

**Horsham District Council Screening Assessment**

HDC Reference EIA/21/0002

Applicant Reference: 30600-LR-EIA-001

**Development Proposal:**

<b>EIA Regulations</b>	
Is the proposed development listed in Schedule 1?	No
Is the proposed development listed in Schedule 2?	Yes. Exceeds threshold of Category 10(b) projects in Column 1 of Schedule 2 of the Regulations; more than 1 hectare of urban development for non-dwellinghouse development with car parking, access roads and Class E units.
Is the proposed development within or adjacent to 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**

<b>1. Characteristics of Development</b>	<b>Description (include permanent / temporary impacts, positive and / or negative impacts / likelihood of impact as applicable)</b>	<b>Significance (direct and indirect)</b>
a) Size and design of development (e.g. site area, scale)	<p>The site is 2.1 hectares in size and is currently used as a highway maintenance depot, with smaller areas accommodate a training centre and parking for school buses. There are no Tree Preservation Orders (TPOs) on the site.</p> <p>The site is situated on the eastern edge of Broadbridge heath, located between the A24 (to the east of the site) and A281 (borders the site to the north-west). The area adjoining the site to the north comprises retail units and surface car parking with associated landscaping, and the adjacent site to the south occupied by a superstore and leisure facilities with surface car parking and associated landscaping. The village of Broadbridge Heath is located immediately of this land parcel and includes existing residential properties and community facilities.</p> <p>The Proposed Development includes the demolition of existing buildings, clearance of the site and the erection of two retail units (Class E), two café/restaurants (Class E) with a proposed floorspace of circa 4,982 sqm Gross Internal Area (GIA) with associated parking (234 spaces), access, servicing, signage and landscaping.</p>	No significant and/or residual environmental impacts anticipated

<p>b) cumulation with other existing or approved development</p>	<p>The cumulative impact should consider the West of Horsham residential scheme, which is currently under construction. The South of Broadbridge Heath development is largely completed, and therefore any subsequent effects will be realised as part of the baseline assessments supporting the application.</p> <p>Cumulative effects with the West of Horsham scheme will be relatively limited, in comparing the scale of the Proposed Development. Impacts associated with noise or air quality (dust) will be minimal over the distance involved, and traffic impacts will be limited as the highway upgrades delivered have taken the traffic originating from this development into consideration.</p> <p>The local road network surrounding the Proposed Development have seen significant alteration in recent years as part of the South Broadbridge Heath residential development brought forward in the last 5 to 10 years. The A281 to the north has been reduced from a dual carriageway to a single lane carriageway as the main road has been re-routed along the A264 to the south with the A281 along the northern boundary providing access to the retail areas with access further along the A281 beyond the superstore access for buses, taxis and by cycle or foot only.</p> <p>The A24 has also seen significant alteration to the road layout, with the removal of the off-slip from the A24 to Farthings Hill Roundabout and re-routing via the new A264/A24 roundabout, along with the provision of traffic signalling for the Farthings Hill Roundabout.</p> <p>The Proposed Development will include access routes via both Wickhurst Lane/A281 on the south-west boundary and with the A264 to the east. The development will provide two traffic routes that both link to the Farthings Hill roundabout, from which access to Horsham and the wider area, via the A24, can be achieved. The Local Plan identifies that the Broadbridge Heath Quadrant, to which this is part of, should make better provision for connectivity and integration with existing and new communities, with the dual access as part of the Proposed Development providing improved connectivity to the existing retail and leisure provision from the new residential developments. Deliveries will utilise the eastern access road, which is shared with deliveries for the adjacent superstore.</p> <p>As the infrastructure surrounding the site has been significantly modified to accommodate the additional traffic associated with the surrounding residential</p>	
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	<p>developments, in particular associated with the A24/A281 Farthings Hill Roundabout, any environmental effects associated with the additional traffic from the Proposed Development are not anticipated to be significant.</p> <p>Consequently, any cumulative effects arising with surrounding development are not considered likely to be significant.</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 proposed construction and operational phases of the proposed development will use resources in terms of land, water and energy as would be expected for a retail development of the nature proposed. The Applicant can include measures in the CEMP to minimise the consumption of natural resources. The operation of the development is not anticipated to use these resources, unless maintenance of the buildings and associated infrastructure (means of access, communal areas, and SuDs) is required.</p> <p>During construction, some minor topographical changes will occur to facilitate a SUDS scheme. Whilst some topographic changes will occur these will be minor changes in the landscape to facilitate better drainage of the scheme. These changes are considered insignificant in relation to the natural topography of the area.</p> <p>The site does not support any high quality or scarce resources, with tree cover on the site limited to peripheral areas and not in a safeguarded area for minerals with the site falling outside of the Brick Clay Resource Mineral Safeguarding Area that envelopes the western side of Horsham.</p> <p>In line with the Local Plan requirements, specifically those relating to the Broadbridge Heath Quadrant, the design will embrace sustainable design and construction in line with local and national policies. The site is in a Heat Priority Area under Horsham District Council Framework Policy 36.</p>	No significant and/or residual environmental impacts anticipated
d) the production of waste (demolition, construction, operation and decommissioning?)	<p>As with nearly all construction, the proposed development will result in waste materials from the preparation and undertaking of works. Construction waste would be reused and recycled where possible. Significant quantities of construction waste are not anticipated as a result of the proposed development. Construction waste would be managed in accordance with all applicable legislation and disposed of in line with best practice. Operational waste would be disposed of in line with HDC requirements and managed in accordance with all applicable legislation.</p>	No significant and/or residual environmental impacts anticipated
e) pollution and nuisances (e.g. potential for noise,	<p>During the construction phase there is potential for effects to arise from</p>	No significant and/or

