

Horsham District Council Screening Assessment

Ref: DC/26/0671

Site: Land Off Old Crawley Road, Faygate, West Sussex

Development Proposal: Outline Application for a development of up to 120 dwellings (including 45% affordable) with all matters reserved except for access.

EIA Regulations	
Is the proposed development listed in Schedule 1?	No
Is the proposed development listed in Schedule 2?	Yes. At 5.2ha the proposal exceeds the 5Ha area threshold as set out under Category 10(b) infrastructure projects.
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)	Yes. The site is located with the High Weald National Landscape.

Schedule 3 – Selection Criteria for Screening Schedule 2 Development

1. Characteristics of Development	Description (include permanent / temporary impacts, positive and / or negative impacts / likelihood of impact as applicable)	Significance (direct and indirect)
a) Size and design of development (e.g. site area, scale)	The 5.2ha site is currently undeveloped land used for agriculture. The site abuts the built-up area boundary of Horsham on its south-west boundary (New Moorhead Drive), with existing housing immediately adjacent. Crawley Road (B2195) is a key road leading into and out of Horsham town and abuts part of the site's north-western boundary. Old Crawley Road is a quiet rural road and define the remainder of the site's north-western boundary. An area of dense woodland is located along the site's south-eastern boundary. To the north-east of the site is New Place Farm which operates as a farm and café with other seasonal commercial / recreational activities including fruit picking. Further to the north and east of the site is open countryside (designated withing the High Weald National Landscape), and to the south and south-west is Horsham town. Around 170m to the north of the site is the Moorhead Roundabout and the A264 which leads to Crawley and Gatwick. The Arun Valley railway line is located around 300m to the north of the site. A development of 120 houses on this site would result in a density of around	Given the location of the site within the High Weald National Landscape, the effect of new major scale residential development is likely to have an impact on landscape character.

	23 units per hectare. No protected trees are located within the site, and no public rights of way pass through the site. A short section of Bridleway 3563 is located to the north-west of the site. A small terrace of 3no. Grade 2 listed cottages (Nos 18, 19 and 20 Moorhead Cottages) are located around 25m to the west of the site. The site is located around 350m to the south of the North Horsham strategic development site which has planning permission for up to 2,750 dwellings, commercial floorspace, and associated infrastructure including new roads and schools (DC/16/1677). The site is located closest to 'Phase 2' of this development site, which proposes to deliver a business park and would extend to the south side of the railway line. The development of 'Phase 1' of the North Horsham site has commenced, with the first homes occupied and the secondary school (Bohunt) open. The proposed development would provide up to 120 residential dwellings, with vehicular access onto Crawley Road (B2195). Design and site layout are reserved at this outline stage, however, parameter plans would secure the site as predominantly 2-storey with areas of 2.5-3 storey within the centre of the site. A landscape buffer / open space would be secured to the north and west of the site with a ecological buffer to the east.	
b) cumulation with other existing or approved development	The cumulative impact of development on this site should consider the strategic scale development on land to the north of the site (particularly the business park phase of the North Horsham development which has not yet commenced (DC/16/1677), as well as strategic scale residential development at Kilnwood Vale to the east of the site (DC/10/1612), which is at an advanced stage of development. In addition, an application for 302 dwellings and a retail unit are under consideration along Mercer Road to the north west of Horsham and approximately 2.8km from the site as the crow flies (DC/25/0151) Also of note, is the presence of the existing dual carriageway to the north of the site (A264), the Arun Valley railway line, and the existing built-up area boundary of Horsham to the south-west of the site, which is dominated by established residential development, schools, community facilities and a local road networks.	

	The site subject to this assessment is 5.2ha in area and would provide up to 120 residential dwellings and is therefore major scale development. As such, the potential increase in traffic emissions and noise in combination with these effects from the existing built development in Horsham, as well as from new development at the North Horsham, Kilnwood Vale and Mercer Road sites, are key considerations. An Environmental Statement (ES) was prepared to support the Outline applications at North Horsham and Kilnwood Vale. The ES for North Horsham concluded that as a result of additional mitigation measures and appropriate master planning/scheme design, the identified environmental effects would not be significantly adverse, and in some cases, would lead to betterment. The application includes a highways assessment including TRIC and network modelling. The proposal is modelled to result in up to 62 trips in the AM peak and 64 trips in the PM peak and is not considered to result in a server impact to network capacity. This has been reviewed and accepted by WSCC highways agency.	
c) the use of natural resources, in particular soil, water and biodiversity (e.g. land, water, materials, energy – non renewable or in short supply?)	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 residential development for up to 120 dwellings. The Council can require the applicant to include measures in the CEMP to minimise the consumption of natural resources during the construction phase. The future 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. The Natural England Water Neutrality Position Statement was formally withdrawn in October 2025 following a package of measures to safeguard the Arun Valley sites. This includes a reduction in the Southern Water abstraction licence. At the time of writing the licence change has not yet taken place, and HDC are attributing previous Sussex North Water Certification Scheme capacity to new development without increasing water abstraction in the Arun Valley beyond baseline. Horsham District Council, as competent authority	No significant and/or residual environmental impacts anticipated

