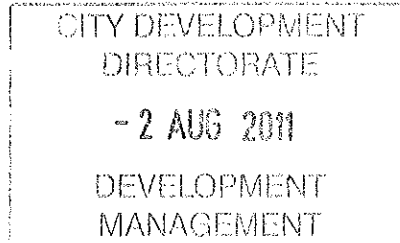


Your ref:
Our ref: 5103946/020

Telephone +44 (0)121 483 5801
Fax +44 (0)121 483 5858

info@atkinsglobal.com
www.atkinsglobal.com

Rowan Reid
Planning
Coventry City Council
Civic Centre 4,
Much Park Street,
Coventry,
CV1 2PY



29.07.2011

Dear Mr Reid,

Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and Town and Country Planning (Environmental Impact Assessment) (England) (Amendment) Regulations 2008 - Request for Screening Opinion

Development of new railway station and crowd 'holding pen' at Coventry Arena, Coventry

I write to request a Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and Town and Country Planning (Environmental Impact Assessment) (England) (Amendment) Regulations 2008 ("the EIA Regulations") as to whether an EIA will be required for the development of a new railway station comprising two six-car platforms, access structures, station building, and pedestrian holding area. The enclosed plan, Drawing Number 002, provides an indicative Site Location Plan and current development context. Drawing number CE-001, also enclosed, sets out the draft development footprint, including three options for the pedestrian holding area. The layout shown is for illustration purposes only and may change as further work, investigations and consultation occurs. This preliminary plan has been influenced by the known site constraints, topography and local character.

The overall trend in the numbers of rail passengers in Coventry and Warwickshire is one of sustained growth with rail travel becoming increasingly important. Commuting and business travel to the West Midlands conurbation and Coventry form a substantial element of rail travel in the County for people from a wide range of socio-economic groups. Rail journeys for retail, leisure and social activities continue to grow.

The proposed railway station is intended primarily to serve the Ricoh Arena, which hosts large sporting and entertainment events, generating considerable visitor numbers. Rail services between Nuneaton and Coventry are expected to increase in frequency from one train per hour to two trains per hour.

Requirement for EIA

The proposed development is not described by any development type provided under Schedule 1 of the EIA Regulations.

The EIA Regulations stipulate in Schedule 2 the types of development for which an EIA may be required. The proposed development requires consideration against the Screening Criteria applicable to Schedule 2 Infrastructure Projects, exceeding the threshold of 0.5ha (Section 10 (b) Urban development projects/(c) Intermodal terminals).

In considering whether Schedule 2 development requires EIA, the following criteria are important (as discussed in Schedule 3 of the Regulations):

- The characteristics of the development;

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- The location of development; and
- The characteristics of the potential impacts.

Guidance in Circular 02/99 indicates that, in general, EIA will be needed for Schedule 2 developments in three main types of case:

- a. For major developments which are of more than local importance;
- b. For developments which are proposed for particularly environmentally sensitive or vulnerable locations; and
- c. For developments with unusually complex and potentially hazardous environmental effects.

With respect to development within Section 10 of the EIA Regulations Schedule 2; Circular 02/99 provides indicative scale criteria:

"Urban development projects

A18. In addition to the physical scale of such developments, particular consideration should be given to the potential increase in traffic, emissions and noise. EIA is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination (paragraph 41).

A19. Development proposed for sites which have not previously been intensively developed are more likely to require EIA if:

- *the site area of the scheme is more than 5 hectares; or*
- *it would provide a total of more than 10,000 m² of new commercial floorspace; or*
- *the development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings).*

Intermodal terminals

A20. In addition to the physical scale of the development, particular impacts for consideration are increased traffic, noise, emissions to air and water. Developments of more than five hectares are more likely to require EIA."

Circular 02/99 states that "*In determining whether significant effects are likely, the location of a development is of crucial importance. The more environmentally sensitive the location, the lower will be the threshold at which significant effects will be likely*".

The Site

The application site is approximately 0.29 ha (station and associated elements 0.19ha, passenger holding area for event days, 0.1ha), located to the east of the existing Ricoh Arena and to the west of the Blackburn Road Industrial Estates. It is some 4.5 km north of Coventry City Centre. The proposed southbound platform would be accessed by pedestrians and cyclists by a new path that would tie into the footpath of Severn Way/Village Road, which links the proposed development Site to Arena Park and also to the A444 Phoenix Way. The proposed northbound platform would be accessed from the Ricoh Arena car park areas, including the car park to the west, on the opposite side of Phoenix Way, which is linked by a pedestrian tunnel.

Pedestrians and cyclists travelling from the opposing side of the rail track to their destination platform may pass beneath the track through an existing underpass that includes ramps and steps.

The approximate National Grid Reference for the site is: SP 34501 83412.

The proposed development site is currently embankment, necessitated by varying ground levels between the existing rail track and the land to either side of the railway. The ground height to the north west of the track (Arena side) is approximately 3 metres higher than the track level at the point

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of greatest difference. To the south east, the ground level difference is less marked, falling away slightly to form a ditch before rising in a gentle slope to approximately 2 metres above track level.

