assessment will be required.
7.2 Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	Yes Noise levels in the immediately vicinity is expected to increase during both construction and operation of the site as a result of activities and vehicles entering and leaving the site.	No Impacts are expected to be short-term in respect of the construction phase and reduce in the long-term as vehicles switch to electric and hydrogen technology. A detailed Noise Impact Assessment (NIA) covering the operational and transient construction phase will be required incorporating Construction and Transport Environmental Management Plans (CEMP and CTMP).
7.3 Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	Yes Given that it is an agricultural land, the nature of the operational use as a motorway services area would potentially release pollutants onto the ground and the adjacent pond.	No Best practice ground investigation and decontamination / removal measures will be employed as well as appropriate surface water and foul water drainage strategy to minimise the risk of pollution to ground or surface water.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))	
7.4 Are there any areas on or around the location which are already subject to pollution or environmental damage, e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	No	The site is not within or adjacent to an Air Quality management Area (AQMA). Specialist response have not raised any issues related to environmental damage in the locality.	N/A	
8. POPULATION AND HUMAN HEALTH				
8.1 Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	No	The relatively small scale and nature of the development and applicability of other health & safety regulations etc would reduce the risk of major accidents.	N/A	
8.2 Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example due to water contamination or air pollution)	Yes	Whilst the site is an agricultural land, there is a caravan site nearby that would be affected. Given its rural location, the population density is relatively low. Some short-term impacts in particular respect of construction activity and longer-term increase in vehicle movements in the locality. Some impacts are therefore expected in terms of noise, dust and vehicle emissions.	No.	Construction activity will be managed via agreed of a CEMP and application of best practice principles. Air Quality and Noise studies will be required to assess both the construction and operational phases. Specialist responses have however not sought a full EIA, suggesting that there is no considered likely to be a long-term significant effect on human health.
9. WATER RESOURCES				
9.1 Are there any water resources including surface waters, e.g. rivers, lakes/ponds, coastal or underground waters on or around the location which could be affected by the project, particularly in terms of their volume and flood risk?	Yes	The entire development area is in Flood Zone 1. However, it is noted that some small area of the site is subject to risk of flooding from surface water 1 in 100. A balancing pond is located to the west of the site.	No	The surface water flood risk is not expected to be significant provided that sustainable water drainage strategy would be in place. A site specific flood Risk Assessment, a detailed drainage strategy, ground investigation and detailed drainage calculations will therefore be required.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
10. BIODIVERSITY (SPECIES AND HABITATS)		
10.1 Are there any protected areas which are designated or classified for their terrestrial, avian and marine ecological value, or any non-designated / non-classified areas which are important or sensitive for reasons of their terrestrial, avian and marine ecological value, located on or around the location and which could be affected by the project? (e.g. wetlands, watercourses or other water-bodies, the coastal zone, mountains, forests or woodlands, undesignated nature reserves or parks. (Where designated indicate level of designation (international, national, regional or local))).	Yes The site comprises an arable field with hedges and tress along the western and eastern boundaries. A Group Tree Preservation Order (TPO) covers 3 separate areas of vegetation within the site. As part of the junction improvements works a drainage has been constructed to the immediate west of the site beyond the B4005. Although the site is covered by or in immediate proximity to any statutory or non-statutory nature conservation designations. A balancing pond is located to the west of the site, and that provide suitable habitats for wildlife or protected species. Sensitive Sites The land is not covered by any wildlife designation however the following protected sites (designated under the Wildlife & Countryside Act 1981 (as amended) and or The Conservation of Habitats and Species Regulations (2017) and therefore 'sensitive areas' under the intended meaning in the EIA Regulations) lie within 5km: Goldborough Farm Meadows SSSI approximately 2.7km to the south west of the site;	No The development will aim to deliver a minimum of 10% Biodiversity Net Gain (BNG), will enhance the boundaries of the site and will incorporate features for biodiversity throughout. The applicant is also proposing biodiversity offsetting in the field to the east which is within the applicant's ownership. While the proposed development has the potential to generate some localised biodiversity effects, it is not considered that these are likely to be 'significant' harmful effects under the intended meaning of the word 'significant' in the EIA Regulations 2017 for biodiversity. Specifically, the land is not covered by any wildlife designation or within any consultation zones and therefore 'sensitive areas' under the intended meaning in the EIA Regulations are unlikely to be affected by the proposals. The screening request letter states that an Ecological Impact Assessment (EcIA) will accompany the planning application. This must fully comply to relevant National and Core Policy. To conform with current policy (NPPF and Core Policy 50) the development must demonstrate no net loss of functional habitat for biodiversity and must provide biodiversity net gain (BNG). The strategy for provision of both no net loss and BNG could be secured through provision of a Landscape and Ecological