	under the Habitats Regulations should undertake Appropriate Assessment to outline this.	
d) the production of waste (demolition, construction, operation and decommissioning?)	As with nearly all construction, the proposed development will result in waste materials from the preparation and undertaking of works. The applicant will 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.	No 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)	During the construction phase there is likely 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). The size of the site means that 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 master planning. 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. 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. There would also be emissions associated with the operational phase of the proposed development. An Air Quality Assessment has been submitted which calculates environmental damage cost of £26,540.77. Any consent would need to secure air quality mitigation measures equal in value.	No significant and/or residual environmental impacts anticipated

	The site is located entirely within Flood Zone 1; meaning there is a low probability of river flooding. The effects in relation to surface water and hydrology are expected to be assessed in full in supporting material submitted with a future planning application (including a Surface Water Drainage Strategy, Foul Drainage Scheme, and Flood Risk Assessment (FRA)). With a suitable drainage strategy and SuDS features (including water attenuation facilities) effects can be managed appropriately, and are unlikely to be significant.	
f) the risk of major accidents and/or disasters including those caused by climate change, in accordance with scientific knowledge	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. 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.	No significant and/or residual environmental impacts anticipated
g) The risks to human health (eg due to water contamination or air pollution)	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. 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 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.	No significant and/or residual environmental impacts anticipated

2. Location of Development: the environmental sensitivity of geographical areas likely to be affected by development must be considered having regard, in particular to	Description (include permanent / temporary impacts, positive and / or negative impacts / likelihood of impact as applicable)	Significance
a) the existing and approved land use 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?)	The principal land use will change from undeveloped agricultural land to land used for residential purposes. There would be changes to the site during the construction phase as soil would be excavated for foundations, drainage and access. The site comprises Grade 4 Agricultural Land (poor quality) which is classed as 'land with severe limitations which significantly restrict the range of crops and/or level of yields'. There are no protected trees or areas of ancient woodland within or in close proximity to the site, but a pocket of dense woodland is located to the immediate south-east of the site. A comprehensive Tree Survey and Arboricultural Report has been submitted and reviewed by the Council's Arboricultural Officer who has noted that No mature trees would be removed.	Potential adverse impacts subject to appropriate mitigation, no significant and/or residual environmental impacts anticipated
c) the absorption capacity of the natural environment.	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. Once operational, the proposed development can include landscaping, tree planting, areas of new green open space, and an enhanced landscape buffer between the proposed development and the existing boundary vegetation. Further details can be included in the landscape strategy which will be submitted with a future planning application. A landscape strategy informed by a LVA has also been submitted. The Landscape Officer has raised a concerns regarding the landscape	

	impact to the High Weald National Landscape. The appeal Inspector for a previously refused scheme on this site and adjacent fields for 473 dwellings (ref APP/Z3825/W/21/3266503) judged that the field subject to this assessment 'appears less well connected to the wider landscape [and that] the lack of buffer from the road noise and the visibility of the built form of the settlement edge to the west, mean that whilst [the site] provides a rural setting for Horsham, it has a more transitional character'.	
i) wetlands, riparian areas, river mouths (e.g. floodplains, impacts on drainage, aquifers)	The site falls within Flood Zone 1 (at a low risk of flooding from rivers). There are no watercourses within the site. A Flood Risk Assessment and outlined drainage plan has been provided with a future planning application. These have been reviewed by WSCC LLFA who have raised no objection to the details submitted.	No significant and/or residual environmental impacts anticipated 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).	There are no trees within the site itself. A wooded area is present on the south-eastern boundary of the site, and some intermittent vegetation is present along the other site boundaries. There are no protected trees or areas of ancient woodland within close proximity to the site. A comprehensive Tree Survey and Arboricultural Report has been submitted and reviewed by the Council's Arboricultural Officer who has noted that No mature trees would be removed. In addition, the proposed development is likely to include areas of new landscape planting, including native shrubs. A landscape strategy can be submitted with a future 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?)	The site is located within the High Weald National Landscape, and as such the proposed development is likely to have an impact on the scenic qualities of the National Landscape. Within 5km of the site there are 5no. SSSI's, 2no. Local Nature Reserves and 4no. Local Wildlife Sites. Development of this site is unlikely to have an impact on the nearest	No significant and/or residual environmental impacts anticipated

