

## Horsham District Council Screening Assessment

Ref: EIA/26/0001

Site: HORN BROOK FARM, HORSHAM, BRIGHTON ROAD, RH13 6QA

Development Proposal: Development of up to 180 residential units (9.23ha)

EIA Regulations	
Is the proposed development listed in Schedule 1?	No
Is the proposed development listed in Schedule 2?	Yes – Item 10(b) (urban development), which exceeds the thresholds under (ii) as the proposal would be for more than 150 dwellings, and (iii) as the site area is over 5ha.
Is the proposed development in a sensitive area as defined in Regulation 2? (SSSI, National Park, property on World Heritage List, Scheduled Ancient 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 (direct and indirect)
a) Size and design of development (e.g. site area, scale)	<p>The application site covers around 9.23 hectares. The application is for the development of the site to provide up to 180 residential units. The site comprises 3 field parcels.</p> <p>The site includes some sporadic trees and vegetation along the field boundaries and perimeter, including a river corridor along the northern boundary (Horn Brook)</p> <p>The site slopes down to the northern river corridor. Residential development exists to the north of the river corridor, and public highways run alongside the eastern and southern sides.</p> <p>The site is not subject to any landscape or ecological designations. According to the Environment Agency (EA) Flood Map for Planning the Site the northern</p>	<p>Not significant and/or residual environmental impacts anticipated</p> <p>Heritage Statement is expected to identify potential heritage harm</p>

	<p>river corridor is within FZ2 and 3, with climate change modelling extending the risk areas. No Surface water flood risks are identified at the current time.</p> <p>The site is not within a Conservation Area and does not contain any listed buildings. However, there is a group of locally listed buildings to the east of the site: Coolhurst Cottage Gatehouse, and Coolhurst Cottage, and a pair of Grade 2 listed buildings to the southern side of the highway at the south-east corner of the site: Hillier Cottage and Falcon Lodge.</p>	
b) cumulation with other existing or approved development	<p>The site is located within adjacent to the Built Up area of Horsham.</p> <p>An appeal was granted for outline consent for the development of up to 800 dwellings, along with sports provision and a local convenience store and co-working space, at the Horsham Golf Park, Denne Park (under DC/23/1178). This development site lies some 2.5km south-west of the site, but would be expected to use different access roads for construction purposes.</p> <p>There are no additional permissions nearby to be implemented in cumulation with this proposal.</p>	
c) the use of natural resources, in particular soil, water and biodiversity (e.g. land, water, materials, energy – non renewable or in short supply?)	<p>The construction process will require the use of resources such as energy, building materials, land and water. Once operational the development will also require the use of resources such as energy and water. The level of resources used will depend on the efficiency levels by which the buildings and residential blocks are constructed. No specific indication of the level of sustainability of the development is provided at this stage, but would need to meet building control standards, which will as a minimum result in reasonable levels of energy efficiency.</p> <p>Land contamination assessment will be required as part of an application. These details would be assessed as part of an application and conditioned to be implemented accordingly to ensure the amenity of future residents and would be necessary to meet the requirements of the Environmental Protection Act 1990.</p>	Not significant and/or residual environmental impacts anticipated
d) the production of waste (demolition, construction, operation and decommissioning?)	<p>Construction waste would be reused and recycled where possible. Significant quantities of construction waste are not anticipated as a result of the development, and given that the site is not currently developed, there is no demolition work required. Waste would be disposed of in line with HDC</p>	Not significant and/or residual environmental impacts anticipated

	<p>requirements and managed in accordance with all applicable legislation and in line with best practice.</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 )</p>	<p>During the construction phase there is potential for effects to arise from building works, in terms of noise and vibration, traffic disturbance and any dust from site preparation/ground works. 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>The site layout for construction works has the capacity to be arranged to ensure that machinery and dust causing activities are located as far away from sensitive receptors as possible. Similarly, the air quality effects of road traffic by the proposed development, due to the land use masterplanning, are considered to be not significant for human health receptors. There may be some minor adverse impacts on habitat within the scheme, which will be minimised through sensitive masterplanning.</p> <p>Appropriate measures, in accordance with all relevant legislation, would be used to prevent accidental spillages of contaminants during the construction and use of the highways improvements once completed.</p> <p>A CEMP, to be agreed with HDC and secured through a suitable planning condition, will be submitted in support of the planning application to ensure construction contractors use best practice measures to prevent land and water contamination, as well as effects on construction workers. The land uses proposed are not highly contaminative.</p>	<p>Not significant and/or residual environmental impacts anticipated</p>
<p>f) the risk of major accidents and/or disasters including those caused by climate change, in accordance with scientific knowledge</p>	<p>During the construction phase, the contractor(s) would implement measures in accordance with Health and Safety legislation/requirements, and best practice to minimise the risks of accidents that would have effects on people or the environment. All such measures would form part of the CEMP. There are no anticipated significant risks of major accidents and/or disasters, including those caused by climate change, during the operation of the development. The development would adhere to highway safety standards.</p> <p>During the construction phase, certain materials may be present on the site which may be harmful to the environment. The effects in relation to hazardous</p>	<p>Not significant and/or residual environmental impacts anticipated</p>

