

LandIS

# Former RAF, Kirton-in-Lindsey

## Environmental Impact Assessment Screening Report

Revision B 4<sup>th</sup> May 2023



## Revision Record

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# I. Introduction

1.1. Spawforths, Institute of Environmental Management and Assessment (IEMA) EIA Quality Mark registrants, have been instructed by LandIS to formally request an EIA Screening Opinion from North Lincolnshire Council for a hybrid planning application for the Former RAF site at Kirton in Lindsey, located at the junction of the B1400 and the B1398. The proposal comprises:

*Hybrid Planning Application seeking outline planning permission for up to 220 dwellings and a building within E Use Class with all matters reserved except for access and full planning permission for 130 dwellings and two points of access, part of the spine road, provision of pumping station and substation, engineering and ancillary works, demolition of existing buildings (except for the Listed Building) and creation of development platforms across the whole site.*

1.2. This report reflects the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (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

I.3. In order to determine whether the proposed development is 'EIA development', regard must be had for the EIA Regulations and supporting Planning Practice Guidance.

I.4. 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”.*

I.5. 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 lead to likely significant effects on the environment.

I.6. In deciding whether a Schedule 2 development is EIA development, Regulation 5(4) 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.”

- I.7. In order to allow North Lincolnshire Council to determine the need for an EIA, this report provides a description of the site and proposed development, a review of the EIA Screening Criteria (Schedule 3) based on the EIA Regulations and the PPG, and a site location plan at Appendix I.

## 2. Site Context and Project Description

### Site Description and Context

- 2.1. The Site is a Former RAF base in North Lincolnshire, located at the junction of the B1400 and the B1398 to the south of Kirton-in-Lindsey. The Site is currently vacant and contains a number of buildings associated with its previous use as an RAF base including storage buildings and residential accommodation blocks. It is understood that the Site ceased operating as an RAF base in 2014, after being open and operational since the early 1940s.
- 2.2. The Former RAF Site contains a Grade II Listed Sector Operations Building which was used in World War II, as well as a Grade II Listed Control Tower. The listed Sector Operations Building falls within the Application Site boundary closely located to the B1400 along the eastern border, and the Control Tower is located to the south of the Site at the Hurricane Industrial Estate.



Figure 1 – Site Location Plan

- 2.3. The Site measures 13.54 hectares (33.4 acres) in size and is bounded by the B1400 along its eastern boundary and the B1398 along its western boundary. To the south of the Site, the former hangars are now used for storage, having gained planning permission in April 2018. These converted hangars now operate under the Hurricane Industrial Estate. A Sports Direct Warehouse and CTS Motorshop also operate out of this park. Further south, utilising the former airfield, is the Trent Valley Gliding Club.
- 2.4. To the north-east is The Vincent Hall which is a physical and recreational training centre (sports building with pitches in the grounds). An Army Cadet Force building and grounds lies outside the north-eastern edge of the site. Also north-east of the site lies existing residential dwellings, addressed to York Road, Bircham Crescent, Lincoln Crescent and Cranwell Close.
- 2.5. Kirton in Lindsey is located off the A15, approximately 20 miles north of Lincoln and 10 miles south of Scunthorpe. The Site is located to the south of the town, which has good transport links from Kirton in Lindsey train station and direct links on the A15 to the north and south. The most northerly corner of the Site is approximately a 10 minute walk from the Kirton in Lindsey High Street and 25 minutes from the railway station with footways alongside the B1398.
- 2.6. The Site is in reasonable walking distance of a number of bus stops on Dunstan Hill. The town benefits from a good range of local amenities, including but not limited to a range of shops, restaurants, garden centre, a post office, pubs, a pre-school, a primary school (rated good by Ofsted), secondary school (rated good by Ofsted), a doctors' surgery, and regular bus services to the wider area.

## **Environmental Designations**

- 2.7. This section identifies the relevant planning considerations connected to the Site and the proposals including conservation areas, listed buildings, ancient monuments, tree protection orders (TPO) SSSI's, floodplain / flood risk zones, air quality management areas and ecology designations.

Planning Designations / Considerations	Site Address / Proximity to the Site
Conservation Areas	The Site does not fall within a Conservation Area. Kirton in Lindsey Conservation Area is located approximately 1 mile to the north west of the Site.
Listed Buildings	Grade II listed Sector Operations Building and blast walls fall within the Site boundary, along the north eastern border of the Site with the B1400. Grade II listed Control Tower is located to the south of the Site, outside the Site boundary.
Heritage Assets	None on or in close proximity to the Site.
Ancient Monuments	None on or in close proximity to the Site.
Tree Preservation Orders	None on or in close proximity to the Site.
AONB or Landscape Designation	None on or in close proximity to the Site.
SSIs/SSSIs	Cliff House SSSI is located approximately 2 miles to the southeast of the Site. Cliff Farm Pit SSSI, Cleatham Quarry SSSI and Manton Stone Quarry SSSI are located approximately 2 miles north of the Site.
Ecological Designations	None on or in close proximity to the Site.
Flood Risk Zone	Flood Zone I
Air Quality Management Area	None on or in close proximity to the Site.
Rights of Way (including PROW, bridleways etc.)	No Public Rights of Way are located within the Site.

## Project Description

2.8. The Proposed Development can be described as follows:

## Summary of Proposed Development

### Description of Development –

*“A hybrid planning application seeking outline permission for up to 220 dwellings and a medical centre (Use Class E(e)) with all matters reserved except for access, and full planning permission for 130 dwellings, formation of a vehicular access, engineering and ancillary works, creation of development platforms, provision of public open space and drainage infrastructure and a substation”*

**The Site Area – 13.54 hectare (33.4 acres)**

Use Class	Number of Units	Maximum Site Area (ha)	Maximum Floor Space (m <sup>2</sup> )	Maximum Building Height (m)	Maximum Car Parking Spaces
See description of development above and in project description	350 units	13.54 hectares	N/A	3 storey	In accordance with North Lincolnshire Councils parking standards
<b>TOTALS</b>	<b>13.54 hectares</b>				

- 2.9. The Proposed Development will consist of a hybrid application. Full planning permission is sought for 130 dwellings, formation of vehicular access, engineering and ancillary works, creation of development platforms, provision of public open space, and drainage infrastructure and substation. Outline planning permission is sought for up to 220 dwellings and a building dedicated to a medical centre (Use Class E (e)) with all matters reserved except for access.
- 2.10. This Planning Application is seeking permission for 350 dwellings in total. It is envisaged that the Proposed Development will provide a mix of 2, 3, 4, and 5 bedroom terrace, semi-detached and detached properties. Affordable housing will be designed to be tenure blind and clustered around the Site.