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
	• Wootton Bassett Mud Spring SSSI approximately 2.7km to the south west of the site; • Bincknoll Dip Woods SSSI approximately 2.8km to the south of the site; • Clout's Wood SSSI approximately 4.1km to the south east of the site; • Restrop Farm and Brockhurst Wood SSSI approximately 4.1km to the north west of the site; • Okus Quarry SSSI approximately 4.2km to the east of the site; • Old Town Railway Cutting, Swindon SSSI approximately 4.5km to the east of the site, and • Great Quarry, Swindon SSSI approximately 4.6km to the east of the site. The Hagbourne Copse WWT Reserve County Wildlife Sites (CWS) is located approximately 158m to the north of the site beyond the M4. There are no other CWS within 1km of the site. Important Habitats A habitat survey has not been submitted but the screening opinion request letter describes the site as one large agricultural field extending to 5.28ha with hedgerows lining the eastern	Management Plan, submitted with any future planning application and accompanied by calculations using the current version of the Biodiversity Metric. Further information can be found here: https://www.wiltshire.gov.uk/planning-bio-development

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
	boundary of the site. Hedgerows and trees also line the western boundary of the site. Hedges are Natural England Priority Habitats, of high biodiversity value and are likely to support protected and notable species. Hedges are also recognised for their function as important corridors essential for species movement and maintenance of population status. Records indicate that there are no other areas of priority habitat (listed under Section 41 of the NERC Act 2006) within or immediately adjacent to the site. There are several areas of priority habitat within 1km of the site including Deciduous Woodland and Broadleaved, mixed & yew woodland, the closest being an area of deciduous woodland across the B4005 to the south of the site.	
10.2 Could any protected, important or sensitive species of flora or fauna which use areas on or around the site, e.g. for breeding, nesting, foraging, resting, over-wintering, or migration, be affected by the project?	Yes Protected or Notable Species or flora/fauna The Screening Opinion request letter sets out the following with regards to protected species: - Great Crested Newts (GCN): There are four ponds within 250m of the site and GCN presence has been confirmed in the most easterly pond. The applicants are proposing to apply to enter the District Level Licensing Scheme. - Breeding Birds: Breeding bird surveys have confirmed the presence of a typical	No While the proposed development has the potential to generate some localised impact, it is not considered that these are likely to be 'significant' harmful effects under the intended meaning of the word 'significant' in the EIA Regulations 2017 for biodiversity. Specifically, the land is not covered by any wildlife designation or within any consultation zones and therefore 'sensitive areas' under the intended meaning in the EIA Regulations are unlikely to be affected by the proposals.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
	assemblage of farmland bird species. Some wetland species of interest associated with the off-site pond to the west of the site boundary have been identified. Two territories of skylark would be lost as a result of the proposals. Enhancements would be delivered for other priority species in order to deliver a net gain for breeding birds. Further information regarding protected notable species has not been submitted but it is likely that the site supports flora and fauna typical of agricultural, hedge and tree habitats. Records indicate this might include but not be exclusive to; birds (including barn owl), foraging and commuting bats, badger and reptiles. There are also local records of otter and water vole.	The screening request letter states that an Ecological Impact Assessment (EcIA) will accompany the planning application. This must fully comply to relevant National and Core Policy. To conform with current policy (NPPF and Core Policy 50) the development must demonstrate no net loss of functional habitat for biodiversity and must provide biodiversity net gain (BNG). The strategy for provision of both no net loss and BNG could be secured through provision of a Landscape and Ecological Management Plan, submitted with any future planning application and accompanied by calculations using the current version of the Biodiversity Metric. Further information can be found here: https://www.wiltshire.gov.uk/planning-bio-development