Surrounding land uses

The Ricoh Arena is less than 20m to the north east of the proposed northbound platform, separated from the Site by an access road that links the Arena's car parks. To the east of the proposed southbound platform is an area of unoccupied previously developed land, which is bounded to the south by an access road known as Severn Way/Village Road (approximately 30m from the proposed platform southbound) and to the east by a service road leading to utilities infrastructure (approximately 140m from the proposed southbound platform). Beyond this service road is the Coventry Canal. The vacant previously developed land is largely devoid of vegetation other than grass, with the exception of a line of vegetation (predominantly Hawthorn and Silver Birch) adjacent to the rail track.

An existing underpass, immediately to the south west of the proposed development, links Village Road to the Ricoh Arena including steps and access ramps. A further underpass beneath the A444 links the Ricoh Arena site to the car park proposed to serve the new railway station – this would form part of the pedestrian access/egress.

There is a large retail outlet – Arena Park – to the south of the Site (including substantial surface car parking serving Tesco Extra, Marks and Spencer and Boots, amongst others). To the east, on the far side of the Coventry Canal, lies Blackburn Road Industrial Estate.

The nearest residential properties to the Site are those at Grindle Road, approximately 250m to the North. Immediately to the south of these properties is a utilities compound (approximately 200m from the proposed platforms).

The Coventry Development Plan 2001 Proposals Map shows the area to be a Strategic Regeneration Site (Policy OS2) and the location of a Proposed Railway Station (Policy AM7).

Proposed Development

The proposed development is a new railway station, comprising:

- two single sided platforms, each of sufficient size to accommodate six-car trains (i.e. each up to 23m in length);
- associated pedestrian only access (2.5m wide gated ramped access + 2.5m wide gated stepped access, connecting existing Arena car park/access road to 'Down Bedworth' platform and access footpath that ties into the existing Village Road footpath, running parallel to 'Up Bedworth' platform with two 2.5m wide access gates to platform);
- two single story proprietary waiting shelters (one on each platform);
- an area within which visitors to the Arena can wait whilst awaiting a train on the southbound platform, to ensure the platform is not overcrowded taking the form of a "hard standing" located on the east side of the station for use during events (west of the Tesco Arena Park service access road, known variously as Severn Way or Village Road). It is anticipated that this area would be permeable Type 1 gravel-based material;
- re-located 1.8m tall palisade fencing;
- Public Address (PA) equipment;
- Customer Information services (CIS);
- Ticket Vending Machines (TVM),
- Closed Circuit Television (CCTV),
- Lighting;
- Platform furniture;
- The development is likely to require a temporary site compound for use by construction workers. The location of this temporary site is yet to be determined. It is expected to be no larger than 1000m².

The proposed development is 0.29ha in area. The platform level would be approximately 0.9m above track level. In terms of scale, the tallest elements on the platform would include lighting columns and the passenger waiting shelter (likely to be approximately 2.4m tall from platform level). The tallest element of the proposed development, due to differences in ground level, would be the

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2.5m tall sliding gate controlling access from the Arena to the Down Bedworth platform. This equates to 5.3m above track level. The proposed platforms would be approximately 150m long. These dimensions are such that the proposed development would be on a considerably smaller scale than the nearest neighbouring developments – the Arena Park and the Ricoh Arena.

80 car parking spaces will be made available to rail users on the existing car park to the west of the Site, accessed from the A444 by vehicles, with the approach to the railway station made on foot using the existing route that includes two existing underpasses or via the footbridge adjacent to the stadium. The precise area is to be confirmed but the current plan is to use the northernmost spaces of the car parking located to the west of Phoenix Way (adjacent to the foot bridge). The existing parking area would not form part of the planning application; however, following pre-application discussion with the local planning authority (Rowan Reid on 14/06/11), this car-parking would be shown edged blue on the Location Plan that will be submitted as part of the planning application.

Application of the Screening Process to the Proposed Development

Characteristics of development

The characteristics of development must be considered having regard, in particular, to—

Cumulation with other development

A Site Visit undertaken on 06/07/2011 did not identify any construction works that could reasonably be expected to give rise to cumulative effects with the proposed development.

The Site is included within a much larger area (encompassing the previously developed and currently vacant land to the east, the Ricoh Arena, the Ricoh Arena Car Parks, Hales Park Industrial Estate, Arena Park, a section of Phoenix Way, Rowleys Green, Rowleys Green Lane and Judds Lane) that has outline planning consent (R/2006/1227) for a 'Multi-purpose arena including exhibition hall and leisure, convenience superstore and comparison stores with associated small retail, service and community units, petrol filling station, leisure, restaurants, new retail and bus stations including park and ride facilities, coach park and car parking, with associated landscaping, highways, pedestrian and cycle routes and a canal side walk'. A planning application search of the Site and immediate environs indicates that there is an unimplemented consent for the redesign of the MRF Building on Stonebrook Way (FUL/2011/0891), within the Industrial Estate beyond the Coventry Canal. Pre-application consultation has also indicated that there may be proposals coming forward for a hotel development on the car park to the west of the A444. No other pending or unimplemented consents have been identified to date that may require consideration in terms of potential for cumulative construction impacts.

Use of natural resources

The proposed development would utilise previously developed land. Minerals and aggregates shall be required for use as building materials. During operation, energy would be required by the railway station, for example, to provide adequate lighting. However, the railway station is expected to deliver a net saving of natural resources, principally associated with anticipated modal shift from private car to rail as a consequence of the provision of the proposed public transport scheme.