- 2.11. The Proposed Development will also incorporate large areas of green and blue infrastructure including public open space, green pedestrian and cycle routes, swales and dual-purpose drainage attenuation features.
- 2.12. The Site already benefits from a single point of access onto the B1400 (the eastern boundary) through the use of a simple T junction. In addition, the development will introduce a new access point on the B1400, to the north of the existing access. It is envisaged that the Proposed Development will deliver the same suite of highway improvement proposed as the previously approved scheme on this Site (application ref: PA/2017/1199), which consists of widening the existing footpath to the northern side of the B1400.

- 2.13. Grade II Listed Building is located along the eastern boundary and falls outside of the Site boundary and outside of the red line.

### Development Parameters

Scheme Parameter	Detail
Maximum number of units	350
Minimum amount of Public Open Space	21,513 sq meters

### Mitigation

- 2.14. A series of technical reports and assessments have been undertaken which have informed the indicative proposals and parameters plan for the Site and identify where necessary any proposed mitigation required. These can be controlled through approval of a parameters plan and or secured through planning condition to ensure detailed reserved matters include any required mitigation. These mitigation measures are detailed in the Criteria for Screening Schedule 2 Development Schedule.
- 2.15. The applicant has commissioned the following documents, which are relevant to this ES Screening Opinion, in support of the planning application:
- Planning Statement – Spawforths
  - Architectural Drawings and Plans Package – Spawforths
  - Design & Access Statement – Spawforths
  - Statement of Community Involvement – Spawforths
  - Viability Assessment – Spawforths
  - Ecology Report – RSK Biocensus
  - Transport Statement – DLP
  - Air Quality Assessment – RPS
  - Noise Assessment – RPS

- Heritage & Archaeology Statement – RPS
- Tree Survey – RPS
- Ground and Engineering Assessment – FLI
- Flood Risk & Drainage Assessment – Alan Wood & Partners

2.16. The reports will be submitted in support of the hybrid planning application. However, we are in receipt of draft reports which out a number of measures to manage and mitigate the potential environmental impacts associated with the proposed development. These are set out below:

Highways:

- 2.17. A Transport Assessment has been prepared by DLP. The report outlines that the proposed development would provide a sufficient level of parking across the site to align with likely car ownership information obtained from the Census 2021 data, and visitor parking set out in the North Lincolnshire Council parking guidelines. Furthermore, on-site layout and off-site improvements are proposed to assist in encouraging the use of sustainable modes of travel in conjunction with a Travel Plan, which will be implemented at the site.
- 2.18. Having due regard for local and national policy, the Transport Assessment has clearly demonstrated that residents would have opportunities to travel by sustainable modes, a safe and suitable access arrangement can be provided, and that the development will not lead to a severe impact on the surrounding highway network.
- 2.19. The proposed development will include off-site improvements between the site and existing facilities within Kirton in Lindsey have been included to encourage walking and cycling between the site, the town centre amenities and additional bus services available within the town and reflect those proposed as part of the previous consent. The improvement proposals also include the re-alignment of the B1400 to tie into the B1398 at a 90-degree angle with a 6m wide carriageway and 10 metres kerb radii to assist in reducing vehicle speeds and further improve the overall safety of the junction. At the junction would be a dropped kerb and tactile paving crossing with footways to connect into the existing infrastructure.

2.20. It has been demonstrated that the development will include off site improvements as part of the proposal, in order to mitigate any impacts on the wider area.

Air Quality:

2.21. An Air Quality Assessment has been undertaken by RPS Group to accompany the forthcoming hybrid planning application, to consider the air quality impacts from the construction phase and once the Proposed Development is fully operational.

2.22. A qualitative assessment of the potential impacts on local air quality from construction activities has been carried out for this phase of the Proposed Development using the IAQM methodology.

2.23. Detailed atmospheric dispersion modelling has been undertaken for the first year in which the development is expected to be fully operational, 2028. Pollutant concentrations are predicted to be well within the relevant health-based air quality objectives at the façades of both existing and proposed receptors. Therefore, air quality is acceptable at the development site, making it suitable for its proposed uses. The operational impact of the Proposed Development on existing receptors is predicted to be negligible taking into account the changes in pollutant concentrations and absolute levels. Using the criteria adopted for this assessment together with professional judgement, the operational air quality effects are considered to be 'not significant' overall. The predicted dust impact risk is classified as medium for Demolition, low for Earthworks and Construction and negligible for Trackout.

2.24. The proposed RAF Kirton in Lindsey development does not, in air quality terms, conflict with national or local policies, or with measures set out in North Lincolnshire Council's Air Quality Action Plan. There are no constraints to the development in the context of air quality.

2.25. The implementation of the highly recommended mitigation measures described in the IAQM construction dust guidance should reduce the residual dust effects to a level categorised as "not significant". The mitigation measures predominantly relate to the construction stage, which includes, but is not limited to:

- Communications – develop and implement a stakeholder communications plan that includes community engagement before work commences on site
- Dust Management Plan – to be approved by the LPA

- Site Management – record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Monitoring – regular site inspections to monitor Dust Management Plan compliance, recording results and making inspection log available to LPA when asked.
- Waste Management - avoid bonfires and burning of waste materials

#### Flood Risk:

- 2.26. Alan Wood & Partners have provided the Flood Risk and Drainage Assessment for the proposed development. The purpose of the report is to assess the development's risk from flooding and the suitability of the site in terms of drainage.
- 2.27. Due to the location of the site being within Flood Zone 1, it is assessed that there is no potential risk of flooding. Consequently, it is considered that no flood mitigation measures will need to be incorporated in the design of the development.
- 2.28. It is proposed that surface water run-off from the new dwellings will be discharged to the ground using appropriately sized soakaways. Foul water run-off from the development will be offered for adoption by the local Water Authority and will be discharged to the public sewer network under a Section 104 Agreement.

#### Ecology:

- 2.29. A Preliminary Ecological Appraisal has been produced by RSK Biocensus. The report confirmed that there are no statutory or non-statutory designated sites within 2 km of the site boundary. The site presents opportunities to enhance biodiversity, including creating green corridors and planting with native species. The potential for the site to achieve Biodiversity Net Gain (BNG) is the subject of a separate BNG report
- 2.30. There is suitable habitat on site for great crested newts, reptiles, bats and advice is given on further surveys and mitigation in the evaluation section. Birds are likely to nest on site, badgers and other species of principle importance such as hedgehogs are likely to use the site for foraging, recommendations are given on precautionary mitigation.

