

**Horsham District Council Screening Assessment**

**HDC Reference:** EIA/23/0006

**Site:** Land West of Kent Street, Cowfold, West Sussex, RH13 8BB

**Development Proposal:** Battery Energy Storage System with associated infrastructure

EIA Regulations	
Is the proposed development listed in Schedule 1?	<b>No</b>
Is the proposed development listed in Schedule 2?	<b>Yes.</b> – Item 3 (a) industrial installations for the production of electricity, steam and hot water. The site extends to approximately 3ha, exceeding 0.5ha 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. The proposal in itself would form a battery energy storage system (BESS), with the installation occupying only around ¼ of the site area (around 0.7ha), and with a cable route along a public road to the existing Bolney substation.
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)	<b>No.</b>

**Schedule 3 EIA Regs 2017 – 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) <b>Size and design of development</b> (e.g. site area, scale)	<p>The overall proposed site comprises some 3ha of a larger rectangular field that includes a pylon and overhead lines running across the site (south-east – north-west). The wider field is defined on all four sides by vegetated field boundaries and trees. The land levels at the site rise from the southern boundary to the north, where the northern field boundary runs along the highpoint of the undulating land formation. PRoW FP_1787 runs within the site along the northern boundary and splits into footpath 1786 and 1787 in the north-western corner. A wider network of PRoW extends throughout the local area.</p> <p>The proposal comprises a battery energy storage facility (BESS) which would be connected via underground cables to the sub-station at Bolney some 1km to the south-east, and is described as battery modules housed in shipping containers or similar, inverter / transformer units housed in shipping containers or similar, auxiliary transformers, switchgear and associated control rooms</p>	<p>No significant and/or residual environmental impacts anticipated in EIA terms.</p> <p>Further details required with application: Landscape and Visual Impact Assessment, Preliminary Ecological Appraisal (PEA), Heritage Assessment, and potential Arboricultural Impact Assessment, depending on proximity to boundary trees and</p>

	<p>and switchgear rooms, a 33kV substation, perimeter fencing, and pole-mounted CCTV / infra-red cameras. Although the final arrangement and layout within the site is still subject to discussions and finalisation, it is understood that the BESS installation would only cover some 0.7ha of the overall site, which is around ¼ of the field area. Based on typical size of BESS equipment, it would be estimated that around 20-30 battery containers and associated inverters could be accommodated within the 0.7ha, along with a switchroom and control room and access track. It is understood that the cable run would follow the public highway to the Bolney substation (via Kent Street and Wineham Lane), rather than through fields and hedgerows.</p> <p>The covering letter sets out that the construction would take 6 months and that new planting and landscaping would be provided. It is envisaged that the installation would be in place for some 40 years, after which it would be decommissioned and removed from the site. Ongoing operational monthly visits would be made to the site by way of a transit van.</p> <p>Kent Street is a narrow (single-width) rural lane which provides access to numerous residential properties and agricultural holdings, set between grassed verges and vegetated field boundaries. It connects in the north to the A272 and in the south-east to Wineham Lane, another local connector route. At around 3m in width it is largely single-width, and it is reasonably busy given the number of properties which it serves.</p> <p>The site would extend to within some 120m to residential properties to the east and south, and would lie close to an area of Ancient Woodland to the north-west corner. The land character rises from the southern site boundary up to the northern field boundary where the northern field boundary runs along a ridgeline within the landscape.</p> <p>A nearby property is designated as a Grade II listed building: Kings (Kent Street)</p>	<p>Ancient Woodland, Transport Assessment. A full layout of the site, along with details, elevations and functions of the proposed site is expected as part of any submission, along with details and heights of perimeter fences, CCTV poles, gates, types and finishes of circulation routes and parking areas within the site.</p> <p>A full and detailed report and cumulative LVA to include the adjacent Oakendene Rampion 2 substation, and potential proximity to the cable run, including easements / buffer or exclusion zones, retained trees and landscape features and proposed landscape mitigations .</p> <p>Imposition of appropriate conditions may be required to control and mitigate against any impacts arising from the development.</p>
<p><b>b) accumulation with other existing or approved development</b></p>	<p>It is noted that the existing Bolney substation lies some 1km (as the crow flies) to the south-east of the current site. Notwithstanding the proximity to this substation, it is considered that sufficient landscape features, topography and distance would create adequate separation between the site and the Bolney substation so as to not read the cumulative developments within one view.</p> <p>It is also noted that the site is in close proximity to the proposed onshore works associated with the Rampion 2 national infrastructure project, including a new substation earmarked for a site some 500m to the north, with this site having now been confirmed as part of the Rampion 2 works, now called (Oakendene). Given the separation between the proposed Oakendene substation and the site it is not considered that significant cumulative visual impacts would arise that would require the submission of an Environmental Impact Assessment. The visual impact</p>	

