

Horsham District Council Screening Assessment

HDC Reference: Scr/AW/01

Applicant Reference: PE/19/0080

Development Proposal: Demolition of existing house, kennels, cattery and animal hospital and the erection of 2 new buildings (Building 1 - mixed B1, B2 and B8 use and Building 2 - mixed B1 and B8 use) together with ancillary truck and lorry parking; outside storage; ancillary parking; creation of a new vehicular access onto Shoreham Road; alteration of the existing vehicular access into a pedestrian access route and creation of a soft landscaping scheme at Senlac, Shoreham Road, Henfield.

| EIA Regulations | |
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| Is the proposed development listed in Schedule 1? | No |
| Is the proposed development listed in Schedule 2? (Note 'wide of scope, broad of purpose' legal judgement) | Yes – Item 10a: industrial estate development projects. The site extends to approximately 1.4ha which exceeds the threshold set under 2017 EIA Regulations. This means the proposal could constitute Schedule 2 development subject to the selection criteria as identified in Schedule 3 of the Regulations. |
| Is the proposed development in a sensitive area as defined in Regulation 2? (SSSI, National Park, property on World Heritage List, Scheduled monuments, AONB, SPA or SAC) | No |

Schedule 3 – Selection Criteria for Screening Schedule 2 Development

| 1. Characteristics of Development | Description (include permanent / temporary impacts, positive and / or negative impacts / likelihood of impact as applicable) | Significance |
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| a) Size of development (e.g. site area, scale) | The site measures approximately 1.4ha, the existing land use has been for kennels, cattery, dog grooming parlour and a dwelling, part of the existing land area can be considered previously developed land. The remainder of the site is either hardstanding or grassland. The original PE proposals sought a mixed B1 B2 and B8 scheme, the screening opinion has been requested on the same basis (as confirmed by a separate email). The current proposal seeks consent for Building 1 comprising 876sqm (mixed B1,B2 and B8 uses) and Building 2 comprising 986sqm (mixed B1 and B8 uses) total built form of 1,862 sqm along with new access arrangements and associated parking and landscaping. | No significant and/or residual environmental impacts anticipated |
| b) cumulation with other development | The site lies outside of the Built up Area Boundary settlement and is therefore located within the countryside. The site is opposite the Henfield Business Park to | |

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| | <p>the north-east; a disused brickworks to the west, subsequently a waste facility; commercial buildings to the south; and open fields to the north and east and sporadic residential within the wider surrounding area. There are no other major development proposals occurring near the site.</p> | |
| <p>c) the use of natural resources (e.g. land, water, materials, energy – non renewable or in short supply?)</p> | <p>Once operational the development will require the use of resources such as energy and water, however these should not be significant in nature and would not result in the use of resources which are considered to be in short supply.</p> <p>A Sustainability/ Energy Statement has not been submitted at this stage. This should set out how the development will be in accordance with the energy hierarchy and limit water use. The level of resources used will depend on the energy and sustainable construction standards for the proposed business uses.</p> | <p>No significant and/or residual environmental impacts anticipated</p> <p>Imposition of appropriate conditions may be required to control and mitigate against any impacts arising from the development.</p> <p>Further details required with application:</p> <p>A Sustainability/ Energy Statement</p> |
| <p>d) the production of waste (demolition, construction, operation and decommissioning?)</p> | <p>The proposal involves the demolition of existing structures on site, as well as a dwelling house, as such there will be a degree of waste. Construction waste should be reused and recycled where possible. Significant quantities of construction waste are not anticipated as a result of the development. Waste should be disposed of in line with HDC requirements and managed in accordance with all applicable legislation and in line with best practice.</p> <p>During the operational phases measures should be put in place to reduce the amount of packaging sent to landfill. Waste contractors will need to visit the site to dispose of the waste; some of which could be recycled.</p> | <p>No significant and/or residual environmental impacts anticipated</p> <p>Further details required with application:</p> <p>Site Waste Management Plan may be required</p> |
| <p>e) pollution and nuisances (e.g. potential for noise, dust, vibration, light, odours, production of substances / emissions which may damage environment -construction, operation and decommissioning t)</p> | <p>During construction phase there is potential for some noise and dust both from the construction of buildings on the site as well as from traffic, any impact will be local to the site area and its immediately locality. Any impact will be short-term and temporary and can be mitigated through adherence to a Construction Management Plan providing for noise and dust suppression measures (the submission, approval and implementation of which can be secured by a planning condition).</p> | <p>No significance and/or residual environmental impacts anticipated</p> <p>Imposition of appropriate conditions may be required to control and mitigate</p> |