<p>dust, vibration, light, odours, production of substances / emissions which may damage environment -construction, operation and decommissioning t)</p>	<p>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, including nearby residential development.</p> <p>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. 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, can 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.</p> <p>There would also be emissions associated with the operational phase of the proposed development. The local road network surrounding the Proposed Development have seen significant alteration in recent years as part of the South Broadbridge Heath residential development brought forward in the last 5 to 10 years. The A281 to the north has been reduced from a dual carriageway to a single lane carriageway as the main road has been re-routed along the A264 to the south with the A281 along the northern boundary providing access to the retail areas with access further along the A281 beyond the superstore access for buses, taxis and by cycle or foot only.</p> <p>As the infrastructure surrounding the site has been significantly modified to accommodate the additional traffic associated with the surrounding residential developments, in particular associated with the A24/A281 Farthings Hill Roundabout, any environmental effects associated with the additional traffic from the Proposed Development are not anticipated to be significant.</p>	<p>residual environmental impacts anticipated</p>
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	<p>The site is located in Flood Zone 1; low probability of river flooding. The effects in relation to surface water and hydrology will be assessed in full in supporting material submitted with the planning application. With the proposed remediation design and implementation of the mitigation measures outlined below, the resultant effects are unlikely not be significant. The scheme avoids any development in the flood plain. In addition, surface water run-off and foul water drainage will be managed on-site during the construction and operational phases.</p> <p>During construction potential effects to existing properties can be mitigated by measures set out within a CEMP. These would include avoiding works in the floodplain wherever possible, and safe storage of plant or contaminants. Sustainable drainage would be considered, and appropriate drainage design would be included within the planning application documents including a Surface Water Drainage Strategy, Foul Drainage Scheme and Flood Risk Assessment (FRA).</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 such as Land stability and Climate. 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. The site is not in an area known to be susceptible to severe winds, fog or temperate inversions, subsidence, landslides or erosion.</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 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.</p>	<p>No significant and/or residual environmental impacts anticipated</p>
<p>g) The risks to human health (eg due to water contamination or air pollution)</p>	<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</p>	<p>No significant and/or residual environmental impacts anticipated</p>

	<p>prevent contaminants entering waterbodies would be implemented as part of the development. A CEMP can 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.</p>	
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<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>
<p>a) the existing and approved land use</p> <p>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>	<p>The Site is currently owned and operated by West Sussex County Council as a maintenance depot with training facilities and school bus storage, with no community facilities or public access currently to the site. The surrounding area does include areas that are utilised for retail and leisure, with residential and education land uses further afield, however these are not anticipated to be affected by the Proposed Development which will provide further complimentary retail provision in the area.</p>	<p>No significant and/or residual environmental impacts anticipated</p>
<p>c) the absorption capacity of the natural environment, paying particular attention to</p>	<p>There are no TPOs on the site. A Tree Survey and Arboricultural Report can be submitted with the planning application. A landscape strategy can be submitted with the planning application.</p> <p>Public footpaths are present around the periphery of the site along the northern, western and southern boundary which provide access between Broadbridge Heath to the north, via a surface crossing and sub-way beneath the A281. All can remain accessible to the public during construction. During construction, potential adverse effects to the quality of surface and ground water, roads and air (including airborne noise) can be minimised through the implementation of the CEMP. Such effects will be temporary.</p> <p>Once operational, the proposed development can include landscaping, tree planting. Further details can be included in the landscape strategy which will be submitted with the planning application.</p>	
<p>i) wetlands, riparian areas, river mouths (e.g. floodplains, impacts on drainage, aquifers)</p>	<p>The Site is not considered to be at risk of fluvial flooding, with the entirety of the site located within Flood Zone 1. The Strategic Flood Risk Assessment (SFRA) for Horsham District identified the site to be at a low risk of ground</p>	<p>No significant and/or residual environmental impacts anticipated</p>