	<p>would be fully assessed in any planning application with the benefit of an LVA.</p> <p>Furthermore, the proposed site itself has been identified as the likely cable route from the offshore windfarm to the proposed Oakendene sub-station, before it connects with the existing Bolney sub-station to the SE. If this site does form part of the associated cable run to the Oakendene substation, then it is likely that buffer / exclusion zones would be in place, potentially impacting on the site's layout. Available information contained within the Rampion 2 documents reveals a more precise location for the proposed cable runs towards the front part of the field (Environmental Statement – Volume 4 Appendix 22.16 Arboricultural Impact Assessment). This demonstrates that the proposed BESS installation at 0.7ha could be accommodated within the same field as the Rampion 2 cable runs and buffer corridor, with the cable runs noted to comprise below-ground works once installed.</p> <p>The eastern side of the site has also been included within the Rampion plans as part of the 'temporary construction access works' with Kent Street and King's Lane providing access to the proposed cable route works. It is understood that the delivery of the Rampion 2 works, if granted consent, could begin late 2026/ early 2027 with works expected to be complete and operational by 2030. It is also understood that the proposed BESS would be completed before works to the Rampion extension take place.</p> <p>Given the anticipated time-frames involved in each of the projects, it is unlikely that the construction phases of Rampion 2 and the proposed BESS would conflict with each other. Furthermore, given the fact that the BESS would occupy only some 0.7 of the overall site area, it is unlikely that the delivery of boundary screening and planting enhancements would be impacted by the likely access arrangements associated with the Rampion 2 works along Kent Street. In any event it is not considered that in combination significant environmental impacts would occur.</p> <p>It is therefore acknowledged that the proximity between the two adjacent installations may create an element of intervisibility when viewed from the PRoW Footpath 1787 which runs to the north of the proposed BESS. However, given the undulating nature of the landscape context with the rise in ground levels between the two adjacent sites, it is unlikely that in the immediate views experienced along Kent Street, the two installations would create a significant adverse cumulative impact. The final layout and siting of the proposed BESS within the wider application field would be subject to considerations and landscape assessment.</p>	
<p><b>c) use of natural resources, in particular soil, water</b></p>	<p>The proposed installation of the battery storage facility, which is understood to operate independent of the adjacent Rampion 2 works, is envisaged to take some 6 months, would involve reasonably extensive on-site works, potentially impacting on biodiversity aspects of the</p>	<p>No significant and/or residual environmental impacts anticipated.</p>