Trees:

- 2.31. An Arboricultural Impact Assessment has been undertaken by RPS Group to accompany the forthcoming hybrid planning application, to gather data on the trees and to prepare a Tree Constraints Plan that has been used in the design of the proposed residential areas. All trees inspected were categorised using BS5837:2012.
- 2.32. Recommended mitigation measures include:
- Tree Protection Barriers – erected to its final position during the pre-development periods of construction, and retained throughout the construction period
  - Construction Exclusion Zones – as defined by the protective fence line
  - Monitoring – inspection to confirm fencing installed in accordance with tree protection plans, with further visits carried out following implementation of the works on site.
  - Reporting – liaising with Councils on any arboricultural issues

### 3. Screening Assessment & Summary of Possible Environmental Effects

3.1. In determining whether the proposed development constitutes EIA development, consideration should be had to 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
- Would it lead to likely significant effects on the environment.

#### Schedule 1 Projects

3.2. 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

3.3. 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.

3.4. 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;
- World Heritage Sites and Scheduled Monuments.

3.5. 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.

- 3.6. The proposed development does not fall within Schedule 1 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (hereafter referred to as “the EIA Regulations”) where an Environmental Statement (ES) is mandatory. The site is not located in a sensitive area and therefore the thresholds should be applied. However, the proposals do fall within Schedule 2 of the EIA Regulations as an “Urban Development Project”. Refer to appropriate category of Schedule 2. See prompts below:
- 3.7. The Application Site falls within Schedule 2 (10) Infrastructure Projects – (b) Urban Development Project, in excess of one hectare of urban development which is not a dwelling house development, or includes more than 150 dwellings, or the overall area is in excess of five hectares. As the Proposed Development is for up to 350 dwellings, it falls within this category.
- 3.8. An Environmental Impact Assessment (EIA) is not needed however for every Schedule 2 project. The EIA Regulations and Planning Practice Guidance (PPG) are clear that an EIA is required for Schedule 2 projects only if they are likely to give rise to ‘significant effects on the environment’ by virtue of factors such as their nature, size or location.

### **Schedule 3**

- 3.9. 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.
- 3.10. Accordingly, this screening assessment has been prepared to determine whether the proposed development would be likely to result in significant environmental effects. In order to achieve this Schedule 3 of the EIA Regulations and the Planning Practice Guidance need to be taken into account.
- 3.11. Spawforths have assessed the proposals against the ‘selection criteria’ in Schedule 3 of the EIA Regulations for screening Schedule 2 development to assess whether this particular development is likely to have significant effects on the environment.

3.12. In terms of the key technical consideration our conclusions on the likely effects on the environment assessed against the criteria in Schedule 3 have been drawn from technical assessments provided by the Consultant Team advising LandIS.

3.13. The Consultant team advising is as follows:

- EIA Screening Coordinator – Spawforths
- Planning – Spawforths
- Design and Access Statement – Spawforths
- Masterplan / Parameters – Spawforths
- Ground and Engineering – FLI
- Traffic and Transportation – DLP
- Flood Risk and Drainage – Alan Wood & Partners
- Heritage and Archaeology – RPS
- Trees – RPS
- Air Quality – RPS
- Noise and Vibration – RPS
- Ecology – RSK Bio-Census

## Summary of Selection Criteria for Screening Schedule 2 Development Schedule

- 3.14. The table is based on Schedule 3 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

<b>Summary of Selection Criteria for Screening Schedule 2 Development</b> Based on Schedule 3 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017		
	<b>Issue to be considered</b> For works/development during demolition, construction, operation and decommissioning phases	<b>Likely/Unlikely Potential Impact</b> (i.e. is it likely to be an impact (yes/no) and why)
<b>Characteristics of Development</b>		
<b>Size and Design of the Development</b>		
1	Will the development be out of scale with the existing environment?	No, the Site is located within the settlement boundary and to the south of the main built up area. In addition, existing development surrounds the Site to the northeast and south. Residential properties are located on the B1400 opposite the Application Site and dwellings will be a maximum of 3 storeys in height, as such they will be smaller than the existing buildings on the Site. The indicative residential layout has been developed to align with streetscapes that are already established within Kirton in Lindsey.
2	Will it lead to further consequential development or works (e.g. new roads, extraction of aggregate, provision of new water supply, generation or transmission of power, increased housing and sewage disposal)?	As part of the proposed development will be outline planning consent, further reserved matters applications will be required to deliver these parts of the Site.  There are a number of existing buildings on Site associated with the Former RAF base which will be demolished, as part of the development proposals. This will not include the listed building, which is retained within its immediate setting.  Suitable visibility splays will be created along the B1400 to accommodate the three access points required to serve the Site  Connections into existing services and utilities will be required to facilitate development on the site. The Site can be accommodated within existing infrastructure without the requirement for significant upgrades.  This issue is not considered to be of sufficient weight in part or in combination with other considerations to require an EIA to be undertaken.

### The Cumulation With Other Development

3	<p>Are there potential cumulative impacts with other existing development or development not yet begun but for which planning permission exists?</p> <p>Cumulative is defined as:  <b><i>‘Those effects that result from additive impacts (cumulative) caused by other past, present or reasonably foreseeable actions together with the project itself’</i></b></p>	<p>The Site is a vacant, previously developed Site which is identified in both the Core Strategy and Emerging Local Plan as allocated for residential development. The Site benefits from a previous planning permission for residential development, however this has not been implemented and has expired.</p> <p>This previously developed area will be a significant source of housing supply for the district across the plan period.</p> <p>The Site occupies an important location in Kirton in Lindsey when approached from the south. However, any impact will be mitigated by appropriate high standard of design and comprehensive landscaping.</p> <p>An outline planning application for 302 dwellings was submitted at the site in July 2017 (Application Ref: PA/2017/1199). As part of the outline application, a Transport Assessment was submitted which considered the potential impact of the development in relation to an upper development scale of 320 dwellings. The report reviewed the local infrastructure for non-car travel and deemed the proposed on-site layout and off-site improvements would assist in encouraging the use of sustainable modes of travel in conjunction with a Travel Plan. A similar level of infrastructure improvements is proposed as part of this revised application.</p> <p>These impacts are not considered to be of sufficient weight in part or in combination with other considerations to require an EIA to be undertaken.</p>
4	<p>Should the application for this development be regarded as an integral part of a more substantial project? If so, can related developments which are subject to separate applications proceed independently?</p>	<p>This application should be considered on its own merits and stands alone. Notwithstanding this, the application site is an allocated in the Core Strategy (adopted 2011) and remains proposed for allocation in the Emerging Local Plan for residential use.</p>