	<p>water vulnerability with no records of groundwater flooding identified in Horsham District. The Site is, however, in an area that has been identified as subject to localised sewer flooding.</p> <p>Areas of the site are potentially vulnerable to surface water flooding, with the government resource<sup>6</sup> identifying that the western side of the site, currently hardstanding and car parking, is subject to a medium to high risk of surface water flooding, with a low risk in the car parking area of the site also on the western and northern parts of the Site. This is also reflected in the SFRA findings. Alongside the Site, the subway beneath the A281 is identified as being at high risk of surface flooding, which extends along both the northern side of the A281 and Wickhurst Lane. However, as the Site does not sit within a Critical Drainage Area the re-development of the Site presents an opportunity to alleviate some of the surface water flooding issues in the locality through the provision of appropriate Sustainable Drainage Systems (SuDS) as part of the development, providing beneficial effects to the surface flooding risk associated with the western side of the Site. This approach aligns with the Local Plan, which looks for the use of innovative SuDS on the site, and would satisfy the requirements of the SFRA in limiting the discharge of surface water to the sewer network.</p> <p>As the Proposed Development is over 1 hectare in size, a planning application will need to be accompanied by a Flood Risk Assessment that will ensure these considerations are adequately addressed by the design. Consequently significant effects are not considered likely.</p>	and mitigated
ii) coastal zones and marine environments (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).	Small sections of trees are likely to be removed for access and internal roads. There are no TPOs on the site. A Tree Survey and Arboricultural Report can be submitted with the planning application. In addition, the proposed development will include areas of new landscape planting, including native shrubs. A landscape strategy can be submitted with the planning application.	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?)	Neither the Site nor the surrounding area are subject to statutory or non-statutory designation for ecological interest. The closest designated site for ecological value is Warnham Local Nature Reserve, which is located some 1.9 km to the north-east of the Site and disconnected from it with development between. A small area of deciduous woodland, a UK BAP habitat, is located some 86m to the north of the Site alongside the A281/A24 junction, however	No significant and/or residual environmental impacts anticipated

	<p>this is limited in extent and isolated from other semi-natural habitats by major roads and surrounding development, although the woodland is linked through trees and scrub habitat to the Site. Nevertheless, development of the site is not likely to adversely affect the woodland habitat.</p> <p>The Mens SAC/SSSI is located approximately 14km to the west of the site. The Mens SAC/SSSI comprises mature beech woodland which supports Barbastelle bats (a European Protected Species). The applicant's 2020 surveys identified that there are low numbers of Barbastelle bats using the site. The retention and enhancement of boundary vegetation and dark corridors and the planting of native scrubs will have beneficial effects for bats.</p> <p>An Appropriate Assessment screening under the Habitats Regulations maybe required on this proposal. A planning application will be supported by an Ecology Assessment and appropriate surveying.</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 present that can be affected?)</p>	<p>The site is located within a Bat Sustenance Zone. The Mens SAC/SSSI comprises mature beech woodland which supports Barbastelle bats (a European Protected Species). As above, the Applicant's ecologist is stated to have identified low numbers of Barbastelle bats using the site.</p> <p>An Appropriate Assessment screening maybe required on this proposal. A planning application will be supported by an Ecology Assessment and appropriate surveying.</p> <p>A Phase 1 Habitat Survey can be submitted with the planning application. Best practice ecological mitigation measures can be implemented to include using tree protection during construction and undertaking scrub/vegetation removal outside of the bird breeding season to avoid the potential for damaging bird nests.</p> <p>The existing depot is principally hardstanding and buildings that are principally of industrial nature, although a single storey building with a pitched roof is present on the eastern side, with semi-natural habitats comprising trees and scrub around the periphery of the site. Considering the extent of habitat present on site, species potentially present would be restricted to those typically found in urban environments and common nature, such as nesting birds, and as the site is relatively isolated from similar habitats in the surrounding environment, only mobile species are likely to be present.</p>	<p>No significant and/or residual environmental impacts anticipated</p>