Production of waste

The development would be constructed using best building practices in order to minimise the production of waste during construction. It is the intention of the Applicant to require contractors to produce and adhere to a construction environmental management plan (CEMP), including a site waste management plan (SWMP). The CEMP would be referenced within the planning application as the appropriate means of managing waste production (amongst other matters) during construction. This will encompass waste related issues ranging from construction waste (including excavated material) to waste produced within any site office/compound.

Once operational, the railway station is not anticipated to produce significant volumes of waste.

Pollution and nuisances

The anticipated modal shift from private car to rail to access the Arena site is likely to reduce pollution and nuisance caused by vehicular traffic in the Arena area. Increases in vehicular traffic at other stations along the railway line that will serve the proposed railway station are a consideration; however, it is considered that any increases in traffic will be dispersed over a wide area and the proposed scheduling of services to coincide with events at the Ricoh Arena is unlikely to coincide

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with peak travelling times. Consequently, any off-site pollution and nuisance arising from increased traffic movements is considered unlikely to result in significant adverse effects requiring consideration under the EIA Regulations.

The Environment Agency website does not indicate any cases of pollution incidents on the proposed development site. The closest known event was approximately 500m away: incident number 16137 involving a significant impact to water by inorganic chemicals/products.

A review of historic maps reveals that the site was predominantly arable in the late 1800s through to 1913, by which time the land on either side of the railway line is used for a gas works. The gas works remains on the site and appears to intensify in size until at least 1982. The gas works on the site of the proposed railway station is not shown on the 1992 plans; however, there is still a gas works to the west of the Coventry-Nuneaton line on the site now occupied by the Ricoh Arena. It is possible that the site will have some residual contamination as a result of this historic use. Pre-construction ground investigation works have been undertaken at the Site. Consideration shall be given to the nature of any material excavated during the construction period, in light of the previously developed nature of the site. As appropriate, the findings of the ground investigations will be used to provide guidance for the waste storage and disposal strategy for spoil removed from the site. Appropriate measures would be put in place within the CEMP for safe management and disposal, which would include prohibiting the open air burning of waste material including cleared vegetation.

There are no Air Quality Management Areas (AQMAs) affecting the site or its immediate environs. Notwithstanding this, during the construction phase, plant, machinery, equipment and site traffic (including the import/export of materials) is likely to cause a minor temporary disturbance, particularly in terms of noise and an elevated risk of dust and emissions. The CEMP will require the contractors to adhere to best practice techniques, taking the contents of relevant Environment Agency (EA) Pollution Prevention Guidelines (PPGs) into account.

During both construction and operation, the proposed railway station shall require lighting. Construction lighting management will be addressed within the CEMP.

It is likely that the creation of the new station will result in a permanent increase in noise and vibration. There will be permanent noise associated with the arrival and departure of trains and the associated public address systems. However, Blackburn Road Industrial Estate is located between the proposed station and the properties to the east of the station and will provide some level of acoustic barrier to any temporary and permanent noise generated by the construction and operational phases of the development. The properties located to the west of the station are beyond the existing Ricoh Arena and the A444 Phoenix Way. It is likely that these two physical barriers will provide some attenuation to noise from the railway station for properties to the west of the site. The nearest residential properties to the north of the site do not have any physical barriers between the proposal and their location. Consideration would be given to the potential noise climate at these properties, taking into account the existing railway line within the review of ambient noise levels; and appropriate design measures introduced to attenuate noise, if necessary. To the south, the majority of residential properties are located beyond a large supermarket and its associated car park. It is unlikely that the proposed development would give rise to a perceptible change in noise levels against these existing baseline noise sources.

Given that there is potential for the residents of some properties in the vicinity of the site to be affected by the construction works, especially by works at night and at weekends, it is anticipated that an application will be made for a Section 61 agreement with the local authority Environmental Health Officer. This application would be made in line with Network Rail guidance: NR/GN/ENV/0002 Construction Noise Mitigation through the Section 61 Consent Process. A complaints register would be established and maintained throughout the works to maintain effective stakeholder involvement.

Risk of accidents

In addition to the risks normally to be expected with a construction project and operation of plant and machinery, the proximity of the railway adds an increased threat of injury or death during both construction and operation of the proposed railway station. These risks shall be mitigated through the adoption of strict working practices during construction; and during operation, the use of the railway station will be governed by standard railway station operating procedures. In addition, a

gated platform entry system is proposed in order to regulate platform access during match days/event crowds.

To the east, the site is bounded by Coventry Canal. Review of the Environment Agency (EA) Flood Maps for the area indicates that the southern section of the site lies in an area with a 0.5% risk of flooding; this is classified as low risk. The majority of the site is not affected by a flood risk. In accordance with Planning Policy Statement 25 – Development and Flood Risk (PPS25), a Flood Risk Assessment (FRA) shall be undertaken in order to determine the risk posed to the development by flooding and the likelihood of the development contributing to flood risk locally or elsewhere.

Other characteristics

The proposed development for new railway station would cause a permanent change of use of the Site, including alteration of topography via earthworks, and the clearance of vegetation. The intensity of land use would increase.

