### Key Issues

**Determining the need for and appropriateness of undertaking an EIA for a development of 220 dwellings.**

Providing clarity in the assessment of effects at the stage of the planning application alongside the previous SEA and Sustainability Appraisal process that had already been completed and consulted upon as part of the preparation of the Joint South Worcestershire Local Plan which had allocated the site for the development proposed.

**Developing appropriate mitigation strategies, in a situation where Community Infrastructure levy is in force which is collected to implemented pre-agreed mitigation measures development by the Charging Authorities.**

### Purpose of the project

An EIA of a proposed development for planning application for mixed use development on a site located approximately 400 metres from Evesham Town Centre.

### Description of the project

A mixed use urban extension comprising 220 dwellings, a small area of employment, publicly accessible green infrastructure of some 50% of the site plus associated infrastructure.
Lessons learnt

It is important to set out the full context for the EIA including those assessments previously made by third parties in relation to the allocation of the site in the development plan. Without such clarity consultation on the proposals and the assessment of their effects is likely to be less effective and result in the risk of becoming diverted from the key issues in the EIA process.

There is a need for all parties in the EIA process to remain consistent in approach which therefore also extends to persons involved in preparing and consultations on the EIA. In the absence of such consistency decision making can be compromised.

Where the design process involves sensitive elements such as the height of buildings on fringes of the proposed development then it is important to capture those design mitigation measures in the consent to be granted.

Where the mitigation of the impacts of the development raise wider issues - e.g the development of town wide transport mitigation strategies or the delivery of expanded sports facilities or the provision of enhanced education facilities, then these can be effectively delivered through the CIL mechanism - but this places more onus on the statutory authorities to identify and

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