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| | <p>The applicants have had a BS4142 Sound Assessment carried out (not yet submitted) of their existing site by Southdown Environmental Consultants. The result highlight that the main source of sound observed at and affecting the proposed site is likely to be road traffic noise from the A2037 Shoreham Road and industrial noise from The Old Brickworks and birdsong.</p> <p>Operational development could generate noise from the proposed uses. It is advised that noise generating activities proposed are to be within core working hours and contained as specified within the Sound Assessment undertaken by the applicants. Restrictions on external activities such as use of power tools are likely to be required. Specific hours of use are not mentioned in the submitted details but there may be potential adverse impacts if the hours of operation are to extend outside the normal working day. This is because the noise climate is primarily influenced by diurnal traffic flows along the Henfield Road. Traffic movements and therefore noise levels are significantly reduced during the evening and at night.</p> <p>There is an opportunity for noise emissions from the site to be controlled through the positioning of the proposed buildings to screen off noise sensitive receptors. The proposed site layout does not appear to be optimal in this respect. The principles of good acoustic design as set out in the IOA Pro:PG guidance should be considered.</p> <p>To the north west of the site the Old Brickworks site (now refuse tip) presents potential for contaminants on and emanating from the site.</p> <p>Although the site is not recorded as part of the historic landfill, it bounds the application site on two sides. Risks from migrating landfill gas and leachate plumes are likely issues for the site. Any application would need to be accompanied by a Phase 1 and Phase 2 investigation with adequate time allowed for a representative gas survey to be undertaken.</p> <p>Potential impacts are unknown at this stage but could potentially be managed via imposition of appropriate conditions should it be considered necessary.</p> <p>An Environmental Preliminary Risk Assessment has been undertaken by Ashdown Site Investigation Ltd (not yet submitted) which has identified made ground to the west of the site, it is advised that subsequently an Intrusive Ground Investigation is to be undertaken, the results of this should be submitted with any related application</p> | <p>against any impacts arising from the development.</p> <p>Further details required with application</p> <p>Noise Report Transport Assessment Environmental Risk Assessments Phase 1 (desktop study) Phase 2 (Intrusive Investigation) contaminated land reports Construction Management Plan</p> |
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| | put forward. Imposition of appropriate conditions may be required. | |
| f) the risk of accidents, having regard in particular to substances or technologies used | The proposal is for B1, B2 and B8 uses. From the information submitted there appear to be no hazardous substances or products which will be used or stored on the site. The development is therefore unlikely to lead to an increase in accidents. | No significant and/or residual environmental impacts anticipated |

| 2. Location of Development: the environmental sensitivity of geographical areas likely to be affected by development must be considered having regard, in particular to | Description (include permanent / temporary impacts, positive and / or negative impacts / likelihood of impact as applicable) | Significance |
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| a) the existing land use | The site has an area of previously used land, the rest is laid to grass. A Preliminary Ecological Appraisal (PEA) was undertaken by C.T Ecology in June 2019, (not yet submitted) the site provides habitat to support, birds, bats and reptiles. Further targeted surveys were recommended including a reptile survey and bat roost assessments. A bat roost assessment has identified a soprano pipistrelle roost within the residential building to be demolished and it is advised that a European Protected Species Mitigation Licence from Natural England be obtained prior to commencement of any site activities impacting on roosts, and also that a precautionary approach in regards to phased habitat removal (reptiles) and removal of suitable nesting features (rabbits) is advised. | No significance and/or residual environmental impacts anticipated Imposition of appropriate conditions may be required to control and mitigate against any impacts arising from the development: Further information required with application |
| b) the relative abundance, quality and regenerative capacity of natural resources in the area (common land use? Quality of land / designations / protected species – would development lead to irreversible loss of key qualities or resources in the area?) | | |
| c) the absorption capacity of the natural environment, paying particular attention to | | Preliminary Ecological Appraisal (PEA) |
| i) wetlands (e.g. floodplains, impacts on drainage, aquifers) | The site is located in Flood Zone 1 which indicates a low probability (less than 0.1%) of flooding. There would be an increase in hard standing from car parking. If an EIA is not required any subsequent planning application should include a surface water drainage strategy and a site specific FRA to ensure that any negative impacts are reduced. | No significant and/or residual environmental impacts anticipated Imposition of appropriate conditions may be required to control and mitigate against any impacts arising from the |

