

**THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS
2017 SCREENING MATRIX**

1. CASE DETAILS			
Case Reference	F/24/97188	Brief description of the project / development	Creation of headquarters for Hampshire Isle of Wight Air Ambulance (HIOWAA) and other healthcare services to include offices; the creation of a helipad; change of use and minor alterations to existing building to form a mixed use comprising B2, B8, E(e) and E(g); and other associated works.
Applicant	HAMPSHIRE & ISLE OF WIGHT AIR AMBULANCE		
LPA	Eastleigh Borough Council		
2. EIA DETAILS			
Is the project Schedule 1 development according to Schedule 1 of the EIA Regulations?		No	
If YES, which description of development (THEN GO TO Q4)			
Is the project Schedule 2 development under the EIA Regulations?		Yes	
If YES, under which description of development in Column 1 and Column 2?		10.e - Construction of airfields (i) The development involves an extension to a runway; or (ii) the area of the works exceeds 1 hectare.	
Is the development within, partly within, or near a 'sensitive area' as defined by Regulation 2 of the EIA Regulations?		Yes	
If YES, which area?		Near River Itchen SAC and SSSI	
Are the applicable thresholds/criteria in Column 2 exceeded/met?		Yes, partly.	
If yes, which applicable threshold/criteria?		The area of the works exceeds 1 hectare. The area is 1.04 ha.	
3. LPA/SOS SCREENING			
Has the LPA or SoS issued a Screening Opinion (SO) or Screening Direction (SD)? (In the case of Enforcement appeals, has a Regulation 37 notice been issued)		No	
If yes, is a copy of the SO/SD on the file?			
If yes, is the SO/SD positive?			
4. ENVIRONMENTAL STATEMENT			
Has the appellant supplied an ES for the current or previous (if reserved matters or conditions) application?		No	

WHEN COMPLETING THIS DOCUMENT IN RELATION TO AN ENFORCEMENT APPEAL, THE UNDERSIGNED OFFICER HAS HAD REGARD TO THE PROJECT AS ALLEGED IN THE RELEVANT ENFORCEMENT NOTICE WHEN REFERRING TO THE PROJECT / DEVELOPMENT.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))	
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact? If the finding of no significant effect is reliant on specific features or measures of the project envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment these should be identified in bold.	
5. NATURAL RESOURCES				
5.1 Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the topography of the area?	No	The building is existing and only minor changes will be made with no/little excavations to the ground.	Yes / No / N/A	Reasons
5.2 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?	No	None in short supply.		
5.3 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?	No	The site area is an existing building and existing hardstanding.		
6. WASTE				
6.1 Will the project produce solid wastes during construction or operation or decommissioning?	No	NA		

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7. POLLUTION AND NUISANCES		
7.1 Will the project release pollutants or any hazardous, toxic or noxious substances to air?	No	Some element of fuel will be used for the helicopters but not to an hazardous extent.
7.2 Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	Yes	Noise will be created by the helicopters, most notably through take-off and landing.
7.3 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?	Yes	There is the potential for fuel to be spilled on the ground when re-fuelling is taking place for the helicopter.
7.4 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?	No	
8. POPULATION AND HUMAN HEALTH		
8.1 Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	Yes	There is the potential for a helicopter crash accident.
8.2 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)	No	Pollutants unlikely and would not affect human health.

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9. WATER RESOURCES		
9.1 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?	No There are no water resources on site.	
10. BIODIVERSITY (SPECIES AND HABITATS)		
10.1 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))).	No	
10.2 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?	No There is little habitat on site and due to the location adjacent to the airport, it is unlikely sensitive species would favour this location.	

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11. LANDSCAPE AND VISUAL		
11.1 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? ¹ Where designated indicate level of designation (international, national, regional or local).	No The site is within 10km of the nationally designated South Downs National Park but this proposal would not change the physical landscape of the site.	
11.2 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?)	No The site is situation on a no-through road and would not be commonly seen from the general public.	
12. CULTURAL HERITAGE/ARCHAEOLOGY		
12.1 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).	No There are no culturally significant features within close proximity to the site.	

¹ See question 8.1 for consideration of impacts on heritage designations and receptors, including on views to, within and from designated areas.

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13. TRANSPORT AND ACCESS		
13.1 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?	No The site is on and surrounded by private land where the public are not allowed access. The site is adjacent to the airport runway where access is restricted at all times.	
13.2 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?	No	
14. LAND USE		
14.1 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, forestry, tourism, mining, quarrying, facilities relating to health, education, places of worship, leisure /sports / recreation.	No	
14.2 Are there any plans for future land uses on or around the location which could be affected by the project?	No	
15. LAND STABILITY AND CLIMATE		
15.1 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?	No	

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16. CUMULATIVE EFFECTS		
16.1 Could this project together with existing and/or approved development result in cumulation of impacts together during the construction/operation phase?	No	
17. TRANSBOUNDARY EFFECTS		
17.1 Is the project likely to lead to transboundary effects? ²	Yes Located adjacent to Southampton City Council's boundary.	No A submitted Noise Impact Assessment has concluded the operations will have No Observed Adverse Effect.

² The Regulations require consideration of the transboundary nature of the impact. Due to the England's geographical location the vast majority of TCPA cases are unlikely to result in transboundary impacts.

18. CONCLUSIONS – ACCORDING TO EIA REGULATIONS SCHEDULE 3

The development is not Schedule 1 development but falls under Schedule 2 of the EIA Regulations and is not located within a sensitive area as defined in Regulation 2(1).

The thresholds set out in column 1 of the table in Schedule 2 for category 10 (e) for the creation of an airfield where this site is 1.04 hectares (ha) and exceeds the Column 2 1 ha threshold set under 2017 EIA Regulations. This means the proposal could constitute Schedule 2 development subject to the selection criteria as identified in Schedule 3 of the Regulations.

The development would not be likely to have any significant effects on the application site or its immediate surroundings, nor do the characteristics and location of development indicate that the development is likely to give rise to significant environment effects. The site is not located in a sensitive area as defined by the EIA Regulations and it is considered that the potential for significant effects on the environment is low.

A Noise Impact Assessment has been submitted and approved due to its close proximity to potential sensitive uses. This will be controlled through the planning application process, though the use of planning conditions.

Accordingly, the screening assessment has identified that significant effects on the environment are not considered likely either alone or in combination with other development and, therefore, it is the opinion of Eastleigh Borough Council as the Local Planning Authority that the proposed development does not constitute EIA development as defined by the Regulations.

19. SCREENING DECISION

If a SO/SD has been provided do you agree with it?	NA
Is it necessary to issue a SD?	NA
Is an ES required?	No

20. ASSESSMENT (EIA REGS SCHEDULE 2 DEVELOPMENT)

OUTCOME

Not likely to have significant effects on the environment

ES not required

21. REASON FOR SCREENING

Exceeds Schedule 2 threshold and as part of the application process.

NAME

Rachael Morris

DATE

22/05/2024