	substances and contamination were assessed by way of supporting material submitted with the planning application and conditions imposed in the event of planning being permitted.	
g) The risks to human health (eg due to water contamination or air pollution)	<p>Any associated risks to human health arising from the proposal would be dealt with through the supporting planning application material ensuring that appropriate mitigation is included within the proposed development.</p> <p>Appropriate measures, in accordance with all relevant legislation, would be used to prevent accidental spillages of contaminants during the construction of the development. For the operational phase, an appropriate drainage design to prevent contaminants entering waterbodies would be implemented as part of the development. A CEMP will be submitted in support of the planning application to ensure construction contractors use best practice measures to prevent land and water contamination, as well as effects on construction workers. The site layout for construction works has the capacity to be arranged to ensure that machinery and dust causing activities are located as far away from sensitive receptors as possible. Similarly, the air quality effects of road traffic by the proposed development, due to the land use masterplanning, are considered to be not significant for human health receptors. The land uses proposed are not highly contaminative and it is not expected that there is a high risk.</p>	Not significant and/or residual environmental impacts anticipated

<b>2. Location of Development: the environmental sensitivity of geographical areas likely to be affected by development must be considered having regard, in particular to</b>	<b>Description (include permanent / temporary impacts, positive and / or negative impacts / likelihood of impact as applicable)</b>	<b>Significance</b>
a) the existing and approved land use	<p>The site consists of three parcels of open/ agricultural land. The development would include the construction of buildings, an access, landscaping, drainage and associated works, and would change the land use from its pre-existing agricultural use.</p> <p>Residential properties are present in the vicinity of the site. The habitats on-site were generally considered to be of low-ecological value comprising arable.</p>	Not significant and/or residual environmental impacts anticipated
b) the relative abundance, availability, quality and regenerative capacity of natural resources in the area and its underground (common land use? Quality of land / designations / protected species – would development lead to irreversible loss of key qualities or resources in the area?)		

<p>c) the absorption capacity of the natural environment, paying particular attention to</p>	<p>The effects of the proposed development are considered to be of local importance. Construction traffic, noise and dust effects from the development would also be likely but through the implementation of mitigation measures included within the CEMP, these are not expected to be significant.</p> <p>No additional land or important, high quality or scarce resources will be affected.</p>	
<p>i) wetlands, riparian areas, river mouths (e.g. floodplains, impacts on drainage, aquifers)</p>	<p>Northern parts of the site alongside the river corridor are located in Flood Zones 2 and 3 which indicates a low probability (less than 0.1%) of flooding. It is not anticipated that a sequential test for flooding is required unless there is any development, including access roads, located within the fluvial flood risk zone.</p> <p>The Proposed Development is also within the Sussex North Water Resource Zone, with potential impacts to Arun Valley Special Area of Conservation, Special Protection Area and Ramsar site, south west of the development site. Development will be subject to the strategic district-wide water efficiency savings made by Southern Water.</p>	<p>Not significant and/or residual environmental impacts anticipated</p> <p>A site-specific FRA would be submitted as part of any planning application.</p>
<p>ii) coastal zones and marine environments (any potential for the scheme to impact on coastal areas e.g. runoff etc)</p>	<p>N/a</p>	<p>None</p>
<p>iii) mountain and forest areas (impacts on wooded areas, including any designated areas of ancient woodland / TPOs).</p>	<p>There are no apparent wooded areas onsite, but the site does adjoin small areas of woodland. The boundaries of the site include trees and hedgerows. None of these trees are covered by TPOs.</p>	<p>Not significant and/or residual environmental impacts anticipated</p>
<p>iv) nature reserves and parks (e.g. any impacts on designated nature conservation sites / other areas of nature conservation importance?)</p>	<p>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.</p>	<p>Not significant and/or residual environmental impacts anticipated</p>
<p>v) European sites and other areas classified or protected under national legislation (this therefore includes areas designated pursuant to Directive 79/409/EEC (conservation of wild birds) and Directive 92/43/EEC (conservation of habitats and fauna and SSSI's) (In particular the Arun valley SPA and The Mens -Barbastelle bat flightlines are a key consideration here. Any other European protected species</p>	<p>The application site does not constitute a 'sensitive area' as defined by the EIA Regulations. SSSI's can be found within 1km to the east and north-east of site (Stew Pond, Dry Pond and Golden Folly Pond, and areas of Sheepwash Woods, Inholmes Gill, Scragged Oak Hill).</p> <p>However, directly to the east of the site, extending up to the eastern side</p>	<p>Not significant and/or residual environmental impacts anticipated</p> <p>NatureSpace should</p>