### The Use of Natural Resources

5	<p>Will construction or operation of the development use natural resources such as land, soil, water, biodiversity, materials or energy, especially any resources which are non-renewable or in short supply?</p>	<p>Yes.</p> <p>The development will make use of a previously developed parcel of land in an urbanised area.</p> <p>The construction phase will involve the use of aggregates and energy.</p> <p>The scale and nature of the proposals will ensure that the development will not result in any significant effects on natural resources.</p> <p>These impacts are not considered to be of sufficient weight in part or in combination with other considerations to require an EIA to be undertaken.</p>
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### The Production of Waste

6	<p>Will the development produce wastes during demolition, construction or operation or decommissioning?</p>	<p>Yes.</p> <p>During the construction phase there will be construction waste.</p>
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		<p>Upon occupation there will be typical household waste and foul drainage.</p> <p>This issue is not considered to be of sufficient weight in part or in combination with other considerations to require an EIA to be undertaken.</p>
<p><b>Pollution and Nuisances</b></p>		
7	<p>Will the development 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>	<p>During construction the risk of contamination will be minimised by the Contractor and the use of a CEMP, risk assessment and appropriate working practices.</p> <p>The design of the site in its permanent state will include discharge of foul water (higher environmental risk) to the local public sewer network and surface water will discharge to ground via infiltration, as occurs now, via SuDS that will afford a water quality treatment.</p> <p>It is unlikely that the development will lead to risks to land and water, surface waters and groundwater.</p>
8	<p>Will the development release pollutants or any hazardous, toxic or noxious substances to air?</p>	<p>Based on the findings of the appraisal, there is no requirement for further assessment of potential air quality effects associated with the development of the Site. Furthermore, it is considered that the proposed development complies with national and local policy for air quality, and air quality issues are not considered a constraint to planning consent.</p> <p>A Construction Management Plan (CMP) will be produced to avoid, minimise, or mitigate any demolition/ construction effects on the environment and the surrounding community as a result of the Project</p> <p>It is unlikely that there will be an impact as a result of the development.</p>
9	<p>Is there a potential risk from:-</p> <ul style="list-style-type: none"> <li>• leachates</li> <li>• Escape of wastes or other products/by-products that may constitute a contaminant in the environment</li> </ul>	<p>A Construction Management Plan (CMP) will be produced to avoid, minimise, or mitigate any demolition/ construction effects on the environment and the surrounding community as a result of the Project.</p> <p>Further site investigation works, and subsequent monitoring will be undertaken, and mitigation measures amended as necessary.</p> <p>It is unlikely that there will be an impact as a result of the development</p>
10	<p>Will the development cause noise and vibration or release of light, heat energy or electromagnetic radiation?</p>	<p>During the construction process noise and vibration will occur from operation of equipment e.g. engines, ventilation plant, crushers and also from construction related traffic. These will be short term impacts which occur only during the demolition and construction phases.</p> <p><u>Construction Phase</u> - The construction phase of the development will require the use of noise and vibration generating equipment. However, the levels of noise and vibration will be minimised by implementing Best Practicable Means in the construction methods adopted. This may be controlled via planning conditions and/or a Construction Noise and Vibration Management Plan.</p> <p><u>Operational Phase</u> - Since the development is purely residential in nature, there are no significant sources of vibration proposed and thus no operational vibration impacts are expected.</p>

		<p>The development will generate noise as part of its operation, most likely due to additional vehicular movements on local roads. However, baseline sound survey data obtained on-site show that the dominant noise source in the area is local traffic, particularly vehicular movements on the B1398. It is unlikely that additional vehicle movements which arise due to the development will give rise to significant effects at existing receptors.</p>
<p><b>The Risk of Accidents, having regard in particular to substances or technologies used</b></p>		
11	<p>Will there be a risk of accidents during construction or operation of the development which could have effects on people or the environment (including the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge)?</p>	<p>Yes. During the demolition and construction stages of development period there will be risks of accidents related to the handling of potentially hazardous materials such as asbestos and other harmful materials which may be present in the existing building, there is also a risk that potentially contaminated soils are released into the local environment during abnormal weather events.</p> <p>The planning application will be accompanied by a detailed Flood Risk and Drainage Impact Assessment which will set out the risks and recommend mitigation. At this stage the site is assessed as having a low flood risk from all sources and the impact of climate change. Surface water will be managed by SuDS to provide the 4 pillars of SuDS (bio-diversity, amenity, water quality and water quantity). Foul water will discharge to a sewer that is likely to be adopted by Severn Trent and therefore the risk of accidental spillage is low. There is unlikely to be an impact as a result of the development in this regard.</p> <p>The site is located in Flood Zone I, lowest risk of flooding. Therefore the risk of a major flooding event causing an accident on site is low.</p> <p>A Construction Management Plan (CMP) including using best practice measures will be produced to avoid, minimise or mitigate any demolition/ construction effects on the environment and the surrounding community as a result of the Project. Best practice measure related to asbestos will be adopted if required.</p> <p>It is unlikely that there will be an impact as a result of the development</p>
12	<p>Will the development involve use, storage, transport, handling or production of substances or materials which could be harmful to people or the environment (flora, fauna, water supplies)?</p>	<p>No.</p> <p>The use of best practice construction methods can be controlled via a planning condition which requires the submission of a Construction Management Plan. The Construction Management Plan will remove this risk.</p>
<p><b>Other Characteristics</b></p>		
13	<p>Are there any potential physical changes (topography, land use, changes in water bodies etc..) from demolition, construction, operation or decommissioning of development?</p>	<p>Yes.</p> <p>The residential proposal involves a change in land use which comprises previously developed land, formerly occupied by a former RAF site, which ceased operating in 2014 and has lay empty and derelict since. The Site has areas that are overgrown with vegetation within areas of hard standing. The Site is largely screened from the highways which lie adjacent to the Site (B1400 and B1398). The nearest residential development is located opposite the Site to the northeast of the B1400.</p> <p>The Site abuts an established urban area and complements the surrounding land uses, whilst falling within the settlement boundary.</p>

