

Land east of College Road, Campdown, Purbrook

784-B038823

Environmental Statement: Non-technical Summary



Document prepared on behalf of Dandara Southern Ltd

June 2023

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ACRONYMS/ABBREVIATIONS

Abbreviation	Full definition
AQMA	Air Quality Management Area
BNG	Biodiversity Net Gain
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
EIA	Environmental Impact Assessment
ES	Environmental Statement
HBC	Havant Borough Council
FRA	Flood Risk Assessment
LPA	Local Planning Authority
IEMA	Institute of Environmental Management and Assessment
LVIA	Landscape and Visual Impact Assessment
NPPF	National Planning Policy Framework
PEA	Preliminary Ecological Appraisal
SAC	Special Area of Conservation
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest

1.0 INTRODUCTION

1.1 BACKGROUND

- 1.1.1 This document provides the Non-Technical Summary of the Environmental Statement (ES) which accompanies the planning application prepared on behalf of Dandara Southern Ltd (hereafter termed the Applicant), for the Proposed Development on land East of College Road, Campdown, Purbrook (hereafter termed 'the Proposed Development').
- 1.1.2 This document is a summary of the Environmental Impact Assessment (EIA) process in non-technical language. The main Environmental Statement (ES) (Volume 1) and the supporting Appendices (Volume 2) contain detailed information on the project and each of the environmental topics considered.

1.2 THE ENVIRONMENTAL IMPACT ASSESSMENT PROCESS

EIA process and requirements

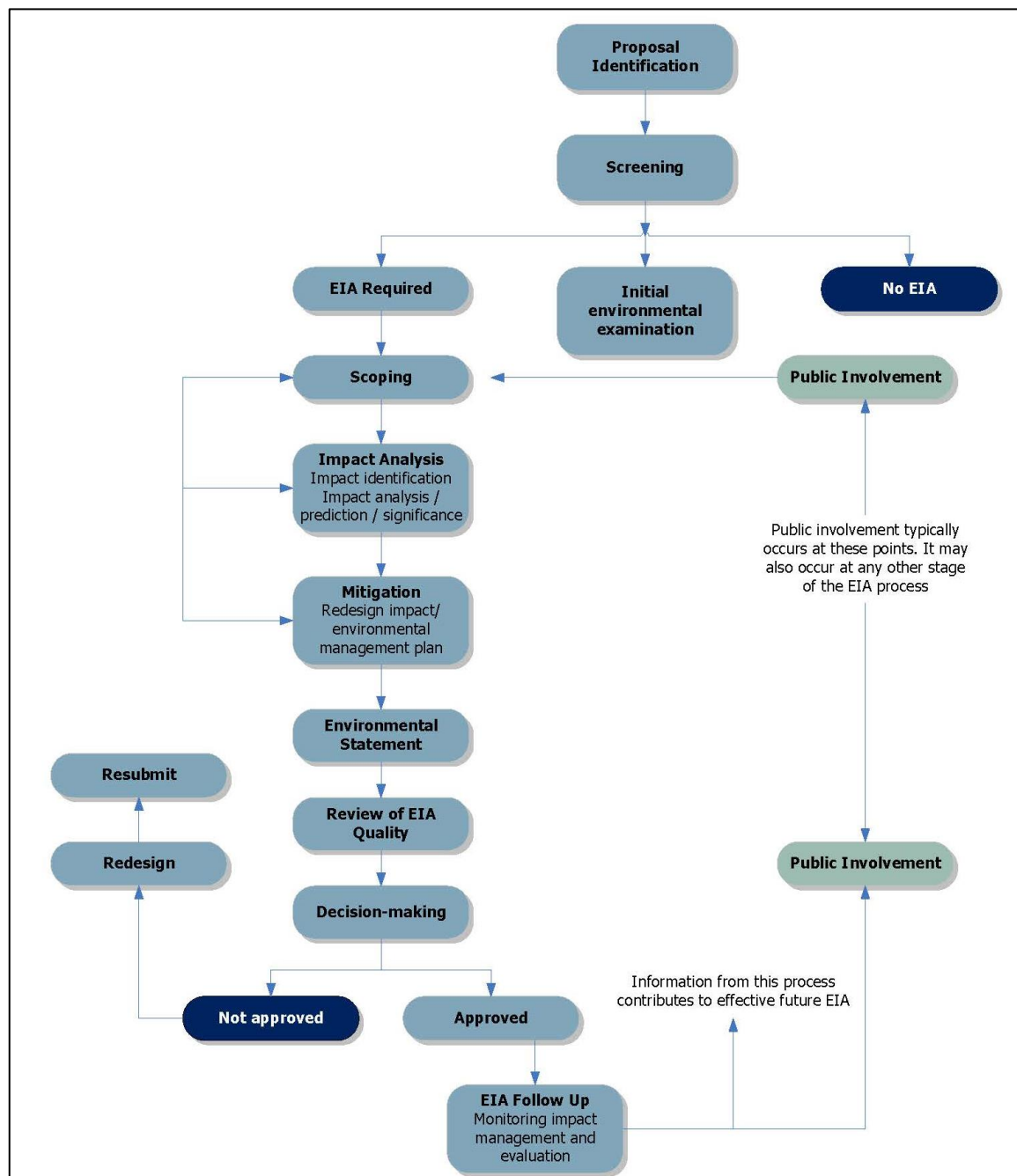
- 1.2.1 Environmental Impact Assessment (EIA) is a formal process by which the likely environmental effects of a project are assessed, and where there is potential for a negative effect that cannot be avoided, works are identified to lessen the effect (mitigation). Under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 the Proposed Development is considered to require an EIA.
- 1.2.2 The ES reports on the findings of the EIA and sets out those areas where likely environmental effects have been identified and the mitigation proposed to lessen predicted effects. It forms an important part of the planning application decision making process.
- 1.2.3 Prior to making a decision on the planning application, Havant Borough Council (HBC) as the local planning authority will seek advice from statutory and non-statutory consultees as part of the determination process for the submitted planning application. HBC will make the full ES available for examination by members of the public at the Council's offices.