<p>present that could be affected?)</p>	<p>of the public highway (Doomsday Lane) is the High Weald National Landscape (HWNL).</p> <p>Under the identified Great Crested Newts Impact Risk Zones, as mapped by NatureSpace, the site lies largely within a green / low risk for suitable habitat. A small quadrant of the site in the south-eastern corner lies within the amber risk area, where suitable habitat for Great Crested Newts is likely to be present.</p> <p>As part of an application, ecological reports including a Preliminary Ecological Appraisal will need to be undertaken. Depending on the results of the surveys, the applicant may be required to provide appropriate mitigation and biodiversity enhancements will to be provided on site.</p> <p>Under 2021 Environment Act, this proposal will also be required to provide at least 10% BNG.</p>	<p>be consulted in relation to the likely impact on Great Crested Newt habitat.</p>
<p>vi) areas in which there has already been a failure to meet environmental quality standards laid down in Union legislation or in which it is considered that there is such a failure (any areas already subject to pollution or damage – include impact on any AQMAs).</p>	<p>N.A</p>	
<p>vii) densely populated areas (size of population affected, changes to demography, lifestyles, employment etc)</p>	<p>The population of Horsham town is approximately 50,600. The proposed development will increase the population through the introduction of new dwellings. The site is accessible to local amenities available within the town centre, and is well located to reach employment, leisure and retail facilities, which may help reduce additional car journeys.</p>	<p>Not significant and/or residual environmental impacts anticipated</p>
<p>viii) landscapes of historical, cultural or archaeological significance. (NB if within a National Landscape (formerly AONB), there is statutory duty at s.85 (A1) of the Countryside and Rights of Way Act 2000 (as amended), which provides: '(A1) <i>In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority ... must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty.</i>')</p>	<p>The site is not designated as being of particular landscape importance in that it is not designated National Landscape or National Park. However, its proximity to the adjacent High Weald National Landscape (HWNL) to the east is to be noted. The site is therefore within the setting of the HWNL and any proposal must take into account the High Weald AONB Management Plan objectives.</p>	<p>The application should be subject to an LVIA</p>

3. Types and 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
a) the magnitude and spatial extent of the impact (geographical area and size of the affected population)	The impacts are confined to the site and the land immediately adjacent. Residents adjacent to the site will be affected by the development during the construction phase. Adverse effects would be temporary and minimised through the implementation of a CEMP. It is not considered that people would be significantly affected by the development once operational.	Not significant and/or residual environmental impacts anticipated
b) the nature of the impact	<p>The development has the potential to lead to impacts on street-scene character, landscape character, including the adjacent High Weald National Landscape, landscape resources and visual amenity. These impacts would be assessed as part of an application with the benefit of an LVAI.</p> <p>There would be an increase in HGV construction traffic movements; increase in noise, particularly during site construction; operational traffic movements would not increase due to the development for the principal access works.</p>	The application should be subject to an LVIA
c) the transboundary nature of the impact (any international impacts?)	N/a	None
d) the intensity and complexity of the impact (e.g. overall size, scale, combination of impacts)	There would be no large change in environmental conditions, and the effect would not be unusual for the area or particular complex.	Not significant and/or residual environmental impacts anticipated
e) the probability of the impact (e.g. overall probability of impacts identified above)	The construction impacts such as noise is likely but could be mitigated through the agreement of a Construction Environmental Management Plan. The hours of construction could also be limited to daytime hours.	Not significant and/or residual environmental impacts anticipated
f) the expected onset, duration, frequency and reversibility of the impact (demolition, construction, operation and decommissioning)	The impacts from the construction phase would be temporary. 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.	Not significant and/or residual environmental impacts anticipated

g) the cumulation of the impact with the impact of other existing and/or approved development	There are no anticipated potential impacts that would arise from the combination of impacts in conjunction with development in the area.	Not significant and/or residual environmental impacts anticipated
h) the possibility of effectively reducing the impact	There is potential for the impact of this proposal to be reduced through a number of means. This includes environmental / construction controls during the construction phase, together with measures to control the hours of operation / lighting, as well as the more fundamental layout and landscape mitigations of the proposal itself.	Not significant and/or residual environmental impacts anticipated

Results of any relevant EU environmental assessment that is reasonably available	Not applicable	Low
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## Conclusion

<b>EIA Required?</b>	No
<b>Statement of reasons</b>	<p>The threshold outlines in Schedule 2 of the EIA regs (2017) for the overall site area and development is exceeded, but it is not considered that the site is located within an area of particular environmental sensitivity. On account of the nature and scale of the proposal, and the potential visual impact arising from the development, there are likely to be some significant effects on the landscape character, visual amenities and setting of the High Weald National Landscape. The significance of these would be a matter for consideration at application stage by way of Landscape and Visual Impact Assessment (LVIA), whereby effects would be assessed and the suitability and effectiveness of proposed mitigation would be judged.</p> <p>During construction, the potential increases in traffic, emissions and noise will be temporary, commensurate with a typical construction site. Construction phase effects would be mitigated through the implementation of standard mitigation measures through a CEMP and best practice.</p> <p>It is therefore considered that, whilst the development is Schedule 2 development, it has been demonstrated that the proposed development will be unlikely to cause significant environment effects, and in this case, EIA is not required.</p>
<b>Date</b>	27 <sup>th</sup> January 2026