		<p>Whilst this will have an urbanising effect, the residential development will be in character with the local area and will not result in any significant effects.</p> <p>The landform will broadly be retained as it currently exists, although through the usual construction activities of creating roads, sewers and infrastructure there will be physical changes to the site.</p> <p>This will include:</p> <ul style="list-style-type: none"> <li>• permanent or temporary change in land use, landcover or topography including increases in intensity of land use</li> <li>• clearance of existing land, vegetation &amp; buildings</li> <li>• creation of new land uses</li> <li>• pre-construction investigations e.g. boreholes, soil testing</li> <li>• construction or demolition works</li> <li>• temporary sites for construction workers</li> <li>• above ground buildings, structures or earthworks including linear structures, cut &amp; fill or excavations</li> <li>• underground works</li> <li>• new roads during construction or operation</li> <li>• new roads</li> <li>• new or diverted transmission lines or pipelines</li> <li>• transfers of surface water into the ground</li> <li>• changes in waterbodies or the land surface affecting drainage or run-off, mitigated by the drainage design principles as set out in the FRDA</li> <li>• transport of personnel or materials for construction, operation or decommissioning</li> <li>• influx of people to an area either temporarily or permanently</li> </ul> <p>It is unlikely to have an impact as a result of the development.</p>
14	Will the development result in social changes, for example, in demography, traditional lifestyles, employment?	<p>Yes.</p> <p>The development will provide a high-quality residential development, which includes opportunities for public open space as part of the housing proposals.</p> <p>There will be direct employment opportunities during the construction phase of the site and occupation of the housing which will increase spending in the local area, which will provide indirect employment opportunities.</p> <p>There is unlikely to be an impact as a result of the development.</p>
15	Will the development result in any changes to access to activities such as places such as work, shops transport, infrastructure, homes, sport or play facilities, open spaces, areas of public realm and schools etc...	<p>Yes.</p> <p>See Question 14 above.</p> <p>There is unlikely to be an impact as a result of the development.</p>
16	Will the development result in an increase demand for services related to health and well-being such as education and health?	<p>Yes.</p> <p>Proposals for residential development may generate demand for services related to health and well-being such as education and health. As part of the outline application, permission for a medical centre is sought.</p> <p>The development may potentially provide contributions towards health provision and education through a S106 agreement which will mitigate any impacts of the proposals.</p>

		This will result in a positive beneficial effect and will not result in any significant environmental effects.
17	Will the development result in any changes to the economy and employment?	<p>Yes. Anticipated positive changes.</p> <p>The development will provide high quality housing, including opportunities for public open space which recognises its surrounding context.</p> <p>There will be direct employment opportunities during the construction phase which will increase spending in the local area, which will provide indirect employment opportunities.</p> <p>The benefits of the cumulative development are therefore significant.</p>
<b>Location of Development</b>		
<b>The Existing and Approved Land Use</b>		
18	Are there existing or approved land uses on or around the location which could be affected by the development, e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, water catchments, functional floodplains, mining or quarrying?	<p>Yes.</p> <p>Whilst there are no existing uses within the red line boundary of the site, there are a number of existing uses on land around the development Site. These include:</p> <ul style="list-style-type: none"> <li>• The Vincent Hall, physical and recreational training centre (sports building with pitches in the grounds) – north-east.</li> <li>• Army Cadet Force building – north-east</li> <li>• Residential properties – north-east and north-west</li> <li>• Hurricane Industrial Estate – south</li> </ul> <p>Taking into account the separation distances between the Site and The Vincent Hall, Army Cadet Force Building and the residential properties to the north east, it is considered there would limited impact on these existing and established uses in terms of direct impact from physical development.</p> <p>The Hurricane Industrial site which borders the Land to the south is not considered to be a sensitive use. A noise impact assessment will be undertaken to investigate the potential impact of this existing use on the proposed residential development.</p> <p>An equestrian use has been approved on land to the south-west of the Site under planning application reference PA/2022/1997. It is considered that this would not represent a sensitive use in terms of impact on amenity, on land which benefits from strong landscaped screening.</p> <p>Ultimately, the Site is allocated for residential development under KIRH-3, with established boundaries and is well contained within the existing setting.</p> <p>The proposed development should have no impact on surrounding land from a flood risk and drainage perspective. Surface water will be dealt with on site and therefore at source and in accordance with local and national guidelines. Foul water will discharge to sewer at a rate and location agreed with Severn Trent as part of the pre-development enquiries.</p> <p>Any impact on existing uses on surrounding land can be mitigated by good master planning and use of landscape buffers.</p>
19	Are there any areas on or around the location which are occupied by sensitive	No. There are no sensitive land uses in close proximity to the Site. It is unlikely there will be an impact as a result of the development.

	land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected?	
20	Is the development located in a previously undeveloped area where there will be loss of greenfield land?	No, The Site is classified as previously development land. The Site is currently vacant and contains a number of buildings associated with its previous use as an RAF base including storage buildings and residential accommodation blocks. It is understood that the Site ceased operating as an RAF base in 2014, after being open and operational since the early 1940s. There will be no Greenfield land lost as part of the redevelopment of the Site.
21	Are there any plans for future land uses on or around the location which could be affected by the development?	No, none that we are aware of, having reviewed the planning portal for submitted planning applications and having reviewed the local development plan. It is unlikely there will be an impact as a result of the development.

### The Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources in the Area

22	Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the development?	<p>No. The Site is located in on a site allocated for housing, which is currently occupied by buildings relating to the previous RAF base use. It is therefore previously developed land.</p> <p>Groundwater will be protected by the use of shallow infiltration and SuDS.</p> <p>Foul water will discharge to a positive sewerage system under the control of Severn Trent.</p> <p>There are no important, high quality or scarce resources which could be affected by the development.</p> <p>It is unlikely there will be an impact as a result of the development.</p>
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### The Absorption Capacity of the Natural Environment

Paying particular attention to the wetlands; coastal areas; mountains and forest areas; nature reserves and parks; areas designated by Member States pursuant to Council Directive 2009/147/EC on the conservation of wild birds(a) and Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora(b); areas in which the environmental quality standards laid down in EU legislation have already been exceeded; densely populated areas; and landscapes of historical, cultural or archaeological significance