	Although nesting birds and roosting bats could, potentially, utilise the site for nesting/roosting, any presence is likely to be restricted to common species and in the case of bats likely to be restricted to night roost opportunities for individuals, with development impacts on which being classified as low. Impacts on biodiversity are not, therefore, likely to be significant.	
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).	There are no AQMAs in the vicinity of the site. Dust generation during the construction phase would be managed in accordance with standard best practice measures, enforced through a CEMP and is not anticipated to generate significant adverse effects. The site layout has the capacity for construction works will be arranged to ensure that machinery and dust causing activities are located as far away from sensitive receptors as possible.	No significant and/or residual environmental impacts anticipated
vii) densely populated areas (size of population affected, changes to demography, lifestyles, employment etc)	The nearest bus stops are located m to the west of the site. Residential properties and facilities including a primary school, community school, shops, restaurants and a library are also located within the village of.	No significant and/or residual environmental impacts anticipated
viii) landscapes of historical, cultural or archaeological significance	There are a number of listed buildings present on the northern side of Broadbridge Heath and to the south along Old Wickhurst Lane, however these are distanced from the site. Although the Sustainability Appraisal for the Local Plan policy of developing the Broadbridge Heath Quadrant identified the potential for minor adverse effects on the listed properties on the northern side of Broadbridge Heath, this was based on development of the wider area as a whole. Considering the nature and scale of the Proposed Development, with low-rise buildings proposed for the site, the setting of these listed properties is not considered likely to be affected, and therefore impacts are unlikely to be significant.  The site is within an Archaeological Notification Area (recorded as Land Surrounding the Wickhurst Green Development, Broadbridge Heath). As the Proposed Development is located on a brownfield site that has been extensively developed, it is unlikely that the site will support features of cultural heritage or archaeological importance	No significant and/or residual environmental impacts anticipated
<b>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 &amp; 2, having particular regard to:</b>	<b>Description</b>	<b>Significance</b>
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	No significant and/or residual environmental impacts anticipated

	through the implementation of a CEMP.	
b) the nature of the impact	<p>The development has the potential to lead to impacts on landscape character, landscape resources and visual amenity. In terms of visual amenity, there are currently locations where the likely visual impact can be assessed.</p> <p>The Site is located within the Low Weald National Character Area, which is a broad, low-lying clay vale which wraps around the northern, western and southern edges of the High Weald. It is identified as being predominantly agricultural and has many densely wooded areas with a high proportion of ancient woodland. The site and surrounding area is not subject to protection for its landscape or scenic value, the closest of which is the High Weald Area of Outstanding Natural Beauty located on the eastern side of Horsham.</p> <p>The Site is located on a brownfield site within an urbanised area, with vegetation around the periphery of the site providing screening to the existing site. Although the screening surrounding the site may be altered by the Proposed Development, visibility to the north and south is associated with retail areas similar in nature to that proposed, whilst visibility to the east is associated with views from the A24 only with screening on the A24 restricting views from the east.</p> <p>There would be an increase in HGV construction traffic movements; increase in noise, particularly during site construction.</p>	No significant and/or residual environmental impacts anticipated
c) the transboundary nature of the impact (any international impacts?)	None	N/a
d) the intensity and complexity of the impact (e.g. overall size, scale, combination of impacts)	<p>As the infrastructure surrounding the site has been significantly modified to accommodate the additional traffic associated with the surrounding residential developments, in particular associated with the A24/A281 Farthings Hill Roundabout, any environmental effects associated with the additional traffic from the Proposed Development are not anticipated to be significant.</p> <p>It is likely that resident arrival/departure times will be in the conventional morning and evening peak periods. The impact of the development will be assessed within a Transport Assessment. An Ecological Mitigation Management Plan will be prepared and submitted in support of the planning application. The application boundary is within Flood Zone 1 (Low Probability of fluvial flooding).</p>	No significant and/or residual environmental impacts anticipated