11. LANDSCAPE AND VISUAL

11.1 Are there any areas or features on or around the location which are protected for their landscape and scenic value, and/or any non-designated / non-classified areas or features of high landscape or scenic value on or around the location which could be affected by the project?¹ Where designated indicate level of designation (international, national, regional or local).	Yes	The site comprises an arable field with hedges and tress along the western and eastern boundaries. A Group Tree Preservation Order (TPO) covers 3 separate areas of vegetation within the site. Sensitive Areas – The North Wessex Downs Area of Outstanding Natural Beauty (AONB) is a nationally protected landscape and would be considered to represent a 'Sensitive Area' under the regulations.	No	These Sensitive (landscape) Areas lies circa 3km away from the site at its closest point. There may be some opportunity for very limited long range inter-visibility between the AONB and the proposed development, including the potential for increased artificial light sources to be omitted from the site at night etc. However, there would be a scope to accommodate substantial and characteristic woodland belt screen planting at the peripheries of the site, and sensitive high quality lighting design that adopts the principles of using only that which is essentially required and incorporating sensitive design measures to limit as far as possible all
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¹ See question 8.1 for consideration of impacts on heritage designations and receptors, including on views to, within and from designated areas.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
			opportunities for upward light pollution could be requested/incorporated within any development proposal etc. It would also be appropriate to consider the contextual baseline as a busy existing motorway junction with large scale employment as the backdrop likely to be observed from this same receptor where potential opportunities for shared inter-visibility actually exist. The arising adverse landscape and visual effects are unlikely to have much potential to be assessed/considered to be 'significant' in the context of the EIA Regulations. However, a Landscape and Visual Impact Assessment (LVIA) is required for any subsequent planning application. The LVIA needs to be prepared by an experienced landscape practitioner and following best practice 'Guidelines for Landscape and Visual Impact - Third Edition (GLVIA3)'. This is considered important in order to identify and understand the nature of any resulting landscape and visual effects that would require measures to avoid, reduce or mitigate any resulting potential impacts arising from the development proposal as part of an iterative LVIA/Design process etc.
11.2 Is the project in a location where it is likely to be highly visible to many people? (If so, from where, what direction, and what distance?)	Yes	The site is located near Junction 16 of M4, given the topography of the site, the project is likely to be highly visible to road users, particularly in winter months.	No Whilst the site would be visible from public domain, the potential visual impact can be reduced or mitigated by high quality tree planting and landscaping scheme. Therefore, the proposal is unlikely to result in significant adverse impact under the Regulations.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
12. CULTURAL HERITAGE/ARCHAEOLOGY		
12.1 Are there any areas or features which are protected for their cultural heritage or archaeological value, or any non-designated / classified areas and/or features of cultural heritage or archaeological importance on or around the location which could be affected by the project (including potential impacts on setting, and views to, from and within)? Where designated indicate level of designation (international, national, regional or local).	Yes This is a large application area located within an area of generally good archaeological potential. There are a possibility of archaeological features existing as sub-surface remains surviving within the footprint of the proposed development and that development would be likely to have a severe impact upon such features.	No Any future planning application need to be accompanied by a heritage statement. This statement should assess all known heritage assets within the site and up to 1km from its boundary, place the site within its local archaeological context, assess the archaeological potential of the site itself and the likely impact of the proposed development upon buried remains. The conclusion section of the statement should also incorporate the results of a geophysical survey to be carried out across the site. This survey needs to be conducted by a competent geophysics contractor, with their full report on the results attached to the heritage statement in the form of an appendix. Following this work, the Local Planning Authority will be likely to advise that the site be subject to an archaeological trial trench evaluation prior to the determination of the application, with trenches targeted upon possible features identified by the geophysics. The Officers will then be able to give a fully informed decision as to the need for any further archaeological works to mitigate the likely impact of the development upon the archaeological resource. It is however unlikely that the project would result in significant effect under the Regulations.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
13. TRANSPORT AND ACCESS		
13.1 Are there any routes on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes A public of rights of way, LTRE6, runs near the southwestern corner of the site.	No The project unlikely result in significant impact upon this existing public rights of way.
13.2 Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Yes The project is located near junction 16 of M4.	No The development will take access via a roundabout to be constructed on the B4005 road, and it is then only a short distance to the large traffic signalled M4 J16 roundabout junction. The majority of movements will distribute in this direction to and from the M4 and not via other local network roads. Therefore, the project would unlikely result in significant effect under the Regulations.
14. LAND USE		
14.1 Are there existing land uses or community facilities on or around the location which could be affected by the project? E.g. housing, densely populated areas, industry / commerce, farm/agricultural holdings, forestry, tourism, mining, quarrying, facilities relating to health, education, places of worship, leisure /sports / recreation.	Yes The land subject to the proposal is categorised as Class 3 Agricultural Land.	No Grade 3 Agricultural land is land with moderate limitations that affect the choice of crops, timing and type of cultivation, harvesting or the level of yield. Where more demanding crops are grown yields are generally lower or more variable than on land in Grade 1 and 2. Therefore, the project is unlikely leading to any significant effect in this regard.
14.2 Are there any plans for future land uses on or around the location which could be affected by the project?	Yes The adjacent sites in the locality are subject to a number of planning applications in the past.	No Given the scale and nature of the proposal, the project unlikely result in significant impact upon any plans for future lands on or around the location.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
15. LAND STABILITY AND CLIMATE		
15.1 Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	No The site does not appear to be susceptible to any stability or extreme or adverse climate condition.	N/A
16. CUMULATIVE EFFECTS		
16.1 Could this project together with existing and/or approved development result in cumulation of impacts together during the construction/operation phase?	Yes The land surrounding the project is subject to a number of planning applications in the past.	No Given the scale and nature of the proposal, the potential cumulation of impacts would like to be localised or in short term.
17. TRANSBOUNDARY EFFECTS		
17.1 Is the project likely to lead to transboundary effects? ²	No While the project is adjacent to boundary of Swindon, the proposal would not lead to impact in terms of transboundary nature under the EIA Regulations.	N/A