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| | | development: Further information required with application: Surface water drainage strategy Site specific FRA |
| ii) coastal zones (any potential for the scheme to impact on coastal areas e.g. runoff etc) | N/A | N/A |
| iii) mountain and forest areas (impacts on wooded areas, including any designated areas of ancient woodland / TPOs). | An area of Ancient Woodland known as Paddock Wood (ANCWOO220142 -confirmed 8 Feb 2010) is identified to the south east of the site. There are no TPOs identified on the site. | No significant and/or residual environmental impacts anticipated |
| iv) nature reserves and parks (e.g. any impacts on designated nature conservation sites / other areas of nature conservation importance?) | There are no designated nature reserves or parks adjoining the site and the site is not located within an environmentally sensitive area as defined by the EIA Regulations. | No significant and/or residual environmental impacts anticipated |
| v) areas classified or protected under Member States' legislation; areas designated by Member states pursuant to Directive 79/409/EEC (conservation of wild birds) and Directive 92/43/EEC (conservation of habitats and fauna) (In particular the Arun valley SPA and The Mens -Barbastelle bat flightlines are a key consideration here. Any other European protected species present that could be affected?) | The application site does not constitute a 'sensitive area' as defined by the EIA Regulations. The closest SPA to the site is the Arun Valley and the nearest SAC is the Thursley, Ash, Pirbright and Chobham within the Surrey, East and West Sussex District, however development in this location is not considered to adversely impact these sites. The site is located outside of any identified Bat Sustenance Zone The site is also not within in a Scheduled Ancient Monument Designation | No significant and/or residual environmental impacts anticipated |
| vi) areas in which the environmental quality standards laid down in Community legislation have already been exceeded (any areas already subject to pollution or damage – include impact on any AQMAs). | There are no areas of the site where quality standards such as AQMA's have been exceeded. | No significant and/or residual environmental impacts anticipated |
| vii) densely populated areas (size of population affected, changes to demography, lifestyles, employment etc) | The proposal will result in additional employment space and should have a positive impact on the local population through generating jobs; however the impact is unlikely to be significant. | No significant and/or residual environmental impacts anticipated |
| viii) landscapes of historical, cultural or archaeological significance | The site is not designated as being of particular landscape importance in that it is not designated AONB or National Park. Landscape impacts are not considered to be so significant that they cannot be dealt with through | No significant and/or residual environmental impacts anticipated |

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| | <p>the usual planning application process.</p> <p>It is noted that the proposed site is located directly north of an archaeological notification area (Roman Road). There may therefore be potential for archaeological remains on this site. Overall impacts are generally assessed to be low.</p> <p>A Landscape and Visual Impact Assessment; Arboricultural Survey & Report and Planting Plan (not yet submitted) has been carried out by Trevor Furse Landscape Architects, a Chartered Landscape Architect. It is advised by the applicants that existing hedgerow and scattered trees together with new planting will screen the building from Shoreham Road. Mitigation measures may be required.</p> <p>The site is not within a Conservation Area nor does it contain any Listed Buildings or Ancient Structures.</p> | <p>Imposition of appropriate conditions may be required to control and mitigate against any impacts arising from the development:</p> <p>Further information required with application:</p> <p>Landscape and Visual Impact Assessment; Arboricultural Survey & Report and Planting Plan</p> |
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| 3. Characteristics of the potential impact: The potential significant effects of development must be considered in relation to criteria set out under 1 & 2, having particular regard to: | Description | Significance |
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| <p>a) the extent of the impact (geographical area and size of the affected population)</p> | <p>Overall, the total area of the development is 1.4 ha comprising part brownfield land and the rest greenfield and laid to grass. The site is surrounded by adjacent commercial uses and surrounding countryside beyond with sporadic residential dwellings. The population that would be impacted by the development are primarily residents located along the A2037 (nearest approx. 180m north and south east and 248m south) and those on Newbarn Lane approx. 182m to the west.</p> <p>It is advised by the applicants that a Transport Assessment is to be submitted with any application put forward. This will be considered against adopted planning policies within the HDPF and the NPPF.</p> <p>Alterations to the access are proposed to accommodate larger lorries and the site designed as a one way system so that lorries do not need to reverse. A Travel Plan incorporating the use of sustainable</p> | <p>No significant and/or residual environmental impacts anticipated</p> <p>Imposition of appropriate conditions may be required to control and mitigate against any impacts arising from the development:</p> <p>Further information required with application:</p> <p>Transport Assessment Travel Plan</p> |

