# North West Relief Road (NWRR) Environmental Considerations

The Environmental Impact Assessment (EIA) will help Shropshire Council and the public understand the scale of potential environmental effects associated with the construction and operation of the North West Relief Road (NWRR). The Environmental Statement (ES) will summarise the findings of the EIA to inform the planning decision. The timeline is as follows:

Scoping (the content of the EIA) Submission of EIA Scoping Report: 28/10/2019

Receipt of Scoping Opinion:

28/01/2020

Environmental Statement (ES)

Submission of Planning Application and consultation Decision Making

January to May 2020

Preparation of the

Minimum 16 weeks from Planning Application

# Scope of Environmental Impact Assessment (EIA)

The scope of the EIA has been determined through consultation with statutory and nonstatutory environmental bodies, and will include the following environmental elements:



#### **Air Quality**

- Exposure of human and ecological receptors to construction dust
- Human exposure to nitrogen dioxide once the road is in use
- Exposure of ecological receptors to nitrogen oxide once the road is in use

#### Climate Change

- Construction and operational greenhouse gas emissions
- Vulnerability of scheme components to climate change



#### **Biodiversity**

Designated sites such as:

- Midlands Meres and Mosses Phase 2 Ramsar
- Hencott Pool SSSI
- Old River Bed SSSI
- Alkmund Park Wood Ancient Woodland

Priority habitats such as:

- Hedgerows
- Woodland
- Scrubland
- Running and standing water

Protected animal species such as:

- Badgers
- Bats
- Amphibians
- Otters



## Landscape & Visual

- Changes to landscape character
- Modification of the local characteristics of the Shropshire Landscape Typologies
- Artificial lighting impacts

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### Agriculture & Soil Resources

- Quality and quantity of agricultural land affected
- Disruption to agricultural activities
- Impacts of land loss and severance



#### Noise & Vibration

- Noise and vibration impacts during construction and operation
- Airborne vibration during operation



### Population & Health

- Community severance
- Changes to non-motorised journey times
- Potential impacts to human health



### Road Drainage & Water Environment

Potential impacts on the following:

- River Severn and other watercourses
- Severn Trent Water abstraction point
- Ecological sites
- Groundwater levels and flows



#### The EIA will also cover:

- Historic environment
- Tree survey and impact assessment
- Materials and waste
- Geology and soils
- Major accidents and disasters

# Establishing the Baseline

The environmental baseline within the site and the surrounding area is established during the EIA process. This is based on desk based studies and field surveys undertaken for a extensive range of topics e.g. air quality, ecology, historic environment, landscape & visual, and noise.

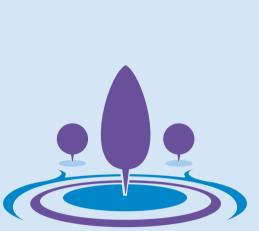
# Indicative environmental mitigation measures

The following measures are already included in the design of the NWRR to avoid and/or minimise potential adverse environmental effects:

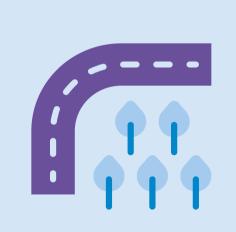
Provision of multi-species culverts (e.g. allowing badgers and bats to cross the scheme) along the route of NWRR



Development of a landscape strategy to help integrate the NWRR within the landscape and enhance biodiversity value



Highways realignment to avoid potential impacts on ecological sites and irreplaceable habitats



Identification of opportunities to minimise the export and import of material resources



The following mitigation are examples of measures which will be adopted to minimise/rectify/reduce/offset potential adverse environmental effects:

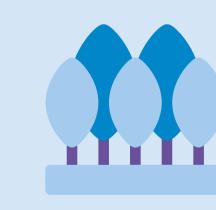
Implementation of traffic management and construction environmental management plans



Provision of earth mounding or acoustic fencing where required



Protection of retained trees during construction



Construction timing to avoid disruption of nearby properties and notable species



