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# **Land south of Chiswell Green Lane**

## **Environmental Impact Assessment Screening Report**

**15<sup>th</sup> October 2021**

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## Environmental Impact Assessment Screening Report

Prepared on behalf of  
**Redington Capital Limited / CALA Homes (Chiltern) Limited**

Job Number:	23536/A5/EIA Screening Report	
Status:	Draft	Final
Issue/Rev:	01	02
Date:	October 2021	
Prepared by:	AD	Project Team
Checked by:	MM	MM

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# 1 INTRODUCTION

1.1 This report has been prepared by Barton Willmore<sup>1</sup> on behalf of Reddington Capital Limited / CALA Homes (Chiltern) Ltd (the 'Applicants'). The report accompanies a request to St. Albans City and District Council (SACDC) to adopt a screening opinion to determine whether the proposed development of up to 450 residential properties at the land north of Chiswell Green Lane (the 'Development') constitutes an EIA development.

1.2 This report reflects the requirements of the *Town and Country Planning (Environmental Impact Assessment) Regulations 2017, as amended*<sup>2</sup> (the "EIA Regulations") and in accordance with Regulation 6 of the EIA Regulations, this report contains:

- *a plan sufficient to identify the land;*
- *a description of the development, including in particular:*
  - (i) *a description of the physical characteristics of the development and, where relevant, of demolition works;*
  - (ii) *a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;*
- *a description of the aspects of the environment likely to be significantly affected by the development;*
- *to the extent the information is available, a description of any likely significant effects of the proposed development on the environment resulting from:*
  - (i) *the expected residues and emissions and the production of waste, where relevant; and*
  - (ii) *the use of natural resources, in particular soil, land, water and biodiversity; and*
- *such other information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.*

## Requirement for EIA

1.3 In order to determine whether the proposed development is 'EIA development', regard must be had for the EIA Regulations and Planning Practice Guidance<sup>3</sup>. EIA development is defined by the EIA Regulations as development:

*"likely to have significant effects on the environment by virtue of factors such as its nature, size or location".*

1.4 EIA development falls into two Schedules of the EIA Regulations. EIA is mandatory for developments listed within Schedule 1. Schedule 2 developments require EIA if they would

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<sup>1</sup> Institute of Environmental Management and Assessment (IEMA) qualified assessors and Environmental Impact Assessment (EIA) Quality Mark registrants

<sup>2</sup> SI 2017/571, as amended by SI 2018/695 and SI 2020/505

<sup>3</sup> <https://www.gov.uk/guidance/environmental-impact-assessment/>

lead to likely significant effects on the environment. In deciding whether a Schedule 2 development is EIA development, Regulation 4(6) states:

*"Where a relevant planning authority ... has to decide under these Regulations whether Schedule 2 development is EIA development, the relevant planning authority ... must take into account in making that decision-*

- (a) Any information provided by the applicant;*
- (b) The results of any relevant EU environmental assessment which are reasonably available to relevant planning authority...; and*
- (c) such of the selection criteria set out in Schedule 3 as are relevant to the development."*

- 1.5 In order to allow SACDC to determine the need for EIA, this report provides a description of the site and proposed development, a review of the EIA Screening Criteria based on the EIA Regulations and the Planning Practice Guide, a completed EIA Screening Checklist, and a site location plan at Appendix 1.

## 2 SITE AND PROPOSED DEVELOPMENT

### Site Context

- 2.1 The site (see Appendix 1) is located adjacent to the village of Chiswell Green and is approximately 1.1km south east of the cathedral city of St. Albans. The northern boundary is formed by Chiswell Green Lane. The eastern and south eastern boundaries of the site are directly adjacent to the residential area of Chiswell Green with the site bordered by the gardens of the residential properties. There is a small woodland area to the east of the site which is not included in the site boundary and sits between the site and residential area. Beyond the western boundary of the site, a car park separates Mariam Lane from the western site boundary. Lying adjacent to Miriam Lane approximately 25m to the east is the site of the former 'Butterfly World'. St. Albans Polo Club is approximately 80m north east of the site with Chiswell Green Lane lying between the two areas. The M1 is 1.4km to the east and meets the M25 1.5km south east of the site. The wider surrounding area comprises residential areas to the east and agricultural land to the west.

### Site Description

- 2.2 The site extends to approximately 14.66 hectares (ha) and comprises four distinct fields separated by mature trees. The fields in the north of the site are intensively grazed by horses whilst the fields in the south are currently unmanaged grassland.

### Environmental Baseline Conditions

- 2.3 There are no internationally designated sites on or within close proximity to the site. A review of the baseline conditions is set out below.