² The Regulations require consideration of the transboundary nature of the impact. Due to the England's geographical location the vast majority of TCPA cases are unlikely to result in transboundary impacts.

18. CONCLUSIONS – ACCORDING TO EIA REGULATIONS SCHEDULE 3

The EIA regulations are a high bar test. The NPPG states that, 'only a very small proportion of Schedule 2 development will require an EIA.'

Having regard to the characteristics, scale, potential impacts of the development and the sensitivity of the local area, this proposal does not result in significant impact for the purposes of Environmental Impact Assessment.

The works comprises the development of a Motorway Rest Area (MRA) to provide 255 car parking spaces, 4 no. heavy goods vehicles (HGV) parking, additional vehicle parking, 2,500 square metres amenity building, fuelling station and associated landscaping and work on Grade 3 agricultural land. The primary impacts would be from a construction activity and additional traffic and noise in the immediate area. Other potential adverse impacts would be related to the air quality, ecology, landscape, and visual impact of the site. The significance of the impacts is however not considered to breach relative norms. Notwithstanding this conclusion, a full set of studies will be required to determine the respective impacts. Most environmental impacts arising from the proposal have the potential to be reduced or mitigated through careful design and management of activities. It is therefore concluded that an Environment Statement is not required under the regulations. In reaching this conclusion, the relevant EIA Regulations have been considered as well as guidance contained in the NPPG. In particular, the proposal would not breach the indicative thresholds and criteria for such a project and is unlikely to lead to any significant environmental effects cumulatively.

Please note that this assessment relates to environmental impacts only, and the principle of development and other relevant matters will be assessed against current planning policy at full application stage.

19. SCREENING DECISION

If a SO/SD has been provided do you agree with it?	N/A
Is it necessary to issue a SD?	YES
Is an ES required?	No

20. ASSESSMENT (EIA REGS SCHEDULE 2 DEVELOPMENT)

OUTCOME		
Is likely to have significant effects on the environment	ES required	
<u>Not</u> likely to have significant effects on the environment	ES not required	☒
More information is required to inform direction	Request further info	

21. REASON FOR SCREENING

The applicant requests a screening opinion on the proposal.