<p><b>and biodiversity</b> (e.g. land, water, materials, energy – non renewable or in short supply?)</p>	<p>site, by way of the formation of concrete bases for the storage units (containers), access routes and other excavations necessary for cabling. All works are stated to take place within the existing field boundaries, which are stated to be maintained and enhanced. Aside from ground works necessary to install the concrete plinths and associated cable runs, no other anticipated effects are envisaged to take place to the site's topography</p> <p>The operational phase of the proposed development would endure for a predicted 40-year lifespan. Following its decommissioning, the land would revert back to agricultural use. Given the likely depth of foundations required for the BESS, covering an area of some 0.7ha, it is unlikely that any long-term mineral sterilisation would occur to below-ground deposits (brick clay and building stone).</p> <p>The use of natural resources should not be significant and would not result in the use of resources which are considered to be in short supply.</p> <p>It is noted that the application land comprises Grade 3 (good-moderate quality) land. For the purposes of the ALC designation, Grade 3 land is not split into 3a (good) and 3b (moderate), and it is acknowledged that the submission does not assess the land quality in any greater detail. Therefore, it is anticipated that further assessment will be required as part an application to provide further clarification on the exact land quality and designation and distinction between Grade 3a and 3b, recognising the importance placed on the retention of the most versatile agricultural land (Grade 3a and above).</p> <p>The Natural England Position Statement dated 14 September 2021 may be relevant to this site in the event that the facility utilises water as part of any cooling process etc.</p>	<p>In the event that there is no water use associated with the proposed BESS (other than for fire safety purposes), then water neutrality is anticipated, and no residual environmental impacts would be anticipated</p> <p>On sites over 3ha, affecting Brick Clay or Building Stone, a Mineral Resource Assessment would be expected to form part of the submission documents</p>
<p>d) <b>production of waste</b> (e.g. demolition, construction, operation and decommissioning?)</p>	<p>The site is on green field land and there are no built structures requiring demolition. As with nearly all construction, the proposed development would result in waste materials (spoil) from the preparation and undertaking of works. The applicant would be encouraged to ensure that construction waste is reused and recycled where possible. 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>	<p>No significant and/or residual environmental impacts anticipated.</p> <p>Further details required with application: Site Waste Management Plan may be required</p>
<p>e) <b>pollution and nuisances</b> (e.g. potential for noise, dust, vibration, light, odours,</p>	<p>It is noted that the Cowfold Air quality Monitoring Area (AQMA) lies approximately 1.6km to the west of the site. Construction traffic may need to travel through the AQMA to reach the site if travelling from the west. Furthermore, during the construction phase (estimated to be approx. 6 months) there is likely potential for effects to arise from installation it works, in terms of noise and</p>	<p>No significant and/or residual environmental impacts anticipated.</p>

<p><i>production of substances / emissions which may damage environment - construction, operation and decommissioning)</i></p>	<p>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 Environment Management Plan (CEMP) providing for noise and dust suppression measures, and a plan to identify the access route (the submission, approval and implementation of which can be secured by a planning condition).</p> <p>The limited size of the site and the nature of works may make it difficult to locate the construction works away from sensitive receptors, such as machinery and dust causing activities, particularly for the cable route along Kent Street to the Bolney substation. There may be some minor adverse impacts on habitat within the scheme, during the construction phase, which could be minimised through sensitive master-planning and long-term biodiversity enhancements.</p> <p>A CEMP, to be agreed with HDC and secured through a suitable planning condition, should 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>Details on the likely operational site traffic would be expected to be submitted as part of any application. However, it is not anticipated that staff would be based on site and so operational traffic would be by way of maintenance visits, which would lead to minimal anticipated vehicular movements. It is also noted that although narrow, Kent Street is a public highway that serves a number of residential, equestrian and agricultural properties, with no restrictions on use or access.</p> <p>The site is not located in a designated flood zone. The effects in relation to surface water and hydrology, given the nature of the proposal, are unlikely to be significant.</p> <p>Any noise issues associated with the construction and ongoing operational phase of the proposed BESS would need to be considered, including the proximity to any sensitive receptors (residential properties), and proposed mitigations, such as fencing. Despite the proximity of the A272 some 850m to the north, it is recognised that this area is considered to be intrinsically rural, where any new noise events, particularly during the night-time, could become intrusive to residential amenities. Given the limited construction period it is considered that the CEMP can suitably manage any noise impacts. Similarly conditions can ensure operational noise is suitably addressed. Accordingly no significant impacts are identified.</p>	<p>Imposition of appropriate conditions may be required to control and mitigate against any impacts arising from the development, noting the 6-month implementation timeframe for the BESS.</p> <p>Further details required with application Noise Report, Transport Assessment, Environmental Risk Assessments Phase 1 (desktop study) Phase 2 (Intrusive Investigation) contaminated land reports, Construction Management Plan, Air and dust pollution Assessment, Noise and Vibration Assessment</p> <p>Detailed delivery timeframe would be anticipated to clarify any likely conflict or implications alongside the works to form the adjacent Oakendene on-shore substation that is part of the Rampion 2 infrastructure project.</p>
<p><b>f) the risk of major accidents and/or</b></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</p>	<p>No significant and/or residual environmental impacts</p>