Due to a combination of the local variance in ground level and the low height of the proposed development, coupled with the overshadowing effect of the neighbouring Ricoh Arena, it is unlikely that the proposed development would be visually imposing. The closest land uses to the Site – the Ricoh Area and Arena Park – are not believed to be sensitive receptors when considering the visual appearance of the proposed development. There are a very limited number of potential permanent visual receptors to the proposed development, primarily restricted to residents of the flats to the north-east of the Site that have an aspect towards the Site.

Location of development

The environmental sensitivity of geographical areas likely to be affected by development must be considered, having regard, in particular, to—

Existing land use

The site is not located within a Conservation Area, does not contain any Scheduled Monuments or Listed Buildings and does not form part of a World Heritage Site. The site is not subject to any ecological or landscape designations. A search of designations within 2km of the site has not identified any World Heritage Sites, Registered Parks and Gardens, Special Protection Areas (SPAs), Special Areas of Conservation (SACs), Ramsar Sites, National Nature Reserves (NNRs), Sites of Special Scientific Interest (SSSIs), Important Bird Areas, Environmentally Sensitive Areas, National Parks or Areas of Outstanding Natural Beauty (AONBs).

There is one Scheduled Monument (SM) within 2km of the site – ‘Moated Site at Exhaul Hall’, some 1,960m to the north. There is no direct visual relationship between the SM and the Site and it is considered unlikely that the development proposals would have an impact upon the SM. There is also a National Trust property, ‘Coventry Boy’, 1,275m to the south-west of the site. Similarly, the distance and lack of sight line to the proposed development mean that no adverse effects are considered likely to arise as a result of the proposed development.

Green open space to the north and east of Blackburn Road Industrial Estate is shown within the Coventry Development Plan Proposals map to be a Local Nature Reserve. At the closest point, the designated area is approximately 260m from the site. Longford Park lies approximately 700m to the east of the site and a further LNR – Wyken Slough – is situated 1,735m to the east-northeast of the Site. There is considered to be some potential that the site forms part of the broader ecological network, potentially linking to the closest LNR – ecological survey work is to be undertaken for the site, particularly exploring the potential for the watercourses to support otters and newts; and the recommendations arising from the specialist investigations will be considered for incorporation in the development proposals as they evolve.

The dominant land uses around the Site are the Ricoh Arena, Arena Park and the Blanford Road Industrial Estate, all of which are supported by substantial transport (road and rail) infrastructure and hard standing for car parking and vehicle manoeuvring. In the wider context, the Site is within the Coventry City urban area, characterised by relatively high density developments and few intervening areas of green space.

It is considered that the proposed development would support the surrounding land uses, particularly the Arena. This is underpinned by the designation of the site as a ‘proposed railway

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station' within the Coventry Development Plan. This establishes the principle of this type of development at the Site, subject to the other relevant considerations of the Development Plan.

The towpath of the nearby Coventry Canal (approximately 130m to the east of the site) is a designated cycle route (Policy AM13 refers). Intervening topography is such that there is no line of sight between the cycle route and the proposed development, therefore users will not form visual receptors to the proposed development.

Relative abundance, quality and regenerative capacity of natural resources in the area

The site is not within a groundwater source protection zone.

Nearby surface waters include a culverted stream (with concrete sides and substrate, offering negligible habitat potential) that passes beneath the railway line, between the steps and ramp access of the existing underpass that links the Arena to Severn Way/Village Road, the Coventry Canal and the River Sowe (410m to the east).

The proposed northbound platform location would not require the removal of any vegetation other than patches of grass. The southbound platform may require the removal of a section of the existing tree/hedge line that currently runs adjacent to the track. The loss of relatively low value dense Hawthorn scrub and Silver Birch saplings through vegetation clearance is predicted to be necessary as part of the proposed development. This loss will need to be mitigated and the design will incorporate appropriate measures based on the recommendations of ecological and landscape review work.

To the south east of the proposed station is an area of previously developed 'waste land' which remains clear of mature vegetation other than grasses.

Absorption capacity of the natural environment

Nature Reserves and Parks

There is a LNR to the north-east of the site. The LNR is separated from the development Site by the Coventry Canal, which acts as a physical barrier to migrating mammals. This LNR extends in the direction of Longford Park, approximately 700m to the east of the proposed development site. However, the two areas are separated by the Longford Road (B4113)..

Wyken Slough Local Nature Reserve is located 1.7km to the East of the site. Wyken Slough supports a rich variety of wildlife and is managed by Coventry City Council with the help of the Warwickshire Wildlife Trust.

Considering the nature of the development, the distance between the proposed development and these sensitive areas, and their isolation from the development Site due to intervening development, not least the Coventry Canal, Blackburn Road Industrial Estate, and the B4113, which will act as barriers to the movement of wildlife, it is not anticipated that the sites will be affected by the proposed development. The environment of the proposed railway station, supported where necessary through design mitigation, is expected to accommodate the development without causing any impact to the LNR, Longford Park or Wyken Slough. Specialist assessment shall be undertaken in support of the planning application to demonstrate this assertion.

Protected, important or sensitive species of fauna or flora

Ecological surveys shall be undertaken in order to support any future planning application. An ecology constraints site walkover was undertaken of the site in November 2010. The development proposals will evolve in accordance with the findings and recommendation of the survey work, which are summarised below:

(b) Protected Species

Amphibians – the survey concluded that there is not a reasonable likelihood that amphibians, including Great Crested Newts, would be present on site. In the unlikely event that any amphibians are discovered during the works, then work should stop immediately and advice be sought from a suitably qualified ecologist.