EIA Requirements for the Site

- 1.2.4 Under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 the Proposed Development is considered to require an Environmental Impact Assessment. In 2019, Tetra Tech (formerly WYG) previously coordinated and prepared the EIA for a proposed development at the Campdown site on behalf of Persimmon Homes (Planning Ref: APP/19/01101). The planning application was submitted to Havant Borough Council (HBC) in October 2019 and validated in December 2019 but due to a number of standing objections, the application remains undetermined.
- 1.2.5 The new planning application for the proposed development on site was identified to be of a similar scale in terms of the scale of the development. Similarly, given the characteristics of the site, an EIA was considered required. No screening opinion for the Proposed Development was sought as it was considered that a development of this size, scale and location should require an

EIA and the precedent had already been set for the project requiring an EIA, therefore the project was progressed to the next stage of the EIA chain as illustrated in Figure 1.1.

Figure 1.1 EIA stages diagram



- 1.2.6 To identify the technical scope of the subsequent ES, an EIA scoping opinion was requested under the EIA Regulations 2017 by Tetra Tech from HBC in 2018 in support of the ES and planning application (Planning Ref: APP/19/01101). The subsequent EIA scoping opinion was issued by HBC in April 2018 which confirmed the scope of the ES and that all work should be produced in accordance with the 2017 EIA Regulations. In advance of the new planning application and ES prepared on behalf of the Applicant, Tetra Tech submitted an updated EIA scoping note to HBC in December 2022. This note set out the minor scheme changes proposed from the original

application and proposed that the scope of the subsequent ES remain the same as previously agreed in 2018.

1.2.7 DCC issued their scoping opinion in October 2022, which summarised the comments received from consulted stakeholders, and outlined the Council's opinion on the proposed content of the subsequent ES.