NAME	Olivia Tresise
DATE	15 th August 2023

Appendices Chapter 7

Environmental Statement: Volume 2

784-B048803



Architectural & Environmental Consultants

Noise | Vibration | Air Quality

Air Quality Appendices

Swindon Services

Air Quality Appendices

Project: SWINDON SERVICES

Report reference: RP01-23159-R0

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REVISION	ISSUE DATE	REPORT BY	CHECKED BY	NOTES
0	01 September 2023	Hazel Swinfen BSc (Hons), AMIEEnvSc, Air Quality Consultant	Paul Hayward, BSc (Hons) MSc MIAQM MIEEnvSc, Technical Director - Air Quality	Initial issue

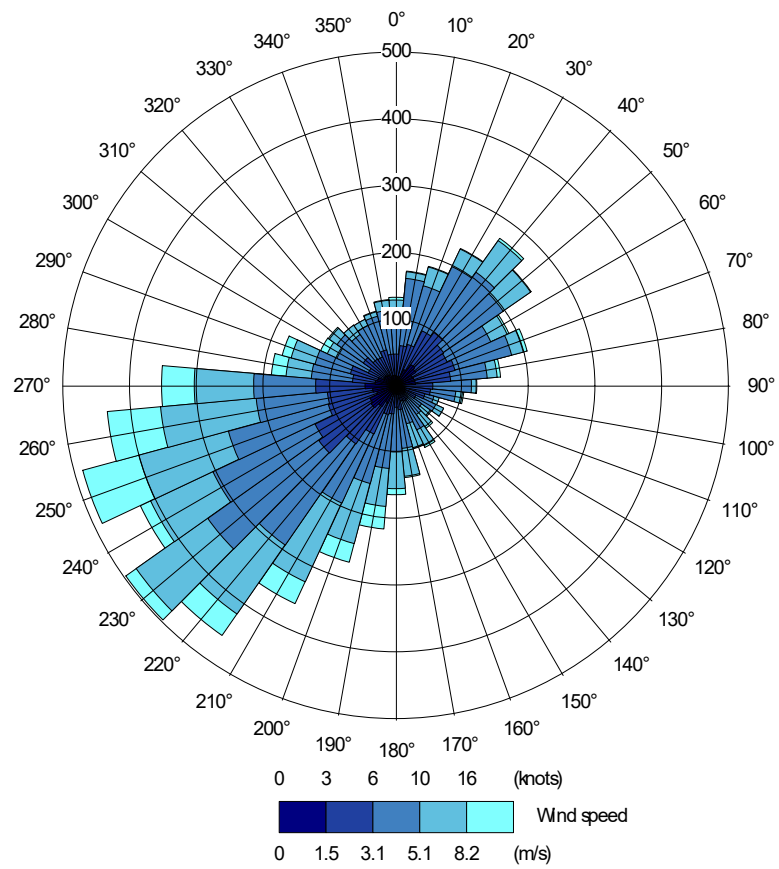
Appendix 7.1 Operational Phase Significance Criteria

Long Term Average Concentration at Receptors in Assessment Year	% Change in Concentration Relative to Air Quality Objective (AQO)			
	1	2 – 5	6 – 10	>10
75% or less of AQO	Negligible (Neutral)	Negligible (Neutral)	Slight (Minor)	Moderate (Intermediate)
76 - 94% of AQO	Negligible (Neutral)	Slight (Minor)	Moderate (Intermediate)	Moderate (Intermediate)
95 - 102% of AQO	Slight (Minor)	Moderate (Intermediate)	Moderate (Intermediate)	Substantial (Major)
103 - 109% of AQO	Moderate (Intermediate)	Moderate (Intermediate)	Substantial (Major)	Substantial (Major)
110% or more of AQO	Moderate (Intermediate)	Substantial (Major)	Substantial (Major)	Substantial (Major)

Notes:

- The Table is intended to be used by rounding the change in percentage pollutant concentration to whole numbers, which then makes it clearer which cell the impact falls within. The user is encouraged to treat the numbers with recognition of their likely accuracy and not assume a false level of precision. Changes of 0%, i.e. less than 0.5%, will be described as Negligible.
- The Table is only designed to be used with annual mean concentrations.
- Descriptors for individual receptors only; the overall significance is determined using professional judgement. For example, a 'moderate' adverse impact at one receptor may not mean that the overall impact has a significant effect. Other factors need to be considered.
- When defining the concentration as a percentage of the AQO, use the 'without scheme' concentration where there is a decrease in pollutant concentration and the 'with scheme' concentration for an increase.
- The total concentration categories reflect the degree of potential harm by reference to the AQO value. At exposure less than 75% of this value, i.e. 'well below', the degree of harm is likely to be small. As the exposure approaches and exceeds the AQO, the degree of harm increases. This change naturally becomes more important when the result is an exposure that is approximately equal to, or greater than the AQO.
- It is unwise to ascribe too much accuracy to incremental changes or background concentrations, and this is especially important when total concentrations are close to the AQO. For a given year in the future, it is impossible to define the new total concentration without recognising the inherent uncertainty, which is why there is a category that has a range around the AQO, rather than being exactly equal to it.
- When defining the concentration as a percentage of the AQO, 'without scheme' concentration should be used where there is a decrease in pollutant concentration and the 'with scheme,' concentration where there is an increase. Where concentrations increase, the impact is described as adverse, and where it decreases as beneficial.
- LUPDC states that an assessment must reach a conclusion on the likely significance of the predicted effect. It should be noted that this is a binary judgement of either it is significant, or it is not significant.

Appendix 7.2 Wind Rose for Fairford (2022)



Appendix 7.3 Recommended Construction Phase Mitigation

Highly Recommended Mitigation Measures for Low Risk Sites

General Communication

- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.
- Display the head or regional office contact information, where applicable.

Site Management

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner and record the measures taken.
- Make complaints log available to the Local Authority on request.
- Record any exceptional incidents that cause dust and/or air emissions, either on or off-site, and the action taken to resolve the situation, in the logbook.

Monitoring

- Carry out regular site inspections to monitor effectiveness of mitigation, record inspection results, and make an inspection log available to the local authority when asked.
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

Preparing and Maintaining the Site

- Plan the site layout so that machinery and dust causing activities are located away from receptors, as far as is practicable.
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.
- Avoid site runoff of water or mud.

Operating Vehicles/Machinery and Sustainable Travel

- Ensure all vehicle operators switch off engines when stationary – no idling vehicles.
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.

Operations

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
- Ensure an adequate water supply is available on the site for effective dust/PM suppression/mitigation, using non-potable water where possible and appropriate.
- Use enclosed chutes/conveyors and covered skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.

Waste Management

- Avoid bonfires and burning of waste materials.

Appendix 7.4 Traffic Data

Traffic data for the dispersion model were obtained from the project's Transport Consultant and supplemented by additional data from Department for Transport (DfT) Traffic Counts. Where necessary, traffic data were converted to the appropriate assessment years using a robust factor derived from Defra Trip End Model Presentation Program (TEMPro) program (version 8.0).

2022 Model Verification

Link ID	Description	Road Type	Speed (km/h)	AADT	%HDV
1	A4361 High Street, east of Markham Road, west of Sun Lane	Urban (not London)	30	7,332	2.74
2	A4361 High Street, east of Sun Lane, across B4005 Wharf Road/Nursery Close	Urban (not London)	5	7,332	2.74
3	A4361 High Street onto Devizes Road, west of Moormead/Marlborough Road	Urban (not London)	30	7,332	2.74
4	Marlborough Road, south of Moormead Road, north of Old Bakery Road	Urban (not London)	5	5,173	2.44
5	Marlborough Road, south of Old Bakery Road	Urban (not London)	30	5,173	2.44
6	B0045 Wharf Road, north of High Street, south of Barret Way, junction approach/exit	Urban (not London)	5	10,631	8.68
7	B0045 Wharf Road, north of Barret Way, south of Markham Road/Perry's Lane	Urban (not London)	30	10,631	8.68
8	A4361 Moormead Road, north of Devizes Road/Marlborough Road	Urban (not London)	5	12,494	1.73
9	A4361 Moormead Road, south of Wainwright Mews	Urban (not London)	30	12,494	1.73

