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Bradford MDC Highway Services
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Department of Place

**Planning, Transportation and Highways
Development Services**

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Ward: Idle And Thackley (ward 13)

Application Number: 17/06188/SCR

13 November 2017

Dear Sir/ Madam

**Screening Opinion under Regulation 6 of The Town and Country Planning
(Environmental Impact Assessment) Regulations 2017**

Reference Number: 17/06188/SCR

Proposal: Highway improvement scheme

Location: Harrogate Road/ New Line Junction, Bradford, West Yorkshire

The Council has adopted a screening opinion under regulation 6 of the EIA Regulations that the above development does not constitute EIA development within the meaning of regulation 2 of the EIA Regulations for the following reason(s):

- The proposed development is not a particularly large highway improvement project (only involving a land area of approximately 1.8 hectares) and does not involve a disproportionate amount of construction works.
- Although other development projects have taken place and are proposed in the surrounding area it is not considered that the effects of the proposed road improvement works would be significantly exacerbated by these other development projects.
- The development would only result in the loss of a small area of habitat of only local significance, with replacement planting and bat roosts proposed, and would not result in any significant loss of natural resources.
- The amount of waste produced would be commensurate with the proposed relatively small scale junction improvement project and could readily be accommodated within the existing construction and demolition waste management systems which exist within the District.

- The potential of the proposed junction improvement project to cause unacceptable pollution and nuisance or harm to human health has been assessed and found to be within acceptable tolerances, subject to mitigation.
- Climate change issues can be mitigated through replacement planting, together with the proposed pedestrian and cycle facilities being implemented.
- The proposal site is not within a sensitive area, as defined by the regulations and there is no reason to believe that the location is particularly environmentally sensitive having regard to:
 - the existing and approved land use,
 - the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground, and
 - the absorption capacity of the natural environment.
- There is no reason to believe that the environment effects of the proposed junction improvement project would be anything other than limited and localised.
- There is no reason to believe that the development would be likely to lead to any significant trans-boundary impacts.
- The impacts of the development are not understood to be either disproportionately complex or intense or atypical of the relatively limited scale of the junction improvement project proposed.
- The impacts associated with construction works will be temporary, the effects of the junction being improved and its capacity increased will be permanent/ long term but are reversible if alternative highway design or public policy objectives necessitate further amendments to the junction layout in the future.
- Having given consideration to existing, planned and potential development projects within the locality, including committed and planned housing growth, and potential development projects at Esholt WWTW, as referenced in the Core Strategy, it is not considered that there is any significant potential for cumulative impacts which would lead to significant effects on the environment within the meaning of the Regulations.

Date of Issue: 13 November 2017



Julian Jackson,
Assistant Director (Planning, Transportation and Highways)
Department of Place