<p><b>disasters</b> (including those caused by climate change)</p>	<p>that would have effects on people or the environment. The application should include reference to relevant safety protocol, including consideration given to the narrowness of the access lane in the event of emergency access being required.</p> <p>The development (both construction and operation) would be expected to adhere to highway safety standards, such as access widths, sightlines, and on-site turning space. Any constructional activities would need to ensure the continued safety of users of the PRow. WSCC Fire and Rescue service would be consulted on the proposals to ensure fire safety is suitably considered and addressed.</p> <p>The likely operational risks arising from accidents at the site would be by way of cloud vapour / smoke in the event of fire, and heat / fire spread. It is expected that adequate fire protocols and separation between containers within the site are included as part of the submission documents for assessment.</p>	<p>anticipated.</p> <p>A detailed fire risk assessment and mitigation measures should be submitted for review, giving consideration to the neighbouring residential / sensitive receptor points, fragile / vulnerable habitat and access limitations in the event of emergency vehicles attending the site.</p>
<p><b>g) The risks to human health</b> (e.g. 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 mechanism are expected to be incorporated to manage risk such as fire, ensuing vapour / smoke, spillages of contaminants etc. A CEMP would be expected to set out the use of practice measures by construction contractors. The site layout for construction works should be arranged to ensure that machinery and dust causing activities are located suitably away from sensitive receptors.</p>	<p>No significant and/or residual environmental impacts anticipated.</p> <p>If recommended for approval, planning conditions and informatives would seek to limit the likely impact on the PRow and any users thereof.</p> <p>Further details required with application Noise Report Transport Assessment Environmental Risk Assessments Phase 1 (desktop study) Phase 2 (Intrusive Investigation) contaminated land reports Construction Management Plan Air and dust pollution Assessment Noise and Vibration Assessment.</p>

<p><b>2. Location of Development:</b> the</p>	<p><b>Description</b> (include permanent / temporary impacts, positive and / or negative impacts / likelihood of impact as applicable)</p>	<p><b>Significance</b></p>
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<p>environmental sensitivity of geographical areas likely to be affected by development must be considered having regard, in particular to:</p>		
<p><b>a) the existing and approved land use</b></p>	<p>The principal land use will change from undeveloped agricultural land to land used for a battery storage facility (BESS) associated with off-site energy generation, although it is understood that the installation would cover only around ¼ of the overall site area, some (0.7ha). The overall 3ha site comprises Grade 3 Agricultural Land (good to moderate quality) with no further assessment of the specific sub-grading (whether 3a or 3b). A PRow runs through the site along the northern boundary, and an overhead electric line runs through the site with a supporting pylon. There is currently an agricultural field access (gate) located immediately alongside the PRow stile in the north-eastern corner of the site, which lies directly opposite to a roadway that leads to a number of residential properties and land holdings to the east.</p> <p>It is understood that the works would be limited to a 40-year lifespan, after which the site would be decommissioned and all infrastructure removed from the land. The land could be reverted back to its former agricultural use.</p>	<p>Subject to appropriate mitigation, 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, including at decommissioning stage. Further information required with application: clarification / justification of the land quality in respect of the Grade 3 land.</p>
<p><b>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?)</b></p>	<p>North-west of the site is an area designated as ancient woodland whilst the site area itself is considered to form part of a wider area most suited to Great Crested Newt habitat (high risk). Ancient Woodland is irreplaceable.</p> <p>As a result of the BESS, physical on-site changes would be manifested, in the form of the battery storage units, as well as the associated concrete plinths, access paths / tracks, deer-proof fencing and CCTV / security measures, forming a permanent enclosure of the site.</p> <p>Once operational, the proposed development would include new and enhanced landscaping and planting. Further details should be included in the landscape strategy which would be expected to be submitted with a future planning application.</p> <p>Dependant on the proximity between the site's operational boundary and the block of Ancient woodland, and dependant on the relationship with other trees along the site's boundary and their respective Root Protection Areas, a comprehensive Tree Survey and Arboricultural Report might be considered necessary be submitted with a future planning application. A landscape strategy</p>	<p>Subject to appropriate mitigation, 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: Further information required with application Preliminary Ecological c) the absorption capacity of the natural Appraisal (PEA). Consultation with NatureSpace in relation to the High Risk potential to Great</p>