#### Agricultural Land

- 2.4 The site is classified as Grade 3 land by the Provisional Agricultural Land Classification (ALC) post-1988 ALC surveys<sup>4</sup>, where grade one is Best and Most Versatile (BMV) Agricultural Land and grade 5 is poorest quality. The land directly adjacent to the eastern boundary of the site encompassing Chiswell Green is classified as urban.

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<sup>4</sup> The Agricultural Land Classification system established by the Ministry of Agriculture, Fisheries and Food (Agricultural Land Classification of England and Wales - Revised guidelines and criteria for the grading of the quality of agricultural land (1988), accessed online: <http://publications.naturalengland.org.uk/file/5526580165083136>) classifies agricultural land into five categories to establish the best and most versatile agricultural land.

### Townscape

- 2.5 The site is not located within an Area of Outstanding Natural Beauty (AONB), National Park, or an Area of High Landscape Value. There are no local landscape designations within or close to the site. The nearest designated townscape area to the site is the Chilterns AONB which is located approximately 9.3km north west of the site.

### Noise and Vibration

- 2.6 Existing sources of noise in the area include the road traffic noise from Chiswell Green Lane to the north and Watford Road to the east of the site. There will be a level of urban background noise associated with the Chiswell Green residential area.

### Air Quality

- 2.7 The site is not located within an Air Quality Management Area (AQMA). The nearest AQMA to the site is situated approximately 2.6km south east where the A5183 dissects the A25 (St. Albans AQMA No. 7). The NO<sub>2</sub> annual mean concentration exceedance was declared in 2004 and the particulate matter (PM<sub>10</sub>) 24-hour mean was exceeded also in 2004. An additional AQMA is located approximately 2.9km north east in St. Albans city centre (St. Albans AQMA No. 1) whereby the local authority declared the annual mean exceedance of NO<sub>2</sub> in 2004 and 24 hour mean of PM<sub>10</sub>. In 2009, NO<sub>2</sub> exceeded the 24 mean concentrations whilst the annual mean for PM<sub>10</sub> was also exceeded.

### Biodiversity

- 2.8 There are no sites statutorily protected for ecological purposes on or adjacent to the site. The nearest statutory site is Bricket Wood Common Site of Special Scientific Interest (SSSI) designated for its lowland heath habitat, 2km south of the site. There are 21 non-statutory designated sites located within 2km of the site, the closest of these being How Wood Local Wildlife Site 545m to the south-east. Adjacent to the eastern boundary of the site are the priority habitats of 'Lowland Mixed Deciduous Woodland' and 'Traditional Orchard'.
- 2.9 Preliminary ecological surveys undertaken on the site in 2021 to establish the baseline conditions identified that the site had little potential for badgers, great crested newts, reptiles, water voles, otters, or dormice. The Preliminary Ecology Appraisal (PEA) identified that the buildings in the north-east of the site has potential to support roosting bats. Follow up emergence surveys are being carried out, the first taking place over two nights in September 2021, which recorded no bats emerging from the buildings. Further surveys of the

buildings are to be conducted in the main bat maternity season May – August 2022. In addition the site has little potential for commuting/foraging bat habitat.

#### Heritage and Archaeology

- 2.10 There are no designated above ground heritage assets within or adjacent to the site. The site is not located within a Conservation Area. The closest listed building is the Three Hammers Public House (Grade II) located approximately 190m east of the site. The nearest scheduled monument is located 2km north of the site and contains Verulamium, Prae Wood Settlement.

#### Flood Risk and Drainage

- 2.11 Topographical maps of the area indicate that the site slopes in a southerly direction from approximately 100m above ordnance datum (AOD) in the north to approximately 85m AOD in the south. The closest watercourse designated by the Environment Agency as a main river is the River Ver, located approximately 1.5km to the east of the site and flood risk mapping identifies that the site is located Flood Zone 1 and is at low risk of flooding from all sources. The site is located within Zone 2 (outer catchment) of a groundwater Sources Protection Zone.

#### Contamination

- 2.12 The historic uses of the site include agricultural land, a farm yard with stables and equine facilities, and a now derelict farmhouse. No significant contamination is anticipated and any contamination present is expected to be associated with the historic uses of the site. In addition, there are no adjacent off-site contamination sources that would affect future residents of the site.

### **Proposed Development**

- 2.13 The proposed development (to be secured through an outline planning application) comprises development of between 415 and 450 residential dwellings, a new two form entry primary school, landscaping and support infrastructure.

#### Mitigation

- 2.14 In accordance with Regulation 6(2)(e) of the EIA Regulations, a number of mitigation measures have been committed to at screening stage as part of the proposed development.
- 2.15 In order to avoid significant effects during the construction phase, best practice measures



will be implemented through a Construction Environment Management Plan (CEMP) which will be secured via an appropriately worded planning condition and will be prepared by the Applicant's appointed contractor and agreed before works commence on the site. A Construction Logistics Plan and Construction Traffic Management Plan (CTMP) will also be adhered to, in order to manage all construction traffic and access.