1.2.8 The topics that were formally agreed through the scoping process, i.e. those which have the potential to give rise to significant environmental effects and are therefore addressed as part of this ES are listed below:

- Traffic and Transport;
- Air Quality;
- Archaeology and Cultural Heritage;
- Landscape and Visual Assessment;
- Ecology;
- Noise;
- Flood Risk and Water Resources; and,
- Socio-Economic.
- Water Environment

1.2.9 In addition, the following key documents are available as separate reports prepared as part of the wider planning application documentation:

- Planning Statement;
- Design and Access Statement;
- Plans and Drawings;
- Statement of Community Involvement;
- Transport Assessment;
- Nutrient Neutrality and Recreational Disturbance Mitigation;
- Minerals Safeguarding Assessment;
- Arboricultural Assessment and Tree Survey;
- Lighting Strategy;
- Contamination Land Investigation Report;
- Ball Strike Assessment;
- Utilities Assessment;
- Flood Risk Assessment and Drainage Strategy; and,
- Sustainability/Energy Statement.

1.3 SITE LOCATION AND DESCRIPTION

Site Location

- 1.3.1 The Proposed Development covers an area of approximately 26.751ha and is located to the east of Purbrook and west of the A3(M), approximately 2.5km west of Havant, Hampshire. The UK grid reference for the centre of the Site is SU690069 and is shown on Figure 1.2.
- 1.3.2 The site is bound to the west by College Road, to the north by HSDC South Downs College, to the east by the A3(M) and existing agricultural land and Portsmouth golf course to the south. The Site is located to the north of Portsdown Hill, decreasing in elevation to the south towards Purbrook.
- 1.3.3 The site is located close to local amenities, with a post office, convenience store, public house, pharmacy and doctor's surgery all within approximately 15 minutes' walk from the site.

Site Description

- 1.3.4 The Site comprises large semi-improved grassland fields currently in agricultural use. The Site is located to the north of Portsdown Hill, decreasing in elevation to the south towards Crookhorn.
- 1.3.5 A Public Right of Way (PRoW) lines the north of the Site connecting the pedestrian bridge over the A3(M) along Scratchface Lane to the South Downs College and Purbrook Way.

Site History

- 1.3.6 A hybrid application was submitted by Persimmon Homes (Council reference APP/19/01101), seeking full planning for the erection of 130 dwellings with the creation of new access onto College Road; and outline planning application for up to 650 dwellings. To date the application remains undetermined.
- 1.3.7 Figure 1.3 shows the submitted Persimmon Homes application, for 650 homes, which has received a series of design comments both in terms of its extent of development and how it integrates with the onsite and wider area heritage assets.

Figure 1.2 Site location plan

Figure 1.3 The submitted Persimmon Homes application development masterplan

1.4 DEVELOPMENT DESCRIPTION

1.4.1 The proposed development seeks permission for the following:

‘Detailed application for mixed use residential development comprising 628 dwellings, community centre, allotments, public open space including play areas, new junction to College Road, related internal access roads, footways and cycleways, pumping station and drainage basins.’