23	Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the development?	<p>No. The proposal for a residential scheme on a site allocated for housing is considered to be suitable.</p> <p>There are no internationally or nationally designated ecological sites within 1km of the Site. The closes SSSI is 3km from the Site.</p> <p>The Site is not located within a conservation area, nor are there any ancient monuments on or within close proximity to the Site.</p> <p>There is a Grade II listed Sector Operations Building and blast walls fall within the Site boundary, along the north eastern border of the Site with the B1400, and the Grade II listed Control Tower is located to the south of the Site, outside the Site boundary.</p> <p>It is assessed that neither Grade II listed building will be directly impacted by the proposed development.</p> <p>It is unlikely there will be an impact as a result of the development.</p>
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24	<p>Are there any other areas on or around the location which are important or sensitive for reasons of their ecology</p> <ul style="list-style-type: none"> <li>• wetlands, watercourses or other waterbodies (including riparian areas, river mouths)</li> <li>• the coastal zone and marine environment</li> <li>• mountains, forests or woodlands</li> <li>• nature reserves and parks</li> <li>• European Sites and other areas classified or protected under national legislation</li> </ul>	<p>An ecological appraisal and Phase I Habitat Survey was carried out in May 2016 by RSK.</p> <p>There are no internationally or nationally designated sites within the 2km search area. It was confirmed that no designated sites will be affected by the development.</p> <p>Cliff House SSSI is located approximately 3km to the southeast of the Site. Cliff Farm Pit SSSI, Cleatham Quarry SSSI and Manton Stone Quarry SSSI are located approximately 3km north of the Site.</p> <p>There are no non-statutory ecological sites or designations within close proximity to the Site,</p> <p>The locally designated sites share no ecological connectivity with the site, no impacts are anticipated from the development.</p> <p>No non-native invasive plants were recorded on the site.</p> <p>The site presents opportunities to enhance biodiversity, including creating green corridors and planting with native species</p> <p>It is unlikely there will be an impact as a result of the development.</p>
25	<p>Are there any areas on or around the location in which species and habitats of Local Biodiversity Action Plan importance are present?</p>	<p>An ecological appraisal and Phase I Habitat Survey was carried out in May 2016 by RSK.</p> <p>The amenity-turf, rough grassland, ornamental shrubbery, plantation woodland and ruderal vegetation types described in the report are all common and widespread in Lincolnshire and in lowland Britain generally. They are all habitat types that can easily be replaced or newly created.</p> <p>It is unlikely there will be an impact as a result of the development.</p>
26	<p>Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected?</p>	<p>An ecological appraisal and Phase I Habitat Survey was carried out in May 2016 by RSK.</p> <p>It is recommend that clearance of any suitable vegetation or the building should be carried out outside the bird breeding season (March to August inclusive), or will require supervision by an ecologist. Furthermore, the buildings at the site should be inspected for evidence of nesting birds, including Barn Owls, prior to their demolition.</p> <p>It is unlikely there will be an impact as a result of the development.</p>
27	<p>Are there any inland, coastal, marine or underground waters on or around the location which could be affected?</p>	<p>No, there are none of these features on site or in the immediate vicinity. Foul water will be disposed of to sewer as agreed with Severn Trent and surface water will discharge to ground via SuDS..</p> <p>It is unlikely to be an impact as a result of the development.</p>
28	<p>Is the area identified as an area at risk of flooding?</p>	<p>No. The Environment Agency flood map indicates that the Site is located within Flood Zone 1 with no significant risk or record of fluvial flooding. The technical guidance to The Framework on flood risk establishes that the application proposals constitute less vulnerable uses and confirms that they are therefore appropriate within Flood Zone 1. The proposed development is classed as 'Less Vulnerable' according to Table 2 of the PPG (Flood Risk &amp; Coastal Change). There are no historical records of any flooding within the application site. The development should therefore not be considered a flood risk.</p>

		It is unlikely there will be an impact as a result of the development.
29	Are there any groundwater source protection zones or areas that contribute to the recharge of groundwater resources?	None have been none identified by the Drainage Consultant.  It is unlikely there will be an impact as a result of the development.
30	Are there any areas or features of high landscape or scenic value on or around the location which could be affected?	None have been none identified.  It is unlikely there will be an impact as a result of the development.
31	Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected?	No. There are no public rights of way, bridleways or foot paths which run through the Site. There are no local routes or facilities which are used for public to access recreation or other facilities. The nearest facilities include Kirton in Lindsey Primary School, Kirton in Lindsey Surgery and Kirton in Lindsey Town Centre are all located circa 1.2 to 1.5km to the north and can be accessed via a continuous footway. The proposals would include improved sections of the existing footway infrastructure along the B1400 and B1398 and crossings to enhance pedestrian travel.  Furthermore, there are no recreation facilities on the Site.  It is unlikely there will be any impact as a result of the development.
32	Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected?	DLP have provided a technical note to inform the Environmental Screening.  Paragraph 018 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 guidance provides a screening matrix for new developments. In relation to Highways, Chapter 13 'Transport and Access' and Chapter 16 'Cumulative Effects' sets out three screening criteria questions which are set out below:  <ul style="list-style-type: none"> <li>• 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?</li> <li>• 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?</li> <li>• Could this project together with existing and/or approved development result in cumulation of impacts together during the construction/operation phase?</li> </ul> <p>As part of the outline application, a Transport Assessment was submitted which considered the potential impact of the development in relation to an upper development scale of 320 dwellings. The report reviewed the local infrastructure for non-car travel and deemed the proposed on-site layout and off-site improvements would assist in encouraging the use of sustainable modes of travel in conjunction with a Travel Plan. A similar or better level of infrastructure improvements would also be proposed as part of this revised application.</p> <p>The 2017 Transport Assessment also considered the potential impact of the development on the local highway network, assessing the operating capacity at 8 junctions in both the morning and evening peak periods. This concluded that there would be a maximum RFC (Ratio to Flow Capacity) of 0.44 in the '2028 Future Year with Proposed Development' scenario, where 0.85 RFC and above is seen to indicate when a junction might start to result in occasional delays / queuing traffic. As such it was demonstrated that the</p>

development of up to 320 dwellings would have no detrimental effect on the operating capacity of the junctions on the local highway network.

The B1400 in the vicinity of the site is a lightly trafficked rural road that is bound by a grassed verge at the southern edge (site frontage) and a footway segregated by a verge at the northern it. The B1400 is subject to a 40mph speed limit, increasing to the national speed limit at the easternmost junction with York Road. To the immediate east of the site is the Hurricane Industrial Park which received planning consent to operate as circa 17,200sqm of B8 land use over several planning applications since 2017 and is now fully operational.

To accommodate the likely, change from a rural road to potentially active frontage with the residential development, a package of improvement works would be proposed on the B1400. This would include widening the existing footway on the northern side of B1400 between the junction with York Road and the B1400 / B1398 junction and providing a new footway on the southern side of the B1400 along the site frontage to extend to the Hurricane Industrial Park, with a dropped kerb and tactical paved crossing. The improvements would also include the re-alignment of the junction between the B1400 and B1398 South Cliff Road, which will assist in reducing vehicle speeds and further improve the overall safety of the junction. These off-site improvements have been included to encourage walking and cycling between the site and the existing facilities within Kirton in Lindsey, and therefore the impact on public access to key facilities would be improved as part of the proposals.

In relation to the traffic impact, the proposed development would represent an increase of 30 dwellings to what was previously assessed in the 2017 Transport Assessment. This is equivalent to an additional 19 two-way vehicular trips during the busiest peak period. As previously set out above, the 2017 Transport Assessment showed no congestion on the local highway network when considering a 2028 Future Year with 320 proposed dwellings scenario, with a maximum operating RFC of 0.44. Therefore the addition of 19 vehicular trips would not materially change this, meaning that the development would not result in any congestion on the local highway network.