- 2.16 Landscaping screening will be implemented through the construction phase to soften the new built form, integrate the proposed development into the landscape character of the site and surrounding areas and assist screening the proposed development from nearby roads.
- 2.17 Trees to be retained as part of the proposed development will be protected during the construction phase through the use of temporary tree protection fencing in accordance with BS 5837: 2012 'Trees in Relation to Design, Demolition and Construction', to prevent access within the Root Protection Zone (RPZ) or canopy spread of trees. Where access is unavoidable, alternative protection arrangements such as ground protection (sufficient to protect the structure of the soil from compaction), and/ or access facilitation pruning (to ensure a reasonable clearance for operations is provided) will be required.
- 2.18 Once operational, a Travel Plan will be implemented including measures and targets to promote sustainable and active travel by residents and visitors and reduce transport movements and subsequently, reduce emissions.
- 2.19 Preliminary ecological appraisal work has identified that during the design stage of the proposals a 15m buffer should be provided adjacent to the traditional habitats outside the site boundary. In addition, where possible, mature trees that have the potential to accommodate roosting bats should be retained and protected in the development plans.

### 3 SCREENING ASSESSMENT

#### Determining the Screening Approach

3.1 In determining whether the proposed development constitutes EIA development, considerations should be had for the following:

- If the proposed development is of a type listed in Schedule 1;
- If not, whether it is listed in Schedule 2;
- Is it located within a sensitive area;
- It meets any of the relevant thresholds and criteria set out in Schedule 2; and/or
- Whether it would lead to likely significant effects on the environment.

3.2 These points are explored further in this section with reference to the EIA Regulations and supporting PPG.

#### Schedule 1 Projects

3.3 EIA is mandatory for projects listed in Schedule 1 of the EIA Regulations. Schedule 1 developments are large scale projects for which significant effects would be expected and comprise developments such as new airports and power stations. The proposed development is not of a type listed in Schedule 1.

#### Schedule 2 Projects

3.4 EIA is discretionary for projects listed in Schedule 2. If the development proposed is of a type listed in Schedule 2 then it may be classified as EIA development depending on the location of the development (i.e. if it is within a sensitive area) and/or whether it meets any of the relevant thresholds or criteria in Column 2.

#### Sensitive Areas

3.5 Sensitive Areas are defined in the EIA Regulations as:

- Sites of Special Scientific Interest and European Sites;
- National Parks, the Broads, and Areas of Outstanding Natural Beauty; and
- World Heritage Sites and Scheduled Monuments.

- 3.6 In certain cases, local designations which are not included in the definition of sensitive areas, but which are nonetheless environmentally sensitive, may also be relevant in determining whether an assessment is required. Furthermore, in considering the sensitivity of a particular location, regard should also be had to whether any national or internationally agreed environmental standards (e.g. air quality) are already being approached or exceeded.

#### Thresholds

- 3.7 The proposed development falls within Schedule 2 of the EIA Regulations, category 10 'Infrastructure Projects', sub-section (b) 'Urban development projects'. The site is not located in a sensitive area and therefore, the thresholds should be applied. The thresholds for category 10(b) are '*the development includes more than 150 dwellings*' or '*the overall area of the development exceeds 5 hectares*'. At up to 450 residential dwellings and 14.66ha in size, the proposed development exceeds both thresholds. Accordingly, this screening assessment has been prepared to determine whether the proposed development would be likely to result in significant environmental effects. To achieve this, Schedule 3 of the EIA Regulations and the Planning Practice Guidance needs to be considered. Information on these is set out below.

#### **Schedule 3**

- 3.8 Schedule 3 of the EIA Regulations sets out selection criteria which relate to specific matters including: the characteristics of the development; the location of the development; and the characteristics of the potential impact. These factors should be taken into account as part of the screening process and are set out below:

#### Characteristics:

- the size and design of the whole development;
- cumulation with other existing development and/or approved development;
- the use of natural resources, in particular land, soil, water and biodiversity;
- the production of waste;
- pollution and nuisances;
- the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge;
- the risks to human health (for example, due to water contamination or air pollution).

#### Location:

- the existing and approved land use;
- the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground; and
- the absorption capacity of the natural environment.

Potential Impact:

- the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);
- the nature of the impact;
- the transboundary nature of the impact;
- the intensity and complexity of the impact;
- the probability of the impact;
- the expected onset, duration, frequency and reversibility of the impact;
- the cumulation of the impact with the impact of other existing and/or approved development; and
- the possibility of effectively reducing the impact.