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| | modes of transport could also reduce the effects from car transport. | |
| b) the nature of the impact | The main impacts are on the landscape (given the rural nature of the site), potential impacts from lighting, noise and traffic generation and possible impacts to biodiversity given the potential for bats although it is recognised that the site lies outside any identified Bat Sustenance Zones | No significant and/or residual environmental impacts anticipated Imposition of appropriate conditions may be required to control and mitigate against any impacts arising from the development: Further information required with application Preliminary Ecological Appraisal (PEA) |
| c) the transfrontier nature of the impact (any international impacts?) | The effects of the scheme would be local, therefore there will be no transfrontier impacts | No significant and/or residual environmental impacts anticipated |
| d) the intensity and complexity of the impact (e.g. overall size, scale, combination of impacts) | The magnitude and complexity of the impacts are likely to be minimal due to the type of development proposed. There may be some impact on protected species within the surrounding habitats and further work is necessary to ascertain the significance of this impact, however it is anticipated this could be managed through usual application process and the provision of appropriate mitigation and conditions. There is also likely to be some impact in terms of additional traffic generation. Further details regarding the anticipated traffic movements and numbers to and from the site each day / week will be required to assess this impact. Impacts on landscape could be managed through the provision of appropriate mitigation. | No significant and/or residual environmental impacts anticipated Imposition of appropriate conditions may be required to control and mitigate against any impacts arising from the development: Further information required with application: Preliminary Ecological |

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| | | Appraisal (PEA) Transport Assessment Landscape and Visual Impact Assessment; Arboricultural Survey & Report and Planting Plan |
| e) the probability of the impact (e.g. overall probability of impacts identified above) | The construction impacts such as noise and loss of greenfield land and associated landscape impacts are highly probable in the event that development takes place. During the operational phase lighting and noise impacts are possible. Limited information advising core hours of operation suggests that this would be daytime, therefore, reducing the impact on the nearby residents, although the precise hours of operation may be a consideration. Cumulative impacts from traffic generation are also highly likely. Other impacts such as impacts on protected species or the level of traffic increase are less certain and some may be managed through appropriate controls exercised through the imposition of conditions as required. | No significant and/or residual environmental impacts anticipated Imposition of appropriate conditions may be required to control and mitigate against any impacts arising from the development: Further information required with application: Transport Assessment Landscape and Visual Impact Assessment; Arboricultural Survey & Report and Planting Plan |
| f) the duration, frequency and reversibility of the impact (demolition, construction, operation and decommissioning) | Many impacts such as construction noise would be temporary. Other impacts such as the loss of greenfield land would be permanent. The impact on the landscape would be permanent but the landscape is not designated and not of very high quality. The impact of noise and disruption from traffic to and from the site would be regular. Given the proposed uses there could be regular noise impacts from the operational phase. Traffic impacts are likely to be regular particularly when combined with neighbouring uses. The applicant has indicated that the operation would be limited to daytime, therefore, reducing the potential impact. Other impacts such as potential impacts on | No significant and/or residual environmental impacts anticipated Imposition of appropriate conditions may be required to control and mitigate against any impacts arising from the development: |

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| | protected species in the surrounding habitats are unknown and still require further investigation. | Further information required with application: Noise Report Construction Management Plan Transport Assessment Landscape and Visual Impact Assessment; Arboricultural Survey & Report and Planting Plan Preliminary Ecological Appraisal (PEA) |
| g) the cumulation of the impact with the impact of other existing and/or approved development | The cumulative highway effects of the proposed commercial development alongside the existing business park and other nearby commercial development is yet to be completed, but could be considered as part of the Transport Assessment, which will be submitted alongside a future | No significant and/or residual environmental impacts anticipated Imposition of appropriate conditions may be required to control and mitigate against any impacts arising from the development: Further information required with application: Transport Assessment |
| h) the possibility of effectively reducing the impact | During the construction phase, adverse effects would be temporary and minimised through the implementation of a CEMP and best practice measures. Various assessments and statements will be submitted with the | No significant and/or residual environmental impacts anticipated Imposition of appropriate |

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| | <p>planning application to ensure the provision of appropriate controls and mitigation on site. Measures to reduce the impact of the proposals on climate change will be integrated into the proposals where possible, such as through the orientation of the buildings and energy and water efficiency.</p> <p>A Legal agreement and conditions can be entered into / imposed to secure the provision of such measures as considered appropriate.</p> | <p>conditions may be required to control and mitigate against any impacts arising from the development:</p> <p>Further information required with application:</p> <p>Construction Management Plan</p> |
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| Results of any relevant EU environmental assessment that is reasonably available | None applicable | |
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Conclusion

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| EIA Required? | No |
| Statement of reasons | <p>The proposal development involves the redevelopment of 1.4ha of land partially developed. There is likely to be some impact from the additional traffic generated from the proposed development, however the impact is not deemed to be significant and all impacts could be considered through the usual planning application process. There may be some impact on landscape and there may be risks from contamination from previous uses on the site. Both of these are not likely to be significant and can be mitigated. There are protected species present that could be affected by the development. Further information is required in terms of this aspect but this is not considered to be significant enough to trigger an EIA. Overall in terms of the EIA Regulations and the current information that is available the effects of the proposed development are not significant enough to require an EIA.</p> |
| Date | AW - 18 September 2019 |