<p>e) the probability of the impact (e.g. overall probability of impacts identified above)</p>	<p>The effects of the development can be clearly established and the probability of any effects determined with reasonable confidence.</p> <p>The site is generally at low risk of flooding from all other sources. Some residual risk exists in the form of surface and groundwater flooding. However mitigation measures exist to manage this. This can be carefully designed in co-ordination with Landscape constraints in order to minimise the amount of material that will need to be removed from site by aiming to achieve a cut/fill balance, and incorporating sustainable drainage features which will provide treatment to runoff.</p>	<p>No significant and/or residual environmental impacts anticipated</p>
<p>f) the expected onset, duration, frequency and reversibility of the impact (demolition, construction, operation and decommissioning)</p>	<p>Construction effects would be short term in duration and the operational effects would be long term. Development will commence following the discharge of pre-commencement conditions attached to the planning permission. Operational effects would be permanent. Construction effects would be temporary. Construction – intermittent and Frequent and reversible. Operation – continuous and irreversible.</p>	<p>No significant and/or residual environmental impacts anticipated</p>
<p>g) the cumulation of the impact with the impact of other existing and/or approved development</p>	<p>The cumulative impact should consider the West of Horsham residential scheme, which is currently under construction. The South of Broadbridge Heath development is largely completed, and therefore any subsequent effects will be realised as part of the baseline assessments supporting the application.</p> <p>Cumulative effects with the West of Horsham scheme will be relatively limited, in comparing the scale of the Proposed Development. Impacts associated with noise or air quality (dust) will be minimal over the distance involved, and traffic impacts will be limited as the highway upgrades delivered have taken the traffic originating from this development into consideration</p> <p>The local road network surrounding the Proposed Development have seen significant alteration in recent years as part of the South Broadbridge Heath residential development brought forward in the last 5 to 10 years. The A281 to the north has been reduced from a dual carriageway to a single lane carriageway as the main road has been re-routed along the A264 to the south with the A281 along the northern boundary providing access to the retail areas with access further along the A281 beyond the superstore access for buses, taxis and by cycle or foot only.</p> <p>The A24 has also seen significant alteration to the road layout, with the removal of the off-slip from the A24 to Farthings Hill Roundabout and re-routing via the new A264/A24 roundabout, along with the provision of traffic signalling</p>	<p>No significant and/or residual environmental impacts anticipated</p>

	<p>for the Farthings Hill Roundabout.</p> <p>The Proposed Development will include access routes via both Wickhurst Lane/A281 on the south-west boundary and with the A264 to the east. The development will provide two traffic routes that both link to the Farthings Hill roundabout, from which access to Horsham and the wider area, via the A24, can be achieved. The Local Plan identifies that the Broadbridge Heath Quadrant, to which this is part of, should make better provision for connectivity and integration with existing and new communities, with the dual access as part of the Proposed Development providing improved connectivity to the existing retail and leisure provision from the new residential developments. Deliveries will utilise the eastern access road, which is shared with deliveries for the adjacent superstore.</p> <p>As the infrastructure surrounding the site has been significantly modified to accommodate the additional traffic associated with the surrounding residential developments, in particular associated with the A24/A281 Farthings Hill Roundabout, any environmental effects associated with the additional traffic from the Proposed Development are not anticipated to be significant.</p>	
h) the possibility of effectively reducing the impact	<p>During the construction phase, adverse effects would be temporary and minimised through the implementation of a CEMP and best practice measures.</p> <p>Various studies and statements will be submitted with the planning application to ensure the provision of appropriate mitigation on site. Measures to reduce the impact of the proposals on climate change, visual and landscape impacts, and ecology will be integrated into the proposals where possible, such as through the orientation of the buildings and energy and water efficiency.</p> <p>An Appropriate Assessment screening maybe required on this proposal. A planning application will be supported by an Ecology Assessment and appropriate surveying.</p> <p>Legal agreement and conditions would be imposed to secure the provision of this appropriate mitigation.</p>	No significant and/or residual environmental impacts anticipated
Results of any relevant EU environmental assessment that is reasonably available	None applicable	

**Conclusion**

<b>EIA Required?</b>	<b>No</b>
<b>Statement of reasons</b>	<p>Whilst the threshold for site area is exceeded in Schedule 2 of the EIA regs. (2017) the effects of development are considered not to be significant in combination with existing and approved development. There would be some impact on natural resources including biodiversity, and the production of waste and pollution during the construction phases however these are considered to not be significant in relation to the types and characteristics of the potential impact.</p> <p>The screening assessment of the current pre-application proposal has identified that the vast majority of impacts on the environment could be similarly addressed with mitigation measures incorporated within the design of the proposed development, and that significant effects are not considered likely either alone or in combination with other development. The proposals would be of a sufficiently limited scale that effects could be managed in accordance with standard methods. The proposed development is therefore not considered to be formal EIA development as defined by the EIA Regulations.</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 <b>not</b> required.</p>
<b>Date</b>	Matthew Porter 23-04-2021