### Consideration of Cumulative Effects

- 3.9 Schedule 4 of the EIA Regulations requires consideration of a proposed development cumulatively with other development. Guidance on the consideration of cumulative effects in the EIA screening process is set out in the Planning Practice Guidance, which echoes the requirements of the EIA Regulations:

*"each application (or request for a screening opinion) should be considered on its own merits. There are occasions where other existing or approved development may be relevant in determining whether significant effects are likely as a consequence of a proposed development. The local planning authorities should always have regard to the possible cumulative effects arising from any existing or approved development."*

- 3.10 A search for potential developments that would result in cumulative effects has been carried out via SACDC's planning website in October 2021. The search identified the potentially cumulative developments set out in Table 3.1 that are either 'existing or approved', in accordance with the EIA Regulations.

### Table 3.1: Cumulative Schemes

Site address	Location	Description of the Permitted Development	Application Status
St Stephens Green Farm Chiswell Green Lane St Albans Hertfordshire AL2 3NS  5/2021/2520	300m west of the site	Screening Opinion - Mixed use development comprising up to 330 dwellings (Class C3), open spaces and a memorial park	EIA Screening Opinion, not an 'existing' or approved development
Land To Rear Of Burston Garden Centre North Orbital Road Chiswell Green St Albans Hertfordshire  5/2020/3022	450m south east of the site.	Demolition of all existing buildings, structures and hardstanding and redevelopment of the site to provide a new retirement community comprising 80 assisted living apartments with community facilities and 44 bungalows together with associated access	Appeal Lodged
Proposed Rail Freight Interchange, Public Open Space And Community Forest Sites, North Orbital Road St Albans  5/2009/0708	2km to south east	Proposed Rail Freight Interchange, Public Open Space And Community Forest Sites, North Orbital Road St Albans Outline planning application (approval of means of access, siting and landscaping only) for the development of Strategic Rail Freight Interchange comprising intermodal area, distribution buildings (Class B8 use) and other related floorspace	Allowed at appeal
Land At Three Cherry Trees Lane And Cherry Tree Lane Hemel Hempstead Hertfordshire  55/2016/2845	6km north west of the site	Outline planning application to include up to 600 dwellings (C3), land for primary school (D1), land for local centre uses (A1, A3, A4, A5, D1, D2), land for up to 7,500 square metres of employment uses (B1, B2, B8), landscaping, open space and play area	Approved
Hanstead Park Smug Oak Lane Bricket Wood Hertfordshire AL2 3UE  5/2014/3250	2.1km south west	Outline planning application for the redevelopment of the site to provide up to 129 new building dwellings and garaging (Class C3) with access via Smug Oak Lane following demolition of existing buildings. Refurbishment and extension (including new roof structure of the Old Lodge to provide a single dwelling and refurbishment and extension of Hansted House to provide 8 dwellings and garaging (Class C3) with access via Smug Oak Lane (total number of dwellings 138.	Approved
Copsewood and A405 Junction North Orbital Road Chiswell Green St Albans Hertfordshire  5/2015/0722	2.2km south west of the site	Hotel with 150 bedrooms, conference and function centre, associated car parking, realignment of roundabout and retention of bungalow	Approved

### National Planning Practice Guidance

- 3.11 Paragraphs 057 and 058 of the Planning Practice Guidance provide guidance to help determine whether significant effects are likely. In general, the more environmentally sensitive the location, the lower the threshold will be at which significant effects are likely. Table 3.2 below sets out the indicative criteria, thresholds and key issues to be considered in determining whether a development is likely to be EIA development identified in the Planning Practice

Guidance.

**Table 3.2: Planning Practice Guidance Indicative Screening Criteria<sup>5</sup>**

Development type	Indicative criteria and threshold	Key issues to consider
(b) Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas;	Environmental Impact Assessment is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination. Site which have not previously been intensively developed: (i) Area of the scheme is more than 5 hectares; (ii) It would provide a total of more than 10,000sqm of new commercial floorspace; or (iii) The development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings).	Physical scale of such developments, potential increase in traffic, emissions and noise.

Screening Assessment

- 3.12 This section assesses the proposed development against the EIA screening criteria outlined above and presents the assessment of the environmental effects likely to occur as a result of the proposed development. Table 3.3 sets out a review of all of the above criteria and requirements and specifically addresses the proposed development at the site.

