

Town and Country Planning (Environmental Impact Assessment) Regulations 2011

Request for a “Screening Opinion” in respect of the following development:

<p>Proposed Development:</p> <p>Formation of a Taxiway at Tatenhill Airfield</p>
<p>Introduction:</p> <p>The Council has been consulted on the above development, which is proposed to be carried out as being permitted under Part 18 of the Town and Country Planning (General Permitted Development) Order 1995, by the relevant airport operator, Tatenhill Aviation Ltd. Details of the proposed development have been provided by means of plans sent with an letter dated the 25th July 2012, and additional information received on the 27th July 2012. Having regard to Article 3(10) of the GPDO, in the case of development which is Schedule 1 or Schedule 2 development within the meaning of the EIA Regulations, development is not permitted unless one of three conditions is satisfied, one of which is the adoption by the local planning authority of a screening opinion under Regulation 5 of the EIA Regulations that the development is not EIA development.</p>
<p>Schedule 1: <input type="checkbox"/> No Schedule 2: <input type="checkbox"/> Yes</p> <p>The development proposed does not in itself fall within any of the descriptions listed in paragraphs 1 to 12 of Column 1 of Schedule 2 of the EIA Regulations, but it is a proposal to change an existing development, namely Tatenhill Airfield, which falls within the description at paragraph 10(e) and has an area exceeding 1 hectare. The Council takes the view that, as a proposal to change an existing airfield with an area exceeding 1 hectare, the proposed development is to be regarded and treated as Schedule 2 development.</p>
<p>Town and Country Planning (Environmental Impact Assessment) Regulations 2011</p> <p>In respect of Schedule 2 development, an assessment will only be required if the development, or the existing impact of the use of the land as modified by the development is likely to have significant effects on the environment by virtue of factors such as its nature, size or location. The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 require regard to be had to Schedule 3 of the Regulations when considering whether an Assessment should be required, including the following:</p> <ol style="list-style-type: none">1. Characteristics of the development – size of the development, cumulative effects with other development, use of natural resources, production of waste,

pollution and nuisances, risk of accidents with regard to substances or technologies utilised.

2. Location of the development: the environmental sensitivity of geographical areas likely to be affected must be considered, in particular
- the existing land use,
 - the relative abundance, quality and regenerative capacity of natural resources,
 - the absorption capacity of the natural environment, with particular emphasis to the following areas:
 - (i) wetlands
 - (ii) coastal zones
 - (iii) mountain and forest areas
 - (iv) nature reserves and parks
 - (v) areas designated by Member states
 - (vi) where environmental quality standards have been laid down in Community legislation and have been exceeded
 - (vii) densely populated areas
 - (viii) landscapes of historical, cultural or archaeological importance.
3. Characteristics of the potential impact, with regard to :
- The extent of the impact
 - Transfrontier nature of the impact
 - Magnitude and complexity of the impact
 - Probability of the impact
 - Duration, frequency and reversibility of the impact

In assessing whether an Environmental Assessment will be required under schedule 2 category 13 (a) the impact of the proposed development must be considered in the context of the existing development/use of the land, and the cumulative impact of any repeated small extensions.

Assessment:

The proposed works upon which the Council have been consulted is the formation of a taxiway measuring 135m x 11m to allow aircraft to cross over an area over grassland that is regularly waterlogged, The owners of the Airfield, namely Tatenhill Aviation Ltd, have advised that the taxiway is needed for the efficient use of the airfield by existing users, and will not result in an increase in air traffic from the site

Tatenhill Aviation Ltd has also confirmed that there has been no change in circumstances over the past 12 months which would result in the loss of their status as a 'relevant airport operator'.

The physical scale of the taxiway is modest in the setting of the existing airfield, and it adjoins existing areas of hard-standing and buildings relating to the airfield. The taxiway is not of sufficient length to enable the take-off and landing of aircraft, and does not have any significant urbanising effect on the area. The Local Planning Authority considers that there will not be a significant increase in the frequency or type of air traffic relating to creation of the taxiway, or from the cumulative impact of

this, and previously permitted developments. The development will not involve large scale construction works, and as such there is no more than a local visual impact. The site is not located in an environmentally sensitive location (in terms of the Regulations) nor is the development proposed complex or potentially hazardous. There is no proposal to extend the runway, while the area of land to be taken up by the proposal is significantly less than 1ha.

Given the above it is considered by the Council that the environmental effects of the development, including the cumulative impact of the proposal in the context of the existing land use, and previous permissions and works, are not such that the development is likely to have significant effects on the environment by virtue of factors such as its nature, size or location or in any other manner, and therefore a formal Environmental Statement will not be required.

Recommendation:

A formal screening opinion be adopted that the development consulted on is not EIA development.

Planning Delivery Team Leader/Planning Manager comments:

The following decision is made by the undersigned in accordance with powers delegated to the undersigned under the provision of S101 of the Local Government Act 1972.

The development as proposed is not EIA development and no Environmental Statement is required.

Team Leader/Planning Manager

Signature:

Date:

Stalby
24/8/12.