2027 Without Development

Link ID	Description	Speed (km/h)	AADT	%HDV
1	Site access road	-	-	-
2	Site access roundabout	-	-	-
3	B4005, east of Site access, roundabout approach/exit	5	18,587	5.13
4	B4005, east of Site access, west of Hay Lane	45	18,587	5.13
5	B4005, west of Site access, roundabout approach/exit	5	18,587	5.13
6	B4005, west of Site access	45	18,587	5.13
7	B4005, west of Site access, Spittleborough Roundabout approach	5	18,587	5.13
8	Spittleborough Roundabout	10	36,354	6.20
9	M4 westbound on slip, roundabout exit	40	8,479	12.40
10	M4 westbound on slip	80	8,479	12.40
11	A3102 Swindon Road, Spittleborough Roundabout approach/exit	5	15,371	2.06
12	A3102 Swindon Road	45	30,743	2.06
13	M4 eastbound off slip, roundabout approach	15	8,882	9.60
14	M4 eastbound off slip	80	8,882	9.60
15	M4 mainline	95	69,253	15.74

2027 With Development

Link ID	Description	Speed (km/h)	AADT	%HDV
1	Site access road	5	6,829	24.00
2	Site access roundabout	5	14,599	10.30
3	B4005, east of Site access, roundabout approach/exit	5	18,821	5.34
4	B4005, east of Site access, west of Hay Lane	45	18,821	5.34
5	B4005, west of Site access, roundabout approach/exit	5	25,182	10.08
6	B4005, west of Site access	45	25,182	10.08
7	B4005, west of Site access, Spittleborough Roundabout approach	5	25,182	10.08
8	Spittleborough Roundabout	10	39,126	7.90
9	M4 westbound on slip, roundabout exit	40	10,032	14.37
10	M4 westbound on slip	80	10,032	14.37
11	A3102 Swindon Road, Spittleborough Roundabout approach/exit	5	15,428	2.14
12	A3102 Swindon Road	45	30,856	2.14
13	M4 eastbound off slip, roundabout approach	15	10,488	12.44
14	M4 eastbound off slip	80	10,488	12.44
15	M4 mainline	95	69,253	15.74

Appendix 7.5 Dispersion Model Details

Model Details and Input Parameters

Parameter	Value
Emissions Factors	Obtained from Defra Emissions Factors Toolkit v11.0 using the traffic data in 0
Emissions Year	2022 for verification, 2027 for future scenarios
Background Concentrations	Sources from Defra maps – 2022 for verification, 2027 for future scenarios
Surface Roughness	Site – 0.5m; Meteorological Station – 0.2m
Monin-Obukhov Length	Site – 10m; Meteorological Station – 10m
Meteorological Data	Fairford (2022)
Road-contribution Adjustment Factor	1.2 – see Model Verification, below
NO _x to NO ₂ conversion	This utilised Defra NO _x to NO ₂ Calculator v8.1 and Defra mapped background concentrations