**Table 3.3: Planning Practice Guidance EIA Screening Matrix**

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A)	Part 3 - Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A)
<b>1. Natural Resources</b>		
1.1 Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the topography of the area?	<b>N</b> There would be changes to the site during the construction phase as soil would be excavated for foundations, drainage and access however, there will be no change to water bodies and no material changes to topography, other than localised regrading to achieve development platforms.	<b>N/A</b>
1.2 Will construction or operation of the project use natural resources above or below ground such as land, soil, water, materials / minerals or energy which are non-renewable or in short supply?	<b>Y</b> The 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.	<b>N</b> Any potential effects during the construction phase would be mitigated using best practice measures set out within a CEMP and implemented prior to commencement of works on the site. The proposed development will be designed to reduce likely

<sup>5</sup> eia-thresholds-table.pdf (publishing.service.gov.uk)

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A)	Part 3 - Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A)
		significant effects on natural resource consumption and include sustainable buildings methods where feasible to minimise the building's energy consumption.
1.3 Are there any areas on/around the location which contain important, high quality or scarce resources which could be affected by the project, e.g. forestry, agriculture, water/coastal, fisheries, minerals?	<p><b>N</b> The site predominantly comprises undifferentiated Grade 3 agricultural land however only losses above 20ha are considered potentially significant. Mature trees line the individual fields of the site and there is a small woodland area adjacent to the eastern boundary of the site.</p> <p>There are no fisheries, tourism or minerals resources that would be affected by the proposed development.</p>	<b>N/A</b>
<b>2. Waste</b>		
2.1 Will the project produce solid wastes during construction or operation or decommissioning?	<p><b>Y</b> As with nearly all demolition and construction, the development will result in waste materials from the preparation and undertaking of works. There would also be waste generated by the completed residential development.</p>	<p><b>N</b> Waste would be managed and reduced in accordance with all applicable legislation and disposed of in line with best practice. Any waste generated during the construction phase of the development would be reused and recycled, where possible. Operational waste would be disposed of in line with SACDC's requirements and managed in accordance with all applicable legislation. Significant quantities of construction or operational waste are not anticipated as a result of the proposed development.</p>
<b>3. Pollution and Nuisances</b>		
3.1 Will the project release pollutants or any hazardous, toxic or noxious substances to air?	<p><b>Y</b> During the construction phase of the proposed development, dust would be generated. There would be emissions associated with plant and vehicles during the construction phase. There would also be emissions associated with the traffic movements during the operational phase of the development.</p> <p>The proposed development is for residential use which is not associated with hazardous substances or toxic emissions to air. There is not anticipated to be a requirement to store</p>	<p><b>N</b> Dust generation would be managed in accordance with standard best practice measures, enforced through a CEMP.</p> <p>The construction phase is expected to be phased, with the arrival and departure of Heavy Goods Vehicles (HGVs) dispersed across the working day to avoid a concentration of released pollutants associated with the plant and vehicles required for the construction phase. Construction vehicle emissions will be managed</p>

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A)	Part 3 - Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A)
	<p>large volumes of hazardous materials. Any such materials would be stored and handled in accordance with relevant legislation.</p>	<p>through the implementation of a CTMP and CEMP, secured via planning condition. There would also be emissions associated with the operational phase of the development. As the development is residential, emissions would be associated with the number of vehicles travelling to and from the site as a result of the future residents that will occupy the maximum 450 dwellings on the site. A Transport Assessment will be submitted in support of the planning application. In addition, a Travel Plan will be submitted in support of the planning application which will set out the measures to promote the use of sustainable transport modes rather than single occupancy vehicle movements which will also reduce the release of emissions. The need for an Air Quality Assessment is to be confirmed through pre-application discussions.</p> <p>The proposed development is not considered to release levels of pollutants that would significantly affect the environment, following the implementation of standard mitigation measures.</p>
<p>3.2 Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?</p>	<p><b>Y</b> The potential exists for noise effects to result from the construction processes and the completed residential development.</p> <p>During construction, the potential exists for light pollution associated with construction activities.</p> <p>No heat, energy or electromagnetic radiation will be caused or released.</p>	<p><b>N</b> Construction effects will be managed in accordance with best practice measures, implemented through the CEMP and are not anticipated to generate significant adverse effects. The CEMP will be secured through planning condition, therefore significant effects are not anticipated.</p> <p>All external lighting and illumination would be designed carefully in accordance with relevant British Standards and Institute of Lighting</p>



Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A)	Part 3 - Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A)
		Professionals (ILP) <sup>6</sup> and the CIE (International Commission on Illumination) report <sup>7</sup> .
3.3 Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	<p><b>Y</b> Preliminary investigation into the site conditions has identified the potential for small areas of contamination associated with the historic uses of the site as agricultural land with farm buildings and from historic equine use.</p> <p>The site is also located within Zone II (total catchment) of a groundwater Sources Protection Zone.</p>	<p><b>N</b> The methods that would be used to remove or treat any contamination would be plain and easily understood and there would be no significant effects from any contamination on-site or from the removal and treatment of any contamination</p> <p>During the construction phase, standard mitigation measures such as health and safety procedures for construction workers and ensuring that any chemicals or oils will be stored in appropriately bundled containers and in accordance with relevant legislation will be implemented to ensure that any potential significant effects will be mitigated.</p> <p>Hydrocarbons will be used as part of the construction phases of the development. This would involve plant and vehicle fuel and lubricants. Their use will be controlled through the implementation of the CEMP and will not result in any significant adverse effects to land or water.</p> <p>On the basis of the above the proposed development will not lead to contamination of land or water.</p>
3.4 Are there any areas on or around the location which are already subject to pollution or environmental damage, e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	<p><b>N</b> The site is not located within an AQMA. The nearest AQMA is approximately 2.6km south east.</p> <p>During construction, effects will be managed by a CEMP which will include standard, best practice measures such as</p>	<b>N/A</b>

