

## Horsham District Council Screening Assessment

Ref: EIA/24/0004

Site: Land to the East of Charlwood Drive, Henfield

**Development Proposal:** Redevelopment to provide approximately 200 dwellings with associated landscaping and public open space. Vehicular and pedestrian access to be provided from Charlwood Drive to the west of the Site.

| <b>EIA Regulations</b>  |  |
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| Is the proposed development listed in Schedule 1?   | No   |
| Is the proposed development listed in Schedule 2?   | Yes – Item 10b (more than 150 dwellings and the overall development area exceeds 5 hectares) |
| 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 (boundary of South Downs National Park located to the south – approximately 2.4km)        |

### **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>                         |
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| a) Size and design of development (e.g. site area, scale) | The application site covers 8.6 hectares. The application is for the redevelopment of the site to provide 200 residential units. The site comprises agricultural land with mature tree belts and hedgerow boundaries. The site is generally flat and there is a gentle slope west to east. The site lies on the eastern edge of Henfield directly adjacent to the built-up area boundary. The site is not subject to any landscape or ecological designations. According to the Environment Agency (EA) Flood Map for Planning the Site is located entirely within Flood Zone 1. The EA Flood Map identifies a small area of land identified at risk of surface water flooding on the eastern boundary of the site. The site is not within a Conservation Area and does not contain any listed buildings. | Not significant and/or residual environmental impacts anticipated |
| b) cumulation with other existing or approved development | The site is located adjacent the Built Up area of Henfield. Henfield has been subject to urban extensions, including the construction of 102 dwellings to the land directly to the west of the site (DC/13/1266). These houses have been  |   |

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|  | constructed. There are no recent permissions nearby to be implemented in cumulation with this proposal.   |   |
| 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 remediation measures will be required as part of an application. These details could be approved 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?)  | Construction waste would be reused and recycled where possible. Significant quantities of construction waste are not anticipated as a result of the development. Waste would be disposed of in line with HDC requirements and managed in accordance with all applicable legislation and in line with best practice.   | Not significant and/or residual environmental impacts anticipated |
| 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>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> | Not significant and/or residual environmental impacts anticipated |

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|  | <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>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 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>Not 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 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</p> | <p>Not significant and/or residual environmental impacts anticipated</p> |

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|  | 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. |  |
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| 2. Location of Development: the environmental sensitivity of geographical areas likely to be affected by development must be considered having regard, in particular to  | Description (include permanent / temporary impacts, positive and / or negative impacts / likelihood of impact as applicable)   | Significance   |
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| <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 consists of a rectangular shaped parcel 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 agriculture. Residential properties are present in the vicinity of the site. The habitats on-site were generally considered to be of low-ecological value comprising grazed pasture.</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. Wealden Brick Clay is a mineral in abundance in the locality. The site is also close to an area shown to contain Soft Sand. A Mineral Resource Assessment would be required to assess the potential for these resources to be extracted.</p> | <p>Not significant and/or residual environmental impacts anticipated</p> |
| <p>c) the absorption capacity of the natural environment, paying particular attention to</p>   | <p>The site is located in Flood Zone 1 which indicates a low probability (less than 0.1%) of flooding. There is however potential for development to impact on local drainage patterns. The eastern boundary of the site is subject to low to medium surface water flooding. A site specific FRA would be submitted as part of any planning application.</p> <p>The Proposed Development is also within the Sussex North Water</p>   | <p>Not significant and/or residual environmental impacts anticipated</p> |

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|   | Resource Zone, with potential impacts to Arun Valley Special Area of Conservation, Special Protection Area and Ramsar site, south west of the development site. The impacts on this area would be assessed through the submission of a Water Neutrality Report and the submission of an Appropriate Assessment as required by the Habitat Regulations.  |   |
| ii) coastal zones and marine environments (any potential for the scheme to impact on coastal areas e.g. runoff etc)   | N/a   | None  |
| iii) mountain and forest areas (impacts on wooded areas, including any designated areas of ancient woodland / TPOs).  | There are no wooded areas onsite. The boundaries of the site include trees and hedgerows. None of these trees are covered by TPOs.  | Not significant and/or residual environmental impacts anticipated |
| iv) nature reserves and parks (e.g. any impacts on designated nature conservation sites / other areas of nature conservation importance?)   | There are no designated nature reserves or parks adjoining the site and the site is not located within an environmentally sensitive area as defined by the EIA Regulations. Woods Mill Nature Reserve is to the south of Henfield at Small Dole, some distance from the site.   | Not significant and/or residual environmental impacts anticipated |
| 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 could be affected?) | The application site does not constitute a 'sensitive area' as defined by the EIA Regulations. SSSI's can be found some distance to the south and east at Horton Clay Pit, Beeding Hill and Wolstonbury Hill The closest SPA to the site is the Arun Valley and the nearest SAC is the Mens Woodland in Chichester District, however development in this location is not considered to adversely impact these sites – mitigation measures are set out in the HDPF to ensure that development does not directly or indirectly affect the integrity of these sites. Any development will need to accord with these policy provisions. | Not significant and/or residual environmental impacts anticipated |
| 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).  | 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.<br><br>Under 2021 Environment Act, this proposal will also be required to provide at least 10% BNG.  | Not significant and/or residual environmental impacts anticipated |
| vii) densely populated areas (size of population affected, changes to demography, lifestyles, employment etc)   | The population of Horsham town is approximately 5,600. The proposed development will increase the population of Henfield through the introduction of dwellings. The site is close to the centre of Henfield and   | Not significant and/or residual environmental impacts anticipated |

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|  | is well located to reach employment, leisure and retail facilities, which may help reduce additional car journeys.  |   |
| viii) landscapes of historical, cultural or archaeological significance  | The site is not designated as being of particular landscape importance in that it is not designated AONB or National Park. South Down National park is located approximately 2.4km to the south. Henfield Conservation Area is located to the south west of the site, separated by housing. Several Grade II listed buildings lie outside of the conservation area in proximity to the site, these include the Grade II Eastern Terrace (NHLE ref. 1286615) c.177. to the southwest of the Site and the Grade II Backsettown (NHLE ref. 1027392) located c.221m to the south of the site. The site is generally separate from nearby built heritage assets. A Heritage Statement will be required as part of any application to assess this impact. | Not 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 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  | The development has the potential to lead to impacts on landscape character, landscape resources and visual amenity. These impacts would be assessed as part of an application with the benefit of an LVI.<br><br>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.   | Not significant and/or residual environmental impacts anticipated |
| 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                     |

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|  |   | 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 etc.   | Not significant and/or residual environmental impacts anticipated |

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

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| <b>EIA Required?</b>        | No  |
| <b>Statement of reasons</b> | <p>The site is not located within an area of particular environmental sensitivity. Furthermore, the proposed works would not result in unusually complex or hazardous environmental effects. Most effects of the proposed development will be of local significance only and can be addressed in supporting information to accompany a planning application. These effects are capable of being carefully considered as part of the normal planning application process.</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</p> |

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|             | <p>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> | 20 <sup>th</sup> September 2024   |