	informed by a LVA would also be required to be submitted with a planning application. As the BESS installation is only expected to cover a much smaller area within the overall 3ha site, it is considered that there should be sufficient space available to ensure no adverse harm occurs to any of the boundary vegetation, or to the RPAs of the trees within the ancient woodland block.	Crested Newt Habitat.
<b>c) the absorption capacity of the natural environment, paying particular regards to the following areas:</b>		
<b>i) wetlands, riparian areas, river mouths</b> (e.g. floodplains, impacts on drainage, aquifers)	No part of the site is subject to flood zone or surface water flood risk designations	No significant and/or residual environmental impacts anticipated and mitigated
<b>ii) coastal zones and marine environments</b> (any potential for the scheme to impact on coastal areas e.g. runoff etc)	N/A	N/A
<b>iii) mountain and forest areas</b> (impacts on wooded areas, including any designated areas of ancient woodland / TPOs).	<p>There are a number of trees within the site itself along the boundaries, although none of which have been designated under a Tree Preservation Order (TPO). To the north-west is a large woodland block, some of which is a designated Ancient Woodland.</p> <p>A Tree Survey and Arboricultural Report would be expected to be submitted with a future planning application, so that the implications of the proposed development on the trees / woodland within and adjacent to the site can be assessed. In addition, the proposed development is likely to include areas of new landscape planting, including native shrubs. A landscape strategy should be submitted with a future planning application.</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: Further information required with application: Arboricultural Impact Assessment</p>
<b>iv) nature reserves and parks</b> (e.g. any impacts on designated nature conservation sites /	The site is not located within the High Weald AONB (some 1.2km to the north) or South Downs National Park (around 8km to the south), and as such the proposed development is not likely to have an impact on the scenic qualities of the AONB, SDNP or their respective settings.	No significant and/or residual environmental impacts anticipated.



<p><i>other areas of nature conservation importance?)</i></p>	<p>The site lies outside of the consultation zones for the Mens SAC and Ebernoe SAC for Barbastelle bats, any so, the likely impact on the bat flightpaths to/from the Mens SAC would be very limited by virtue of distance.</p> <p>There are a number of Local Wildlife Sites and SSSIs located within 10km of the site, although none that are located within the immediate context to the site.</p> <p>It is not considered that there would be any significant environmental effects on designated nature sites.</p>	<p>Imposition of appropriate conditions may be required to control and mitigate against any impacts arising from the development.</p>
<p><b>v) European sites and other areas classified or protected under national legislation</b> <i>(this 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?)</i></p>	<p>The application site does not constitute a 'sensitive area' as defined by the EIA Regulations.</p> <p>The site is located outside any designated Bat Sustenance Zones. A Phase 1 Habitat Survey should 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>Species surveys for other protected species including Dormice, Badgers, Breeding Birds, Reptiles, and Hedgehogs will also be required and relevant mitigation is expected to be proposed to ensure the development will avoid significant impact on protected or priority species.</p> <p>In relation to Great Crested Newts, the site lies entirely within a red zone indicating the most suitable habitat for GCN habitat (District licensing Scheme). The proximity of the site to a number of nearby ponds is also acknowledged and would form part of the assessment under the District Licensing Scheme.</p>	<p>Subject to mitigation (including a demonstration of water neutrality), no significant and/or residual environmental impacts anticipated.</p> <p>The proposal will require separate consultation with NatureSpace in relation to Great Crested Newts</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</p>	<p>The Cowfold AQMA is around 1.6km to the west of the site.</p> <p>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.</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</p>