<sup>6</sup> Institute of Lighting Engineers Guidance and Standards (<https://www.theilp.org.uk/home/>) 2021, Guidance Note 1 for the Reduction of Obtrusive Light.

<sup>7</sup> CIE (International Commission on Illumination) Report (2017) "Guide on the Limitation of the Effects of Obtrusive light from Outdoor Lighting Installations"

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A)	Part 3 - Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A)
	ensuring bulk cement and other fine powder materials are delivered to the site in enclosed tankers. Dust generation would be managed in accordance with standard best practice measures, enforced through a CEMP and is not anticipated to generate significant adverse effects.	
<b>4. Population and Human Health</b>		
4.1 Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	<p><b>N</b> The proposals comprise limited demolition and the construction of residential dwellings, a well understood process for which the potential for accidents and disasters can be predicted and managed effectively using existing legislation and best practice. During the demolition and construction activities, the contractor(s) will implement measures in accordance with Health and Safety legislation/requirements, and best practice to minimise the risks of accidents that could have adverse effects on people or the environment. All such measures will form part of the CEMP. There are no anticipated significant risks of accidents during operation as the proposed development will not involve users dealing with hazardous substances.</p> <p>The drainage strategy for the development will be designed to ensure there is no increase to flood risk on site or elsewhere which will also accommodate an allowance for climate change. The planning application will be supported by a Flood Risk Assessment (FRA) and Drainage Strategy.</p>	<b>N/A</b>
4.2 Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example due to water contamination or air pollution)	<p><b>N</b> During the construction phase of the proposed development, dust would be generated. During the construction phase of the proposed development, dust would be generated. However, dust generation would be managed in accordance with standard best practice measures, enforced through the CEMP, and is not anticipated to generate adverse effects to human</p>	<b>N/A</b>

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A)	Part 3 - Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A)
	<p>health.</p> <p>The land uses proposed are not highly contaminative and it is not expected that there is a high risk of contaminants being released into the environment.</p>	
<b>5. Water Resources</b>		
5.1 Are there any water resources including surface waters, e.g. rivers, lakes/ponds, coastal or underground waters on or around the location which could be affected by the project, particularly in terms of their volume and flood risk?	<p><b>N</b> The site is located within Flood Zone 1 and is at low risk of flooding from all sources. The site is located within a source protection zone. Surface water run-off and foul water drainage will be managed on-site during the construction and operational phases. An FRA and Drainage Strategy will be submitted in support of the planning application.</p>	<b>N/A</b>
<b>6. Biodiversity (Species and Habitats)</b>		
6.1 Are there any protected areas which are designated or classified for their terrestrial, avian and marine ecological value, or any non-designated / non-classified areas which are important or sensitive for reasons of their terrestrial, avian and marine ecological value, located on or around the location and which could be affected by the project? (e.g. wetlands, watercourses or other water-bodies, the coastal zone, mountains, forests or woodlands, undesignated nature reserves or parks. (Where designated indicate level of designation (international, national, regional or local))).	<p><b>Y</b> There are no statutory or non-statutory ecological designations on or adjacent to the site. The nearest ecological statutory site is situated approximately 2km south of the site Bricket Wood Common SSSI. There are several non-statutory designated sites located within 2km of the site but none closer than 545m.</p> <p>There is a priority habitat on the eastern boundary, the boundary lies adjacent to a priority deciduous woodland. In addition, four areas of traditional orchard priority habitat are located adjacent to the eastern and south-western site boundaries.</p>	<p><b>N</b> A Preliminary Ecological Appraisal (PEA) has been prepared for the site along with a Bat Emergence Survey Report and Reptile Survey Report and these will be submitted with the planning application along with more detailed assessment work assessing the impact of the proposals in detail. The information from the PEA did not identified any potential for significant effects resulting from the proposals.</p> <p>Key mitigation and best practice measures will be enforced through a CEMP. In addition to this appropriate landscape design and planting will be provided and as a result the proposed development is not considered to generate any significant adverse ecological effects.</p>
6.2 Could any protected, important or sensitive species of flora or fauna which use areas on or around the site, e.g. for breeding, nesting, foraging, resting, over-wintering, or migration, be affected by the project?	<p><b>Y</b> The PEA identified that the buildings in the north-east of the site has potential to support roosting bats. Follow up emergence surveys are being carried out, the first taking place over two nights in September 2021, which recorded no bats emerging from the buildings. Further surveys of the buildings are to be conducted in the main bat</p>	<p><b>N</b> All wildlife is statutorily protected under the Wildlife and Countryside Act 1981 and no works would be allowed to go ahead until an ecological appraisal had been undertaken. Surveys will be undertaken prior to the construction phase of the proposed development by qualified ecologists and any works necessary will be</p>