Badgers – the survey identified a sett east of the Network Rail boundary. There were no other signs of badger activity on site. To ensure that badgers are not present on site, a walkover survey of the scrub lined area to the east of the railway is recommended for badgers up to the northernmost extent of the grassland lying immediately to the east of the railway track (this could be completed at the same time as the reptiles survey recommended below). The recommended survey period is

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between February and April when territorial activity is at a peak and vegetative cover is at a minimum allowing for greater detection of field signs.

Bats – None of the trees located adjacent to the site were of large enough size or sufficiently mature to provide potential habitat for roosting bats.

Reptiles – The thin strips of habitat adjacent to the railway tracks are considered to offer minimal habitat potential for reptiles due to their mixture of tall ruderal vegetation, rank grassland and occasional patches of bracken. The area of rank grassland and tall ruderal to the east of the rail track offers potential reptile habitat and is not untypical of other remnant brownfield sites that are the remnants of increasingly fragmented wider habitats. A reptile survey of the grassland adjacent to the east of the railway track is recommended particularly as this area of the site links up with other suitable reptile habitat in the surrounding area. The recommended survey period is from April to June.

Breeding birds – The areas of dense and scattered scrub on the site are likely to provide suitable nesting habitat for common species of birds.

Water vole – No field signs indicative of water vole were recorded during the survey and the culverted drain below the rail tracks was devoid of vegetation and constructed out of concrete. Consequently it is considered that this feature would not support a population of water vole.

(c) Trees

Any trees requiring removal as part of the project will require a tree survey to British Standards to support any planning application for the project. Once the design has been developed and the number of trees affected is known, a tree survey should be commissioned for the project.

A need has been identified for the following additional surveys of protected species:

- Walk-over survey and assessment of bat roost potential in trees
- Consideration of the potential for water courses to support water vole and crayfish
- Four great crested newt presence/absence surveys (using a combination of torch, egg searching and bottle trapping where suitable).
- Badger Survey on rail line
- Additional reptile surveys on rail line.

These surveys are being undertaken in 2011 and will inform the subsequent reporting prepared to support the planning application, including the production of phase 1 habitat plans.

Densely populated areas

The proposed development location is within Coventry City urban area, however typical land use in the vicinity includes retail and tourism & leisure uses. It is considered that these use types are not likely to be sensitive to the proposed development, particularly the leisure use (Arena), which the development is intended to serve.

During Arena events, the local area becomes highly populated with temporary visitors. The proposed development is intended to contribute to the area's ability to accommodate these visitors and allow access and departure from the area via alternative means of transport, thereby reducing congestion on the local highway network, leading to net reductions in pollution and disturbance/nuisance currently associated with high levels of private car use.

Landscapes of historical, cultural or archaeological significance

Impacts on such sites can be direct, through construction activities, or indirect as a result of activities during operation that affect the setting and the context of the site. These can include, but are not limited to, physical severance, significant change to the visual aspects of the site or through changes in the level of noise and vibration.

As detailed above, there are no sensitive designated historical, cultural or archaeological assets within a kilometre of the proposed Site, or any that would be affected by the proposed works.

A review of historical maps of the site indicates that the site has been intensively used for industry between 1913 and 1992 and it is likely that this has truncated any archaeological remains that may have existed on the site.

Characteristics of the potential impact

As the proposal is unlikely to result in significant effects in relation to the characteristics considered above, it is therefore reasonable to assume that the characteristics of the potential impact (in terms

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of extent, magnitude and complexity, probability, duration, frequency and reversibility) will not result in any significant environmental impact. A fuller assessment of this assertion is demonstrated within the attached Screening Checklist, as provided within the DCLG Amended Circular on Environmental Impact Assessment Consultation Paper (not progressed). The preponderance of 'no' answers, through the checklist's design, is an indicator that EIA is not likely to be required and underscores the above assessment.

The application will be supported by a number of documents as required by the Council in order to consider and address, amongst other things, environmental considerations. It is our opinion that in this instance the Council would be able to fully deal with the mitigation of any environmental impact through the application procedure rather than requiring an EIA.

I trust that there is sufficient information for you to provide a screening opinion and I should be grateful to receive your written response as soon as possible and, in any event, within the 21 days allowed under Regulation 5(4) of the EIA Regulations.