<p>that these is such a failure (any areas already subject to pollution or damage – include impact on any AQMAs).</p>		<p>impacts arising from the development.</p>
<p>vii) <b>densely populated areas</b> (size of population affected, changes to demography, lifestyles, employment etc)</p>	<p>The site is located in a rural area, which although rural in nature, still includes a number of adjacent and nearby residential properties, agricultural land holdings and equine properties. Furthermore, there is a light industrial site some 500m to the north-west of the site. The built-up area of Cowfold lies some 1.3km to the west of the site.</p> <p>Given the nature of the proposal, it is unlikely to result in a significant change to the lifestyle or character of people living in the wider vicinity.</p> <p><i>Please note that we have received (number) representations on the screening opinion from local residents. The full comments can be viewed via our website (<a href="https://www.horsham.gov.uk/planning">https://www.horsham.gov.uk/planning</a>) using the ref: EIA/23/0006. These comments should be taken into account with any submission.</i></p>	<p>No significant and/or residual environmental impacts anticipated</p>
<p>viii) <b>landscapes of historical, cultural or archaeological significance</b></p>	<p>Several Archaeological Notification Areas are located within 1km of the site, with the closest area some 320m to the west (Bankfield – a medieval farmstead). There is a Registered Parks and Gardens within 5km of the site: Leonardslee Gardens (3.6km north). The site is not located within a Conservation Area. There are no listed buildings within the boundary of the site, but a number of listed buildings are located in close proximity.</p>	<p>No significant and/or residual environmental impacts anticipated.</p> <p>Further information required with application: Landscape and Visual Impact Assessment; ZTV assessments; Arboricultural Survey &amp; Report, Planting Plan, Biodiversity Net Gain measures, Heritage Statement</p>
<p><b>3. Types and Characteristics of the potential impact:</b> The potential significant effects of development must be considered in relation to criteria set</p>	<p><b>Description</b></p>	<p><b>Significance</b></p>

<p>out under 1 &amp; 2, having particular regard to:</p>		
<p>a) <b>the magnitude and spatial extent of the impact</b> (geographical area and size of the affected population)</p>	<p>The impacts are largely confined to the site and the land immediately adjacent, including the public receptor points along the PRoW and the highway, and at existing dwellings sited close to the field. Residents closest to the site will be affected by the development during the construction phase, however, adverse effects would be temporary and minimised through the implementation of a CEMP.</p> <p>It is noted that the submitted information refer to an overall site area of some 3ha, but a much smaller area subject to the BESS installation itself, cited as being some 0.7ha. This equates to approximately ¼ of the overall given site area, thus further limiting the potential magnitude and spatial extent of the likely impact arising from the proposed facility.</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, however at this stage it is not clear whether such conditions could suitably mitigate the extent of development proposed. Further information required with application: Transport Assessment Travel Plan Landscape and Visual Impact Assessment; ZTV assessments; Glint and Glare Assessments</p>
<p>b) <b>the nature of the impact</b></p>	<p>The scale of development within the single field has the potential to lead to impacts on landscape character and visual amenity, with the rising land levels of the site potentially generating an increased visual perception of the development, along with the proximity and line of the PRoW within the northern boundary of the overall site. As mentioned above, the actual installation is cited as being only some 0.7ha in size, thus providing the potential for the site to be located sensitively within the wider site, so as to limit any impacts.</p> <p>Other environmental impacts would include noise and disturbance during construction (albeit temporary), and additional noise and emissions from vehicles during the operational stage, especially in respect of the nearby Cowfold AQMA.</p> <p>Limited impact is envisaged on natural habitat as the nature of the proposed development would be subject to a 40 year lifespan followed by decommissioning and reinstatement of the agricultural grazing land after. Although there are no details in relation to the site's extent in relation to the existing field boundaries, it should be possible to secure compensatory habitats and biodiversity net gains around the site's perimeter, through on site mitigation.</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, however at this stage it is not clear whether such conditions could suitably mitigate the extent of development proposed. Further information required with application Preliminary Ecological Appraisal (PEA) Landscape and Visual Impact Assessment; ZTV</p>