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A)	Part 3 - Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A)
	maternity season May – August 2022.	<p>undertaken in accordance with legislation. The removal of any suitable vegetation will be undertaken outside of the bird nesting season (March to July inclusive) and where this cannot be achieved, a suitable qualified ecologist will undertake a survey prior to the removal of any nesting habitat on the site to avoid any significant adverse effects on birds.</p> <p>Lighting would be designed carefully in accordance with relevant British Standards and ILP and Bat Conservation Trust guidance<sup>8</sup> to ensure light spill is kept to a minimum and prevent adverse effects on species sensitive to light. Key mitigation and best practice measures will be enforced through a CEMP. The proposed development is not considered to generate any significant adverse effects on fauna or flora.</p>
<b>7. Landscape and Visual</b>		
7.1 Are there any areas or features on or around the location which are protected for their landscape and scenic value, and/or any non-designated / non-classified areas or features of high landscape or scenic value on or around the location which could be affected by the project? Where designated indicate level of designation (international, national, regional or local).	<b>N</b> The site is not located within or in close proximity to an AONB, National Park, a conservation area or an Area of High Landscape Value. The proposed development is not considered to significantly affect any areas or features on or around the site that are of high landscape or scenic value.	<b>N/A</b>
7.2 Is the project in a location where it is likely to be highly visible to many people? (If so, from where, what direction, and what distance?)	<b>Y</b> The proposed development will be visible for to residents in Chiswell Green adjacent to the site. The development will also be visible to motorists along Chiswell Green Lane.	<b>N</b> The development will include a landscape design which will reduce the visual impact during the construction phase and on completion. The proposals will be carefully designed to ensure the proposed development integrates into the existing setting and character of the site and surrounding area. A Landscape and Visual

<sup>8</sup> Bat Conservation Trust (2016) *Bat Surveys for Professional Ecologists: Good Practice Guidelines 3<sup>rd</sup> Edition*

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A)	Part 3 - Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A)
		Appraisal will be submitted in support of the proposed development. Significant effects are not anticipated.
<b>8. Cultural Heritage/Archaeology</b>		
8.1 Are there any areas or features which are protected for their cultural heritage or archaeological value, or any non-designated / classified areas and/or features of cultural heritage or archaeological importance on or around the location which could be affected by the project (including potential impacts on setting, and views to, from and within)? Where designated indicate level of designation (international, national, regional or local).	<b>N</b> The site is not located within a conservation area, nor does it comprise any listed buildings or scheduled monuments. The closest listed building is the Three Hammers Public House located approximately 190m east of the site. The nearest scheduled monument is located 2km north of the site. The distance between the proposed development and any heritage features is such that significant effects are not expected.	<b>N/A</b>
<b>9. Transport and Access</b>		
9.1 Are there any routes on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	<b>Y</b> The site is located close to roads frequently used by motorists. Chiswell Green Lane forms the northern site boundary and on the western boundary lies Miriam Lane was only used to access Butterfly World. Access into the site can also be secured via Forge End and Long Fallow.  There are no public rights of way on or adjacent to the site.  There are two railway stations in the area which are located within 1.6km of the Site, How Wood and Park Street. Both stations are on the St Albans Abbey Branch Line which links Watford Junction to St Albans Abbey. Services are operated by London Midland, with one to two hourly trains in both directions. From Watford Junction, further connections to London are available on National Rail and London Overground services.  Two bus routes run in close proximity to the Site. Bus route 724 passes along the B4630 Watford Road and serves the Three Hammers bus stops, located 400m to the east, providing services to Harlow, Heathrow Airport, Hertford, Welwyn Garden City, St Albans,	<b>N</b> During the construction phase, a CEMP will be implemented that will ensure that standard, best practice measures are adopted to prevent any significant effects such as, loading and unloading of materials will occur within the site and appropriate hoarding/fencing will be placed around the site's boundaries.  A Travel Plan and other mitigation such as electric vehicle charging points and financial contributions to bus improvements will seek to reduce car use within the proposed development.