	national park (South Downs National Park). The site lies outside of the Bat Sustenance Zone for Barbastelle bats, any impact on the bat flightpaths to/from the Mens SAC will be very limited. A 15m buffer to adjacent woodland is also proposed. It is proposed that the inclusion of public green spaces within the development will provide alternative areas for recreation uses, reducing visitor pressure to the designated sites. Provided that the development incorporates sufficient open space, it is not considered that there would be any significant environmental effects on designated nature sites.	
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 site is located outside any designated Bat Sustenance Zones and no existing buildings on site, and no trees suitable for roosting bats are proposed to be removed. A 15m buffer to adjacent woodland is also proposed. Appropriate ecology conditions would be imposed on any future development to preserve identified habitats. 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. Species surveys for other protected species including Great Crested Newts, 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.	Subject to mitigation no 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).	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 site is located adjacent to the existing built up area boundary of Horsham town, where a dense network of residential dwellings are located in the area known as Roffey. Horsham Town is located around 3.5km from the site, and is the District's main settlement. Horsham town contains employment, education, services and facilities to meet the needs of the population. Littlehaven Railway Station is the closest station to the site, located around 1.4km away, providing direct connections to the south coast, Gatwick Airport and London. The nearest bus stop is located around 300m away near the Norfolk Arms on Crawley Road, providing services into Horsham town centre and Crawley/Gatwick. The site is in very close proximity to the A264 which links Horsham to Crawley/Gatwick to the north (and to the M23 to London), and provides links to the A24 which leads to locations on the south coast. The proposed development of 120 dwellings, whilst major in scale, is unlikely to result in a significant change to the lifestyle or character of people living in the wider vicinity. The appeal Inspector for a previously refused scheme on this site and adjacent fields for 473 dwellings (ref APP/Z3825/W/21/3266503) judged that the field subject to this assessment 'appears less well connected to the wider landscape [and that] the lack of buffer from the road noise and the visibility of the built form of the settlement edge to the west, mean that whilst [the site] provides a rural setting for Horsham, it has a more transitional character'.	No significant and/or residual environmental impacts anticipated
viii) landscapes of historical, cultural or archaeological significance.	Several Archaeological Notification Areas are located within 1km of the site, including the closest at around 180m to the north-east of the site (known as Roffey Medieval Forge and Ironworking Site). The nearest Scheduled Monument features are located within the site boundary of the approved North Horsham development, and is around 1.3km from the site. Another (the Motte and Bailey Castle) is located around 1.2km from the site. There are no Registered Parks and Gardens within 5km of the site. The site is not located within a Conservation Area. There are no listed buildings within the boundary of the site, but a small terrace of three Grade 2 listed cottages is located opposite the site's western	No significant and/or residual environmental impacts anticipated

	boundary on the west side of Crawley Road.	
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3. Types and Characteristics of the potential impact: The potential significant effects of development must be considered in relation to criteria set out under 1 & 2, having particular regard to:	Description	Significance
a) the magnitude and spatial extent of the impact (geographical area and size of the affected population)	The impacts are largely confined to the site and the land immediately adjacent, including the A264 dual carriageway to the north and existing dwellings to the south and west. 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.	No significant and/or residual environmental impacts anticipated
b) the nature of the impact	The residential development of this site has the potential to lead to impacts on landscape character, landscape resources and visual amenity, particularly given its location within the High Weald National Landscape. Other environmental impacts would include noise and disturbance during construction (albeit temporary), and additional noise and emissions from vehicles during the operational stage. Impact on natural resources is also likely including destruction of habitats, although it is possible to secure compensatory habitats through on site mitigation.	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)	The environmental impact of development of this site for 120 homes is likely to be felt most acutely by those in the immediate surrounds. Whilst the strategic scale development at North Horsham to the north will change the character of the wider area, it is not likely to directly change the character of this site owing to the separation of the two sites by the railway line and the A264. The site subject to this assessment is likely to be seen in the context of its rural undeveloped surrounds rather than by the large scale development that has been approved to the north, or by the existing development to the south-east. A LVA has been submitted and reviewed by the Landscape Officer who has raised some concern of views from the north. Notwithstanding its location within the National Landscape, given the site abuts the existing built up boundary of Horsham and in close proximity to a strategic road network, the residential development of this site is not likely to significantly	No significant and/or residual environmental impacts anticipated