Whilst no assessment was made of the Hurricane Industrial Park during the 2017 Transport Assessment, the cumulative impact of this committed development has been considered as part of this screening opinion. On review of the supporting Highways Technical Note prepared for the adjacent site (Planning Application PA/2017/1137), the combined committed development could generate in the region of 76 two-way vehicular trips during the busiest peak period. The Local Highway Authority confirmed at that time that there was sufficient capacity within the local road network to accommodate this increase in vehicular trips. As such, the combined increase in vehicular trips would also not materially change this.

There are no local transport routes which are susceptible to congestion or cause environmental problems. Junction capacity tests were undertaken in the Transport Assessments for the previous consent of 302 dwellings which confirmed that all the 7 junctions modelled would operate well within theoretical capacity in the 2028 scenario. The updated baseline traffic surveys undertaken in 2023 do not show any significant changes since the 2016 surveys and therefore the increase of 42 additional dwelling would not materially change the capacity results.

The Site is not within an Air Quality Management Area – therefore there are no related implications or constraints on the Site.

Overall in considering the above and the guidelines set out in the ES Regulations 2017, and that the scheme for 320 dwellings has previously

		been deemed acceptable, it is not considered that an EIA Transport Chapter would be required at the site.
33	Is the development in a location where it is likely to be highly visible to many people?	<p>Existing trees and vegetation on the boundaries and within the site will be retained where possible, in order to maintain the existing natural screening of the Site from the surrounding highways and viewpoints.</p> <p>The development will be visible, however the design of the development is considered to be wholly appropriate to its setting.</p> <p>It is unlikely there will be an impact as a result of the development.</p>
34	Are there any areas or features of historic or cultural importance on or around the location which could be affected?	<p>With the exception of the two Grade II listed buildings as noted in section 2.7 of this document, there are no other listed buildings, heritage assets, ancient monuments or sites of archaeological significance within close proximity to the Site.</p> <p>It is considered that the proposed development will have no direct or indirect adverse impacts on the Grade II listed Operations Room and Control Tower buildings.</p> <p>It is unlikely there will be an impact as a result of the development.</p>
35	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?	<p>The Proposed Development is expected to result in a negligible impact associated with the operational phase traffic on nearby receptors. Based on the assessment significance criteria, the residual effects of the Proposed Development are considered to be not significant for all pollutants considered. As such, in accordance with the assessment criteria, additional mitigation is not required.</p> <p>There are no areas on or around the location which are already subject to environmental damage which will be affected by the proposals.</p> <p>It is unlikely that there will be an impact as a result of the development.</p>
36	Is the location of the development susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the development to present environmental problems?	<p>None have been identified by the Drainage Consultant.</p> <p>The site is also located in Flood Zone I in the EA Flood Risk maps. Flood Zone I is land at the lowest risk from flooding. There are potential issues with flooding from ground water. However it is considered that this can be managed through appropriate measures during the construction process.</p> <p>It is unlikely there will be an impact as a result of the development.</p>
37	Is the area urbanised and is it densely populated? Would the development have an urbanising effect?	<p>No. The Site is allocated for residential development under KIRH-3, with the principle of residential development established as acceptable on the Site. The allocation for within the Current and Emerging Local Plan is for 300-302 dwellings, with the proposed application seek consent for up to 350 dwellings.</p> <p>The proposal is considered to be appropriate for its setting. It is unlikely there will be an impact as a result of the development.</p>

## Summary of Interaction of Characteristics of the Potential Impact

Issue to be considered	Likely/Unlikely Potential Impact (i.e. is it likely to be an impact (yes/no) and why)
<b>The Extent of the Impact</b> (geographical area and size of the affected population)	
38	<p>Will the effect extend over a large area?</p> <p>No. The Site measures 13.54 hectares (33.4 acres) in size. The Site is allocated for residential development under KIRH-3. Furthermore, outline consent for 302 dwellings was previously approved under Application Reference PA/2017/1137. The principle of residential development of this scale on the Site is established as acceptable.</p> <p>The proposal is suitable for the context of the market town, with no other towns within a 5km radius.</p> <p>It is unlikely there will be any impact as a result of the development.</p>
39	<p>Will many people be affected?</p> <p>According to 2021 Census data, Kirton in Lindsey has a population of 3,300. The Site is situated 250m south of the town, and will unlikely directly impact many of the population. However, there are a number of residential properties to the north-east of the Site, situated on York Road, Lincoln Crescent, Bircham Crescent and Cranwell Close.</p> <p>The construction process will be managed through a Construction Management Agreement to minimise the disturbance to members of the public and surrounding residential properties.</p> <p>It is unlikely there will be any impact as a result of the development.</p>
<b>Transboundary Nature of the Impact</b>	
40	<p>Will there be any potential for transboundary impact?</p> <p><i>(Development which has a significant effect on the environment in another Member State is likely to be very rare. It is for the Secretary of State/Scottish Ministers/Welsh Ministers to consider whether there is likely to be such an effect in each case).</i></p> <p>The development is not transboundary.</p> <p>It is unlikely there will be any impact as a result of the development.</p>
<b>The Magnitude and the Complexity of the Impact</b>	
41	<p>Will there be a large change in environmental conditions?</p> <p>No. The proposal for a residential scheme on a site allocated for housing. The site has already been deemed acceptable for housing.</p> <p>It is unlikely there will be any impact as a result of the development.</p>

<b>Issue to be considered</b>		<b>Likely/Unlikely Potential Impact</b> (i.e. is it likely to be an impact (yes/no) and why)
42	Will the effect be unusual in the area or particularly complex?	No. The proposal for a residential scheme on a site allocated for housing. The site has already been deemed acceptable for housing.  It is unlikely there will be any impact as a result of the development.
43	Will many receptors other than people (fauna and flora, businesses, facilities) be affected?	No. The proposal for a residential scheme on a site allocated for housing. The site has already been deemed acceptable for housing.  There are no internationally or nationally designated ecological sites within 1km of the Site. The closes SSSI is 3km from the Site.  There are a number of trees on Site, however none of which benefit from a Tree Preservation Order, or protection through being within a Conservation Area.  It is unlikely there will be any impact as a result of the development.
44	Will valuable or scarce features or resources be affected?	No. There are no such scarce features or resources situated on the Site or within the locality.  It is unlikely there will be any impact as a result of the development.
45	Is there a risk that environmental standards will be breached?	Yes. During the construction phase there is a risk that environmental standards will be breached. However, a strict construction site environment management plan will be put in place to prevent this from happening and mitigate any breaches if they occur. It is unlikely there will be an impact as a result of the development.
46	Is there a risk that protected sites, areas, features will be affected?	No. The proposals are for a mixed use scheme of a nature which is suitable to City Centre use. There are no protected sites, areas or features which could be reasonably affected by the proposals. It is unlikely there will be an impact as a result of the development.
<b>The Probability of the Impact</b>		
47	Is there a high probability of the effect occurring?	No. The proposal for a residential scheme on a site allocated for housing. The site has already been deemed acceptable for housing.  It is unlikely there will be any impact as a result of the development.