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	<p>Hatfield and Watford. On weekdays, Arriva operates hourly services in both directions.</p> <p>Bus route 321 also passes along the B4630 Watford Road, serving the Three Hammers bus stops and providing connections to Watford, St Albans, Harpenden and Luton. On weekdays, Arriva runs up to four hourly services to St Albans and one hourly service to Luton.</p>	
<p>9.2 Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?</p>	<p><b>N</b> Chiswell Green Lane is located to the north of the site. Access into the site can also be secured via Forge End and Long Fallow (existing residential cul-de-sacs). All three of these roads are not heavily trafficked. These road join Watford Road which is susceptible to congestion at peak periods.</p> <p>The construction phase of the proposed development would involve minor changes to traffic movements and the introduction of construction haulage vehicles. Mitigation during the construction phase will be managed by a CEMP. During operation, there is likely to be an increase in vehicles from the introduction of new residents, therefore, as a result of the proposed development, there is likely to be an increased number of vehicles using the local road network however given the scale of the development and the proposed travel plan including options for walking/cycling etc the effects are not considered to be significant. A Transport Assessment and Travel Plan will be submitted in support of the proposed development.</p>	<p><b>N</b></p>
<b>10. Land Use</b>		
<p>10.1 Are there existing land uses or community facilities on or around the location which could be affected by the project? E.g. housing, densely populated areas, industry / commerce, farm/agricultural holdings,</p>	<p><b>Y</b> The built up area of Chiswell Green is located directly to the east, north and south of the site. Butterfly World and further agricultural land is located to the west.</p>	<p><b>N</b> The construction and operational phases of the proposed development will result in traffic and potentially noise however these effects will be managed by best practice measures and effective</p>

<b>Part 1 - Question</b>	<b>Part 2 - Answer to the question and explanation of reasons</b> (Yes/No or Not Known (?) or N/A)	<b>Part 3 - Is a Significant Effect Likely?</b> (Yes/No or Not Known (?) or N/A)
forestry, tourism, mining, quarrying, facilities relating to health, education, places of worship, leisure /sports / recreation.		design and will not be significant.
10.2 Are there any plans for future land uses on or around the location which could be affected by the project?	<b>Y</b> An EIA Screening Opinion has been adopted for residential development on land to the immediate north of the site.	<b>N</b> The proposals are not subject to planning consent and therefore do not warrant further considerations in this EIA Screening Report, in accordance with the EIA Regulations and PPG.
<b>11. Land Stability and Climate</b>		
11.1 Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	<b>N</b> No.	<b>N/A</b>
<b>12. Cumulative Effects</b>		
12.1 Could this project together with existing and/or approved development result in cumulation of impacts during the construction/operation phase?	<b>N</b> The potential exists for cumulative effects in terms of road traffic and noise emissions from the permitted developments set out in Table 3.1.  Of the cumulative schemes identified in Table 3.1 the proposed development 300m west of the site poses the greatest potential cumulative impact (ref. 5/2021/2520). The proposed scheme introduces an additional 330 residential units in close proximity to the proposed development. However, as the cumulative total of all permitted development and the proposed development does not exceed 1000 properties therefore the cumulative impact is not considered significant and neither significant urbanisation impacts. In addition, both schemes will deploy best practice measures and produce CEMP to prevent the potential impacts.	<b>N/A</b>
<b>Transboundary Effects</b>		
13.1 Is the project likely to lead to transboundary effects?	<b>N</b> No.	<b>N/A</b>

## 4 CONCLUSION

- 4.1 This screening assessment has considered whether the proposed development of up to 450 residential dwellings, access, and landscaping on land south of Chiswell Green Lane is likely to result in significant effects on the environment.
- 4.2 The proposed development is considered to fall within Category 10 (b) of Schedule 2 of the EIA Regulations '*Urban development projects*'. The site is not located within a sensitive area as defined by the EIA Regulations but the proposals are above the indicative criteria and screening thresholds at more than 150 residential dwellings and on a site greater than 5ha in size.
- 4.3 With regard to the thresholds identified in the PPG (set out in Table 3.2 above) it is considered that the proposed development when considered cumulatively with other '*existing or approved*' developments would not exceed the 1,000 dwelling threshold, thereby significant urbanising effects are not anticipated. The proposed development would be in keeping with the current nature and scale of the surrounding development and would not result in significant effects. The principal environmental effects from the proposed development would relate to traffic movements and associated noise and air quality emissions, however these effects would be managed in accordance with standard methods, including the implementation of a CEMP, CTMP and Travel Plan.
- 4.4 In conclusion therefore, this screening assessment has identified that significant effects on the environment are not considered likely either alone or in combination with other development. The proposals would be of a sufficiently limited scale that effects could be managed in accordance with standard methods and best practice measures. The proposed development is therefore not considered to be formal EIA development as defined by the EIA Regulations.



**APPENDIX 1**  
**SITE LOCATION PLAN**