1.4.2 Further details are provided in Section 3 below.

2.0 SCHEME DEVELOPMENT

2.1 BACKGROUND AND NEED

- 2.1.1 The site has been both the subject of a previous planning application for residential development, as well as a proposed housing allocation in Havant Borough Local Plan.
- 2.1.2 The site is under the jurisdiction of Havant Borough Council and the relevant Development Plan at the time of submission of the planning application in this case consists of the Havant Borough Local Plan (Core Strategy) (2011), the Havant Borough Local Plan (Allocations) (2014) and the Hampshire Minerals and Waste Plan (2013).
- 2.1.3 The Council had also submitted their new Local Plan for Examination in February 2021, however at a Full Council meeting on the 22nd March 2022, the Local Plan was formally withdrawn under Section 22 of the Planning and Compulsory Purchase Act 2004. The withdrawn Local Plan allocated the application site (Policy H40) for “mixed-use development of about 650 dwellings, open space and community centre with sporting facilities”. The policy allocation included a number of criteria that any subsequent application had to take into account.
- 2.1.4 The formal consultation responses have raised several detailed issues and matters associated with the development of the Site which has enabled a deeper understanding of the constraints and opportunities set out within the former policy allocation criteria, and particularly in relation to wintering bird mitigation and heritage. This also enables a clearer understanding of the extent of the site that should be safeguarded to address these issues to allow for a development at the site previously selected for allocation.
- 2.1.5 The application site is well located in relation to sustainable transport options, with the nearest bus stops to the site are located on College Road circa 450m north of the site or 500m to the north. The nearest railway station is Bedhampton which is located approximately 3.1km east of the site. The application site is also well-situated to link into existing pedestrian and cycling infrastructure and within walking and cycling distance to a number of local facilities.
- 2.1.6 Albeit the proposed development not being currently allocated within the adopted Local Plan, having regard to the significance of the site’s strategic context and relevant national and local planning policies, it should be noted that the proposals comprise the development of residential development in accordance with the previous allocation principles considered on site. In addition, there is strong geographical context and a compelling sustainability argument for this location to accommodate the Proposed Development at the selected Site. On the basis that the Site’s location and geographical extent was considered suitable for development of such nature by the Applicant, no further alternative sites were considered.

2.2 SITE DEVELOPMENT

- 2.2.1 In order to respond to both emerging and the existing context of the development area and its surroundings, the position and type of buildings were designed in a way that these would correspond to the character of the existing area and form a vibrant environment.

- 2.2.2 The physical site constraints and opportunities along with the responses from the consultation undertaken have provided the framework within which the layout design has evolved. The constraints and opportunities identified comprise the following:

Constrains:

- Defined access point;
- Significant and protected trees on the boundaries and in some places in the site – this also includes hedgerows;
- Scheduled Monuments (SM);
- Topography;
- Drainage, requirements of balancing pond;
- Requirement of pedestrian connections;
- Adjacent development (College allocation);
- Motorway noise;
- Public rights of way; and,
- Service easement.

Opportunities:

- Enhancement and provision of Public Open Space;
- Provide connections through the Site;
- Contribution to the housing needs of the district though the provision of both open market and affordable housing;
- Enhanced landscaping at site boundaries;
- Emerging plan compliance; and,
- Emerging Local Plan Policy H40.

Heritage

- 2.2.3 There is an existing underground Roman Villa to the north. This historical feature will remain in situ and undisturbed by the proposals set out in this document. References for the historical asset will be woven into the architectural and landscape design.
- 2.2.4 Visual viewpoints to Bevis's Grave Long Barrow and Early Medieval Cemetery, south of the site have been provided in line with the pre-application consultation comments. The Roman Road has been respected with no construction on or near to this feature as requested during the consultation process.

Noise

- 2.2.5 The Proposed Development is subject to road traffic noise from the A3(M) and College Road. An acoustic fence has been incorporated into the design along the eastern site boundary to

minimise noise levels from the motorway. The site layout has been developed with noise in mind with apartment blocks along the eastern side of the site which will screen more westerly dwellings from road traffic noise and orientation of dwellings along College Road to allow rear gardens to be screened from road traffic noise by the dwellings themselves.

- 2.2.6 Where required, noise mitigation measures have been incorporated for dwellings to ensure acceptable levels of noise are achieved both internally and externally.

Site Access

- 2.2.7 The access into the site will come from Campdown Road, the name of which is relevant to the Roman history of the area. Whilst this entrance will be the principal vehicular access into the development, an emergency link will be provided provide an alternative route out of the site should there be an issue with the spine road.
- 2.2.8 A series of pedestrian routes will also be provided to give a connection to the north, east and west of the development to tie in with existing Public Rights of Way.
- 2.2.9 Cycle connectivity has been designed to follow a desire line and also to work with the notable levels of the site.