<b>Issue to be considered</b>		<b>Likely/Unlikely Potential Impact</b> (i.e. is it likely to be an impact (yes/no) and why)
48	Is there a low probability of a potentially highly significant effect?	No. The proposal for a residential scheme on a site allocated for housing. The site has already been deemed acceptable for housing.  It is unlikely there will be any impact as a result of the development.
<b>The Expected Onset, Intensity, Duration, Frequency and Reversibility of the Impact</b>		
49	When is the effect expected? Will the effect continue for a long time?	No. The proposal for a residential scheme on a site allocated for housing. The site has already been deemed acceptable for housing.  It is unlikely there will be any impact as a result of the development.
50	Will the effect be permanent rather than temporary?	No. The proposal for a residential scheme on a site allocated for housing. The site has already been deemed acceptable for housing.  It is unlikely there will be any impact as a result of the development.
51	Will the impact be continuous rather than intermittent?	No. The proposal for a residential scheme on a site allocated for housing. The site has already been deemed acceptable for housing.  It is unlikely there will be any impact as a result of the development.
52	If intermittent, will it be frequent rather than rare?	No. The proposal for a residential scheme on a site allocated for housing. The site has already been deemed acceptable for housing.  It is unlikely there will be any impact as a result of the development.
53	Will the impact be irreversible?	No. The proposal for a residential scheme on a site allocated for housing. The site has already been deemed acceptable for housing.  It is unlikely there will be any impact as a result of the development.
54	Will it be difficult to avoid or reduce or repair or compensate for the effect?	No. The proposal for a residential scheme on a site allocated for housing. The site has already been deemed acceptable for housing.  It is unlikely there will be any impact as a result of the development.

## Conclusion

Is the proposal EIA Development?

**No. The proposal is a schedule 2 development. However, for the reasons set out above, the development is not likely to have significant environmental effects and is therefore not considered to be EIA development. As such an Environmental Statement is not required.**

## 4. Conclusions

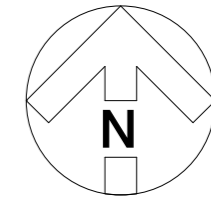
- 4.1. The screening assessment has considered whether the proposed development of up to 350 residential dwellings and Commercial E Use Class Building at the Former RAF base in Kirton in Lindsey is likely to give rise to significant effects on the environment.
- 4.2. The proposed development falls within Schedule 2, 10 (b) of the EIA Regulations, as an urban development project. The site is not located within a sensitive area as defined by the EIA Regulations but it falls above the indicative criteria and screening thresholds at more than 150 dwellings.
- 4.3. The Applicant is committed to deliver a range of measures embedded into the scheme proposals and through mitigation/ avoidance/ pre-cautionary measures directed at highways, flood risk and drainage, ground (and contamination), heritage, archaeology, noise, air quality and ecology.
- 4.4. Regarding the indicative criteria and thresholds identified in the PPG (set out in Table 3 above) the proposed development is not considered to be of a significantly greater scale than surrounding uses, nor the types of impact anticipated to be markedly different nature and a high level of contamination is not anticipated. The residential proposals would not result in significant effects or contribute to significant effects in cumulation with other development in the area.
- 4.5. It is considered that the principal environmental effects will relate to construction and operational increases in traffic movements and associated noise and air quality emissions, although as set out in Table 3 above, these effects could be managed in accordance with standard methods, including the implementation of a Construction Management Plan and an appropriately designed residential scheme.
- 4.6. In summary, the 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 small scale and 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.
- 4.7. On the basis of the recommendations contained within supporting technical assessments and in the context of Schedule 3 of the EIA Regulations and the PPG, it is our considered opinion

that an EIA is not required. Whilst the planning application would therefore not be accompanied by an Environmental Assessment, it will be accompanied by distinct technical information relating to traffic and highways, landscaping, noise, air quality, flood risk and drainage, ecology, heritage and archaeology, and ground conditions (including contamination) to assess the possible effects on the environment.

- 4.8. On the basis of the above information we would ask that the Local Planning Authority, should it accept our analysis, issue a Screening Opinion to the effect that the proposals are not EIA development and therefore do not require an ES to be produced prior to proceeding to determine the forthcoming planning application.
- 4.9. We request that your formal view on this issue is received within the three week period as outlined within Part 2, Regulation 6(6)(a) of the EIA Regulations. In line with Regulation 5(5) of the EIA Regulations, we understand that your Screening Opinion will state the main reasons for your conclusion with reference to the relevant criteria listed in Schedule 3; and where you agree that the development is not EIA, state any features of the proposed development and measures proposed to avoid, or prevent what might otherwise have been significant adverse effects on the environment.
- 4.10. In accordance with Regulation 28 of the EIA Regulations, a copy of this Screening Request along with the Authority's Screening Opinion and accompanying statement of reasons is placed on the Public Register by the Authority.

## 5. Appendices

## **Appendix I – Site Location Plan**



**PLANING APPLICATION BOUNDARY**



Revision | -    Drawn | -    Reviewed | -    Date | -

planners | urbanists | architects



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Client Name

**LANDIS**

Project Title

**KIRTON IN LINDSEY**

Drawing Title

**LOCATION PLAN**

Drawn By	Reviewed By	Scale @ A2	Date
	<b>MB</b>	<b>2500</b>	<b>XII 2022</b>

Drawing No.	Revision
<b>P4481 SPA XX ZZ DR A 20 010</b>	

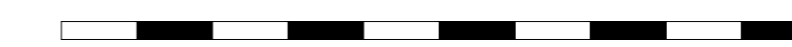
PROJECT NO.	COMPANY	ZONE	LEVEL	TYPE	ROLE	NUMBER
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File Path

Important notice:  
Do not scale off this drawing. Critical dimensions should be checked on site prior to works commencing. Dimensional conflicts should be brought to the company's attention as soon as they become apparent. Failure to do so could render the contractor liable for subsequent losses. Copyright in this drawing and any work executed from this drawing remains the property of Spawforths.

# LOCATION PLAN

0m 25 50 75 100 125 150 175 200 225 250



1:2500