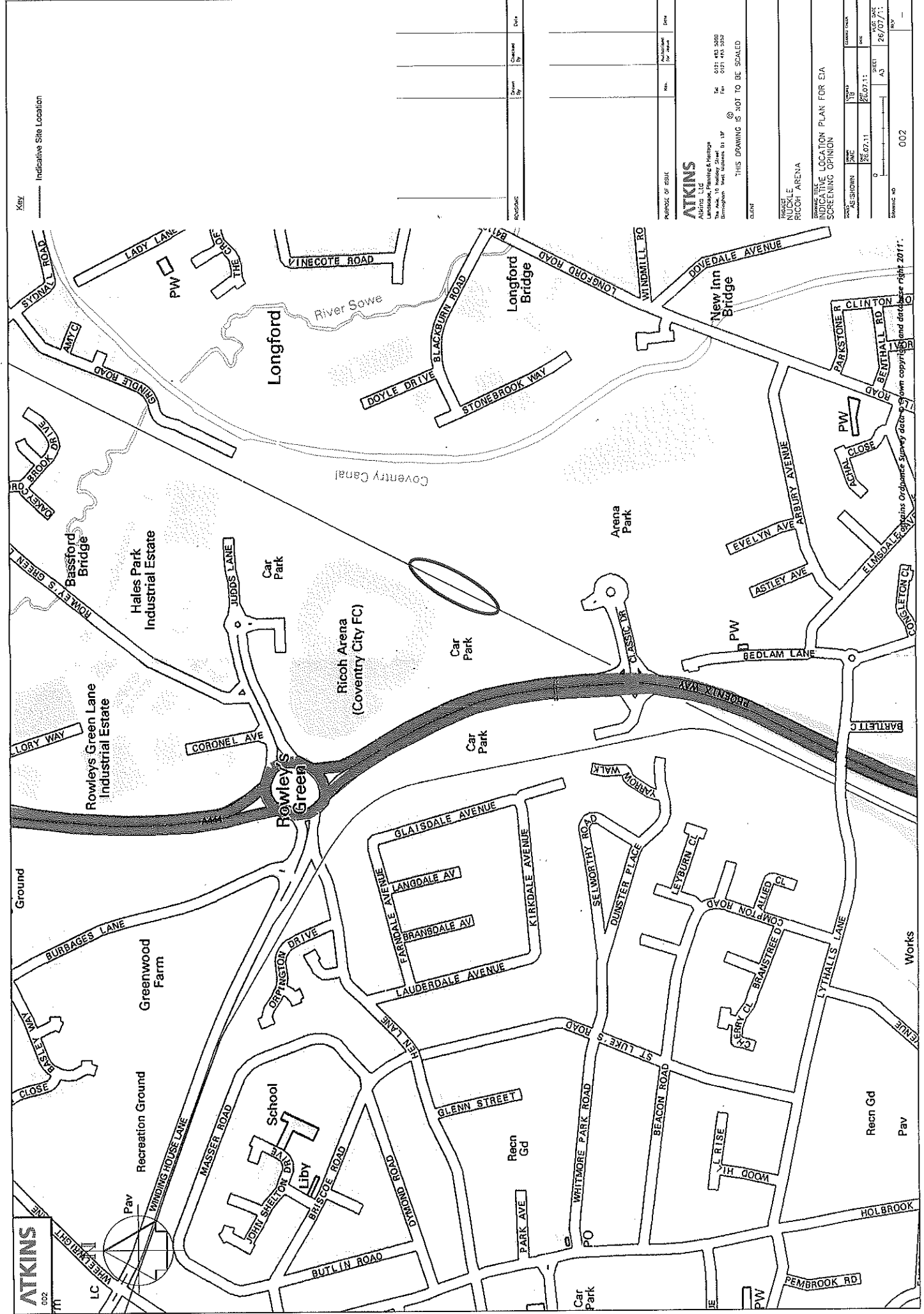
Yours sincerely

For and on behalf of Atkins Ltd.