	change the wider environmental conditions, and such a development would not be considered unusual in the context. The appeal Inspector for the refused scheme of 473 dwellings (ref APP/Z3825/W/21/3266503) judged that the field subject to this assessment is less well connected to the wider landscape, and has a more 'transitional character'. Development of this site is therefore likely to result in a moderate landscape impact which would require mitigation. The specific impacts will be assessed in full at planning application stage, where any necessary mitigation can be sought.	
e) the probability of the impact (e.g. overall probability of impacts identified above)	The probability of the above impacts identified above is high (i.e. impact on landscape character etc), and the anticipated effects of the proposed development can be clearly established with reasonable confidence. 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 adjacent strategic development).	No significant and/or residual environmental impacts anticipated
f) the expected onset, duration, frequency and reversibility of the impact (demolition, construction, operation and decommissioning)	Construction effects would be temporary and short term in duration, and the operational effects would be permanent and long term. Development is 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 be continuous and irreversible.	No significant and/or residual environmental impacts anticipated
g) the cumulation of the impact with the impact of other existing and/or approved development	The main consideration with regard to cumulative environmental impact of this development is on traffic impact and associated emissions. The site is located close to existing built development in Horsham town, as well as approved strategic scale development at the North Horsham site. The traffic/transport impact from the North Horsham development is yet to be fully established, but as part of the Environmental Statement (ES) for the North Horsham application (DC/16/1677) a suite of mitigation measures were proposed to address adverse effects, including roundabout improvements and signalisation, some of which have now been completed on the ground. The North Horsham ES concluded that the new transport infrastructure to be provided to support the development would not result	No significant and/or residual environmental impacts anticipated

	in significant environmental impact, with certain infrastructure improvements resulting in major beneficial effects. The highways and network impacts of this development have been considered within a highways assessment with models traffic cumulatively with committed development until 2031. This modelling shows traffic / impacted junctions remaining within capacity. In addition, as has been secured for the North Horsham development, as part of any planning consent, a CEMP will be required to propose measures to reduce environmental impacts during the construction phase. The ES for the North Horsham site concluded that any adverse air quality impacts from construction (such as dust etc) can be suitably controlled through a construction management plan. The same is likely to apply to this site, and subject to appropriate mitigation, the air quality effects resulting from additional road traffic is not considered to result in a significant environmental impact. As a whole, provided that the proposed development of 120 homes is sensitively master planned (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.	
h) the possibility of effectively reducing the impact	During the construction phase, adverse effects would be temporary and minimised through the implementation of a CEMP and best practice measures. Various studies and statements 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, such as through the orientation of the buildings and energy and water efficiency. Notwithstanding Natural England removal of their position statement, a HRA Appropriate Assessment for water neutrality is required. A planning	No significant and/or residual environmental impacts anticipated

	application will be expected to be supported by Ecology Assessment and appropriate species surveys including an LVA. Legal agreement and conditions would be imposed to secure the provision of any necessary mitigation.	
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Results of any relevant EU environmental assessment that is reasonably available	None applicable	
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Conclusion

EIA Required?	No
Statement of reasons	Whilst the threshold outlined in Schedule 2 of the EIA regs. (2017) for overall site area is exceeded by the proposal (5.2Ha); 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, even when considered in combination with existing and approved development in the locale (including in particular, the approved North Horsham strategic scale development to the north of the site). It is acknowledged that as a result of development on this site, there would be some impact on natural resources including biodiversity, and the production of waste and pollution during the construction phases; however, with appropriate mitigation secured through planning conditions and/or a legal agreement where necessary, these impacts are considered not to be significant. In addition, it is acknowledged that an additional 120 dwellings on this site, in combination with the North Horsham development, is likely to result in an increase in vehicle trips (therefore an impact on highways capacity and air quality). The proposed development will have an impact on water resources, any increased water consumption will therefore be offset against water saving from SNOWS scheme so as to demonstrate that the required water use will not further damage the integrity of the Arun Valley habitat sites. This will need to be assessed through the HRA Appropriate Assessment process to ensure that any significant effects can be satisfactorily mitigated. The environmental effects of the development would not be significant, and would not warrant further assessment through an Environmental Statement. The location of the site within the High Weald National Landscape is likely to have effects on the landscape character and visual amenity of the area. 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. The assessment of this will be considered in light of the appeal decision for the 473 dwelling scheme where by the Inspector judged that this site 'appears less well connected to the wider landscape and has a more transitional character'. Whilst the landscape character directly to the north of the site (the North Horsham strategic development site) will change once

	approved development comes to fruition (particularly the business park phase closest to the Crawley Road site), it is not thought that the cumulative environmental impact of the North Horsham site in combination with this site subject to this assessment would warrant a sperate ES to be produced. The screening assessment for this proposal has identified that the vast majority of 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. The proposals would 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. 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.
Date	Sam Whitehouse 13/07/2026