		assessments; Glint and Glare Assessments
c) <b>the transboundary nature of the impact</b> (any international impacts?)	The effects of the scheme would contribute towards increasing flexibility of the national energy network by providing a storage facility which can be called on when needed.	N/a
d) <b>the intensity and complexity of the impact</b> (e.g. overall size, scale, combination of impacts)	<p>The environmental impact of development of this site for a battery storage facility compound covering some 3ha of land, is likely to be felt most acutely by those in the immediate surrounds. The site subject to this assessment is likely to be seen in the context of its rural undeveloped surrounds.</p> <p>At this stage, an assessment of the impact is difficult to judge as the applicant has not provided a full suite of supporting information (i.e. LVIA etc),</p> <p>As a whole, given its location within a rural area, the development of this site for a battery storage facility compound is likely to change the landscape character of the application site and the immediate landscape context surrounding the site. As such, the proposal would need to be carefully considered in its landscape context. It is likely that the scale and location of the proposal would result in a modest landscape impact, which would require appropriate mitigation.</p> <p>The specific impacts will be assessed in full at planning application stage, where any necessary mitigation can be sought.</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: Further information required with application: Preliminary Ecological Appraisal (PEA) Transport Assessment Landscape and Visual Impact Assessment; Arboricultural Survey &amp; Report and Planting Plan</p>
e) <b>the probability of the impact</b> (e.g. overall probability of impacts identified above)	<p>Loss of greenfield land and associated landscape impacts are highly probable in the event that development takes place. During the operational and decommissioning phase lighting and noise impacts are possible, as well as air and dust pollution. It is advised that construction would likely take place over a period of 6 months with construction vehicles accessing the site from the existing field access, but with limited construction works necessary on account of the battery storage units and inverters being delivered to site already assembled. Owing to the site's location, most of the construction traffic is likely to use the A272 before using Kent Street to reach the site. It is advised that a Construction Traffic Management Plan, setting out the effect of the construction phase on the highway network, and relevant information to allow further consideration of any future application, should be submitted with any forthcoming application.</p> <p>Mitigation measures at planning application stage can be used to appropriately manage impacts arising from the development (plus any cumulative impact that may arise owing to the nearby Rampion proposals).</p>	<p>No significant and/or residual environmental impacts anticipated.</p> <p>Further information required with application: Transport Assessment Landscape and Visual Impact Assessment; Arboricultural Survey &amp; Report and Planting Plan Air &amp; Dust Pollution Assessment Noise and vibration Assessment</p>