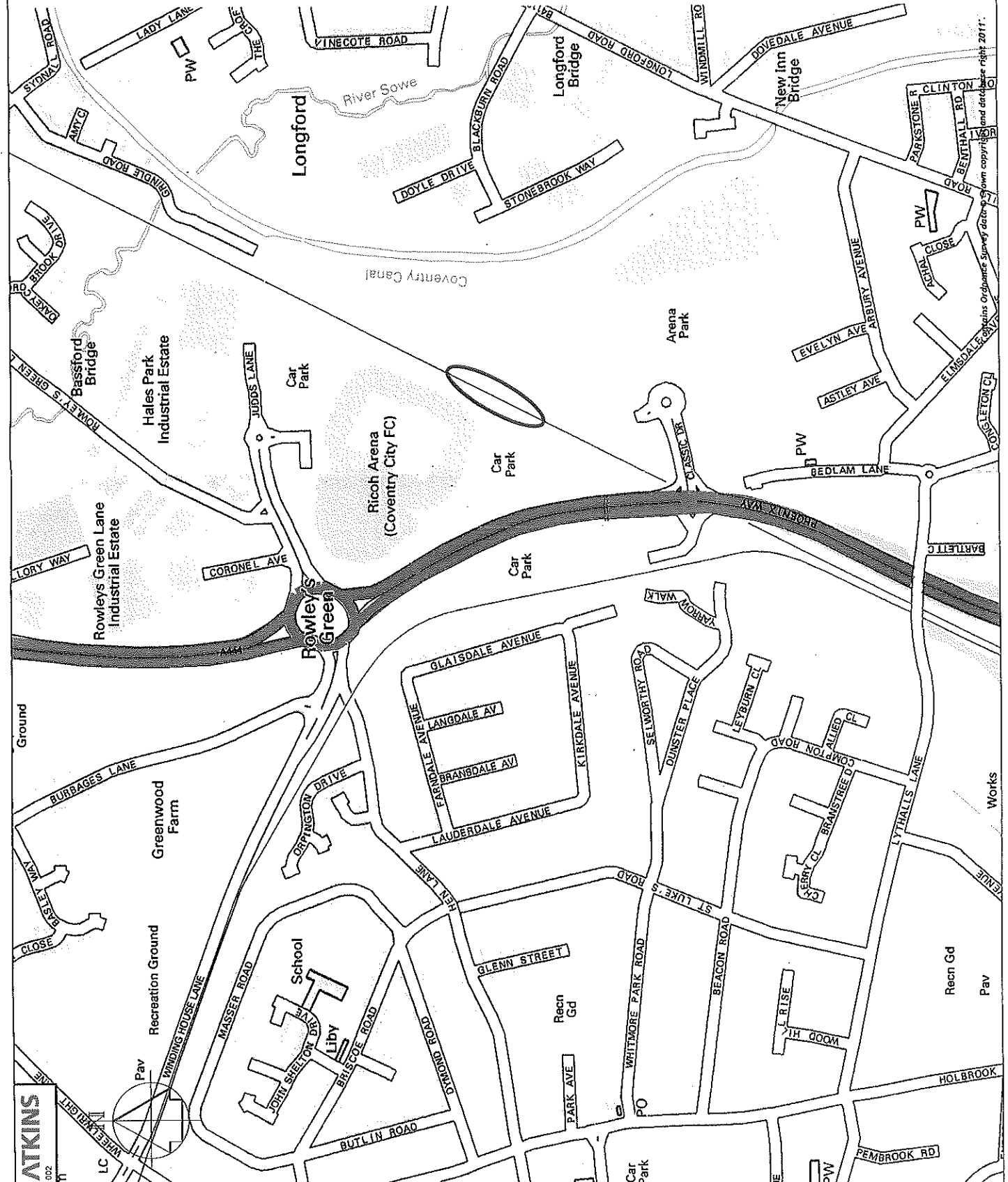


Thomas Bode

Cc John Glendenning, Coventry City Council
Margaret Smith, Warwickshire County Council
Jon Barker, Atkins



Key
 ——— Indicative Site Location



PROJECT OF ESRIC	REV.	APPROVED FOR ISSUE	DATE

ATKINS
 Atkins Ltd
 Landscape Planning & Heritage
 100, West Midlands, B1 1PP
 Birmingham, UK
 Tel: 0121 433 2500
 Fax: 0121 433 2522
 Email: info@atkins.co.uk

THIS DRAWING IS NOT TO BE SCALED

PROJECT: NUCKLE RICOH ARENA

DATE: 26/07/11

SHEET: A3

DATE: 26/07/11

002

Notes:

1. Topographic survey supplied by Coventry County Council 06/2011. Limited to spot levels indicated.
2. Proposed station layout and levels supplied by Jacobs 06/2011 based upon drawing number B1294300-CTN-G4/CV.DRG/203.
3. All levels given in mAOD.
4. In the absence of a full and complete topographic survey that extends to the entire holding area envisaged, estimates consider the existing ditch area only.
5. Layout options for holding area vary to achieve 1000m² before platform access.
6. No bulking factor has been applied for this estimate cut/fill factor of 1 has been used.
7. Volume estimates do not account for construction build-up's, foundations, ground stabilisation or contamination treatments.

Issued for Information			
Issue	Date	By	Appr
01	14/07/11	MB	TG RD



The Arup Campus, Byrnes Gate, Byrnes Valley Park
 Solihull, West Midlands B39 5AG
 UK. Tel: +44 (0)121 717 4000 Fax: +44 (0)121 717 4001
 www.arup.com