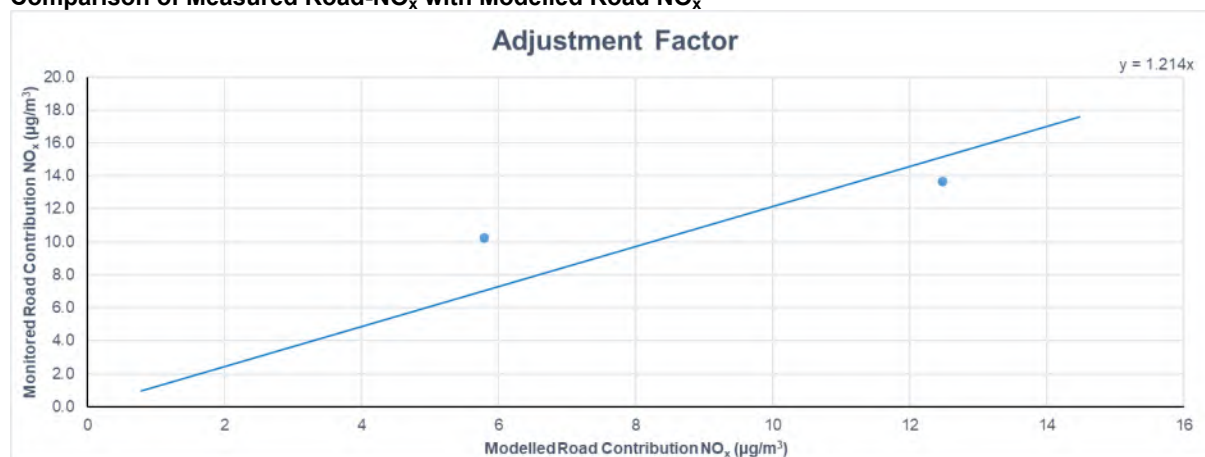
Model Verification

The model has been verified using the TG22 methodology. The model has been used to predict 2022 annual mean road-NO_x contributions at roadside monitoring locations within the study area. The modelled road-NO_x concentrations have been compared with the 'measured' road-NO_x utilising the Defra NO_x to NO₂ Calculator.

Model Verification (all concentrations in µg/m³)

Monitor ID	2022 Monitored NO ₂	2022 background NO ₂	2022 Monitored Road NO _x	2022 Modelled Road NO _x	Ratio
S40	14.7	9.1	10.3	5.8	1.8
S41	16.5	9.1	13.6	12.5	1.1

Comparison of Measured Road-NO_x with Modelled Road NO_x



Calculation of Model Uncertainty

To assess model uncertainty, the Root Mean Square Error (RMSE) of the above data was calculated to provide an estimate of the average error of the model. The overall weighted RMSE value calculated following model verification was 1.35, which is within the acceptable range specified in TG22.

Appendix 7.6 Dispersion Model Receptors and Results

Modelled Receptor Details (see Figure 7.1)

ID	Receptor Details	OS Grid Reference		Modelled Height (m)
		x	y	
R1	Spittleborough Cottages no. 67	409999.3	182940.4	1.5
R2	Spittleborough Cottages no. 68	410006.0	182939.1	1.5
R3	Spittleborough Cottages 'Happy Landing' front façade	410056.6	182930.9	1.5
R4	Spittleborough Cottages 'Happy Landing' side façade	410061.1	182927.3	1.5

Annual Mean NO₂ Impacts

Receptor	Without (µg/m ³)	With (µg/m ³)	With % of AQO	Change (µg/m ³)	Change (% AQO)	Impact Descriptor
R1	12.8	13.3	33.2	0.5	1.2	Negligible
R2	16.4	16.9	42.3	0.5	1.2	Negligible
R3	17.9	18.6	46.5	0.7	1.8	Negligible
R4	18.0	18.8	46.9	0.8	1.9	Negligible

Note: Results are to nearest 0.1µg/m³. Any apparent discrepancies are due to rounding.

Annual Mean PM₁₀ Impacts

Receptor	Without (µg/m ³)	With (µg/m ³)	With % of AQO	Change (µg/m ³)	Change (% AQO)	Impact Descriptor
R1	14.7	14.7	36.9	0.1	0.2	Negligible
R2	16.5	16.6	41.4	0.1	0.2	Negligible
R3	16.8	17.0	42.4	0.1	0.3	Negligible
R4	16.9	17.0	42.5	0.1	0.3	Negligible

Note: Results are to nearest 0.1µg/m³. Any apparent discrepancies are due to rounding.

Annual Mean PM_{2.5} Impacts

Receptor	Without (µg/m ³)	With (µg/m ³)	With % of AQO	Change (µg/m ³)	Change (% AQO)	Impact Descriptor
R1	9.1	9.1	45.5	<0.1	0.2	Negligible
R2	10.1	10.2	50.8	0.1	0.3	Negligible
R3	10.3	10.4	52.0	0.1	0.4	Negligible
R4	10.3	10.4	52.1	0.1	0.4	Negligible

Note: Results are to nearest 0.1µg/m³. Any apparent discrepancies are due to rounding.



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