<p><b>f) the expected onset, duration, frequency and reversibility of the impact</b> <i>(demolition, construction, operation and decommissioning)</i></p>	<p>Construction effects would be temporary and short term in duration, and the operational effects would be limited to the envisaged 40 year lifespan of the installation, following which, the land can be reverted back to its former agricultural use.</p> <p>Development would be likely to commence following planning approval and the discharge of any pre-commencement conditions attached to the planning permission (within 3 years of the permission). Construction impacts would be intermittent and reversible. Operation impacts would also be temporary, albeit over an extended period, and therefore ultimately reversible.</p> <p>The main impact of noise and disruption from traffic to and from the site would be during the construction and de-commissioning time. Once operational, the battery storage facility is anticipated to give rise to some background noise, and limited vehicle maintenance visits.</p> <p>It is advised that a LEMP would be submitted with any application to demonstrate how the land would be managed throughout the operational phase of the development, in a way that would deliver significant biodiversity net gains. Given the proposed uses there could be regular noise impacts from the construction phase. Operational traffic impacts are likely to be relatively limited regular particularly when combined with neighbouring uses, but would still be set out within a transport statement. A noise assessment should also be part of the submission documents, taking into account the relative tranquillity and background noise levels inherent at the site. Other impacts such as potential impacts on protected species in the surrounding habitats are unknown and still require further investigation.</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: Noise Report Construction Management Plan Transport Assessment Landscape and Visual Impact Assessment; Arboricultural Survey &amp; Report and Planting Plan Preliminary Ecological Appraisal (PEA) Air &amp; Dust Pollution Assessment Noise and vibration Assessment</p>
<p><b>g) the accumulation of the impact with the impact of other existing and/or approved development</b></p>	<p>The main consideration with regard to cumulative environmental impact of this development is on landscape impact, particularly noting the proximity of the adjacent site earmarked for the Rampion 2 onshore substation at Oakendene. Further inspection of the Rampion 2 plans and documents reveals that this new substation compound would be set at a distance of around 280m north of the proposed BESS site with intervening hedgerows and landscape features. (available at <a href="https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010117">https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010117</a>)</p> <p>As a whole, provided that the proposed development for the installation of the BESS is sensitively located within the wider site and integrated into the landscape (including appropriate mitigation as necessary), then it is unlikely to have a significant impact on the environment that would warrant the submission of a separate Environmental Statement, including in combination with the Rampion 2 substation and cable route. Proposals for a solar farm at Cobwood are to the western side of Cowfold and no cumulative impacts are identified, including construction traffic generation and visual relationship.</p>	<p>No significant and/or residual environmental impacts anticipated</p>

<p><b>h) the possibility of effectively reducing the impact</b></p>	<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, Ecology Assessment and appropriate species surveys, are expected to be submitted with a future planning application to ensure the provision of appropriate mitigation on site. The Council will expect the applicant to ensure that measures to reduce the impact of the proposal on climate change, visual and landscape impacts, and ecology will be integrated into the proposals where possible.</p> <p>Conditions would be imposed to secure the provision of any necessary mitigations.</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. Further information required with application: Construction Management Plan</p>
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<p>Results of any relevant EU environmental assessment that is reasonably available</p>	<p>None applicable</p>	
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## Conclusion

<p><b>EIA Required?</b></p>	<p><b>No</b></p>	
<p><b>Statement of reasons</b></p>	<p>Whilst the threshold outlined in Schedule 2 of the EIA regs. (2017) for overall site area is exceeded by the proposal (0.5ha); the environmental effects of the proposed development as a whole are not considered to be significant enough to have a detrimental effect on the environment, noting that the proposed BESS would have an area of around 0.7ha within the overall site area of some 3ha, with the cable route passing along Kent Street to the Bolney substation 1km to the east.</p> <p>The location of the site within a rural area is likely to have effects on the landscape character and visual amenity of the area, noting a number of PRoW through and close to the site, and the potential proximity with the public highway, Kent Street. The significance of this would be a matter for consideration at application stage whereby landscape effects would be assessed, and the suitability and effectiveness of proposed mitigation would be judged. It is not thought that the scale and nature of the development of this site subject to this assessment would warrant a separate ES to be produced.</p> <p>The screening assessment for this proposal has identified that the impacts on the environment could be 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, noting that a site to the north is proposed to come</p>	

	<p>forward as part of the Rampion 2 windfarm proposals, which includes cable routes and an on-shore substation (Oakendene). Whilst it is acknowledged that part of the overall 3ha site has been identified as part of the on-shore Rampion works, providing the necessary cable runs, examination of the publicly available plans for the Rampion 2 works, reveals the site to suitably sized to accommodate both potential developments, with the actual BESS footprint stated to be some 0.7ha in area. It is also acknowledged that once complete, the Rampion 2 cable route along Kent Street would be infilled again forming below-ground infrastructure. The scale of the proposals and short timeframe for their construction in combination with the Rampion 2 proposals would not lead to significant environmental impacts.</p> <p>The proposal for the BESS would therefore be of a sufficiently manageable 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 falls within the criteria for Schedule 2 development, the scale and nature of the proposed development will unlikely lead to any significant environment effects, and in this case, EIA is <b>not</b> required.</p>
<b>Date</b>	<b>Nic Pettifer</b> 19 October 2023