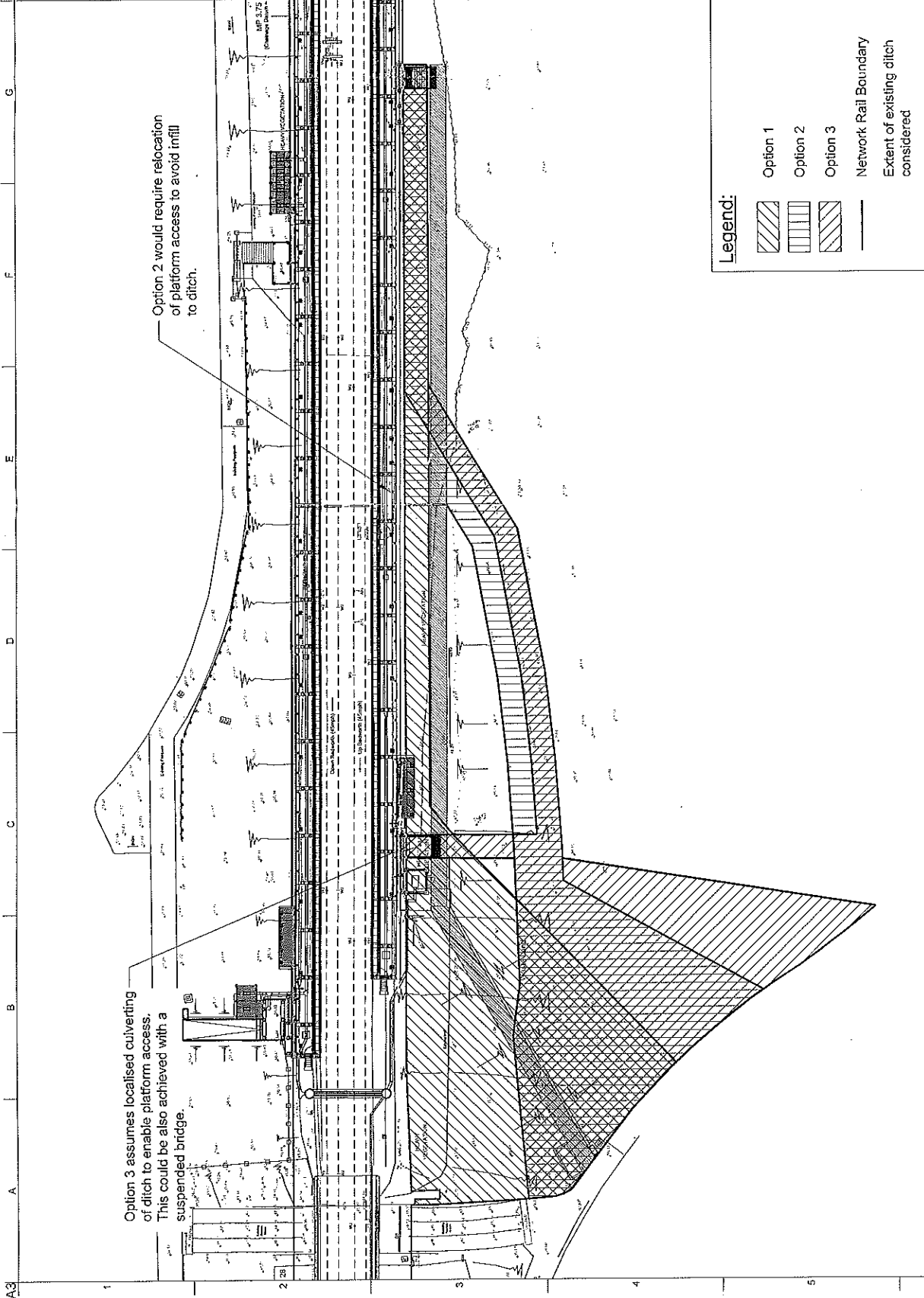


Job Title
 Coventry to Nuneaton Rail Upgrade
 Event Crowding Review

Holding Area Layout
 Earthworks Estimate

Scale at A3
 1:500

Discipline Earthworks	
Job No 216944-00	Drawing Status Draft
Drawing No CE-001	Issue 01



Legend:

- Option 1
- Option 2
- Option 3
- Network Rail Boundary
- Extent of existing ditch considered

Earthwork Volume Estimates

Option	Cut (m ³)	Fill (m ³)	Net (m ³)
1	2	1200	-1198
2	20	101	-81
3	12	106	-94



SCREENING OPINION

THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2011

INTRODUCTION.

The City Council has been requested to adopt a screening opinion as to whether the development described is likely to have significant effects on the environment such that an Environmental Impact Assessment should be carried out and an Environmental Statement submitted as part of the planning application for the proposed development.

LOCATION OF DEVELOPMENT.

The development is proposed on land flanking both sides of the Coventry/ Nuneaton Railway line (national grid ref. SP: 34501:83412), east of the Ricoh Arena in Phoenix Way, occupying an area of 0.29Ha (0.52 acres). The site is not situated within a Sensitive Area as defined by Regulation 2(1).

DESCRIPTION OF DEVELOPMENT.

A proposed railway station, is described in the letter dated 29th July 2011 from Atkins Limited with appended drawings: 002 (site location plan); and CE-001 (Holding area layout), which indicates that the development will comprise:

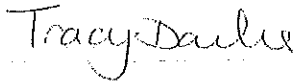
- two single sided platforms, each of 150m long (sufficient to accommodate trains consisting of 6 No. 23m long cars) approximately 0.9m above track level;
- associated pedestrian only access (2.5m wide gated ramped access, a 2.4m wide gated stepped access, connecting the existing Arena car park/access road to 'Down Bedworth' platform and access footpath that ties in to the existing Village Road footpath running parallel to 'Up Bedworth' platform with two 2.5m wide access gates to platform);
- two single storey proprietary waiting shelters (one on each platform);
- an area within which visitors to the Arena can wait whilst awaiting a train on the southbound platform, to ensure the platform is not overcrowded, which will take the form of a 'hard standing' located on the east side of the station for use during events (west of Tesco service access road), and which is to be surfaced in permeable Type 1 gravel based materials;
- 80 car parking spaces within the Arena car park (accessed from the A444) that is to be made available to rail users.

The tallest elements on the platform (including lighting columns and the passenger waiting shelter) would be the 2.4m above the platform level, and the tallest element overall would be the 2.5m high sliding gate controlling access from the Arena to the 'Down Bedworth' platforms. Pedestrian access will be via the two existing underpasses (beneath the A444, and railway from the Retail Park) or the footbridge over the A444, and the proposed development will include; the re-location of the 1.8m high palisade fencing, installation of public address equipment, customer information service, ticket vending machines, CCTV, lighting, and platform furniture. A temporary site compound will be created during the construction phase.

CONCLUSION.

The City Council consider that the described development does not fall within the applicable threshold and criteria contained in Schedule 2, paragraph 10b of the above Regulations and accordingly an Environmental Statement **is not** required for the proposed development.

Decision date: 18th January 2012



Tracy Darke,
Group Manager,
Planning and Building Control.