3.0 CONSULTATION

3.1 PUBLIC CONSULTATION

- 3.1.1 Prior to design being finalised and submitted, a series of pre-application engagement activities were undertaken with site neighbours and other relevant stakeholders, in line with the HBC Statement of Community Involvement (2022).
- 3.1.2 A two-week period was provided for local stakeholders to input their feedback remained open between 11th and 25th of July 2022. During this period the following actions were implemented:
- Distribution of leaflets to 466 neighbouring addresses around the site to promote consultation.
 - A bespoke project consultation was hosted on the website at www.campdownconsultation.co.uk, detailing the proposals using text, images and video, and displaying various contact methods, including a freephone telephone number, direct email address and a digital feedback form.
 - A virtual webinar was hosted, where the project team presented the proposals to the public and answered any questions. A recording of the webinar was uploaded and posted on the consultation website for viewing after the event.
 - Direct feedback channels were opened, including a dedicated email inbox contact@campdownconsultation.co.uk and a free call-back telephone number on 0808 1688 296.
 - Press release issued to Portsmouth News.
 - Option for residents to request hard copy consultation materials.
 - Wrote to local political representatives to invite them to a briefing and to promote the consultation through their own channels.
- 3.1.3 During consultation, 25 feedback forms were received, including online forms and direct feedback via email and phone calls. Webinar had 7 attendees and watched 86 times after the live event. In addition, the website received 622 visits during the consultation period.
- 3.1.4 Feedback helped to arise the following themes:
- Support for new homes in the Havant area.
 - Support for a new community centre.
 - Questions arise regarding how the existing wildlife and landscape would be affected if the site was developed, but support for the mitigation and, where possible, retention, that is to be provided.
 - Questions arise regarding how local infrastructure and services would be affected if the site was developed, but support for the upgrades that development would bring, particularly the safety improvements on the local highways network and contributions to schools, the NHS and affordable housing.

- Finally, questions arise in regards to the size of the development but understanding that the current proposals are a reduction from the previous plans and are more according with the local plan.

4.0 THE PROPOSED DEVELOPMENT

4.1 DEVELOPMENT DESCRIPTION

- 4.1.1 These proposals are depicted on the planning layout shown on Figure 3.1, which has been tested to demonstrate how it is intended to develop the detailed elements of the scheme.

Figure 3.1 Detailed Layout Plan



Residential Housing

- 4.1.2 The development aims to provide 628 residential dwellings, of which approximately 30% are affordable. The Proposed development will start construction in 2025 and will conclude in 2030.
- 4.1.3 The development will provide a mix of dwellings in terms of size and tenure. The mix will range from 1-bedroom apartments up to 5-bedroom dwellings and is listed in Table 4.1 below.

Table 4.1 Proposed Residential Mix

Dwelling size	No. of market dwellings	No. of affordable dwelling
1 Bedroom Flat	11	39
2 Bedroom Flat	72	66
2 Bedroom Coach House	13	13

2 Bedroom Duplex	8	-
2 Bedroom House	37	19
3 Bedroom House	220	49
4 Bedroom House	73	2
5 Bedroom House	6	-
TOTAL:	440	188

- 4.1.4 A range of building heights are proposed across the Site, with the scale and massing designed to respond to both surrounding uses and to the location of housing within the hierarchy of proposed streets within the Site. The proposed development will include 2 and 3 storey dwellings across the site with garages at single storey. The proposed density strategy accommodates an average of 40.9 dph across the site.

Other land uses: Community Centre

- 4.1.5 A community centre (approximately 201.1 sq. m) will be provided within the development to offer a community function with opportunity for nursery space. The community centre will provide 5 dedicated parking spaces.

Landscape and Amenities

- 4.1.6 The landscape masterplan illustrated on Figure 4.2 demonstrates how the development will be broken up by a sequence of spaces of varying types and character. It provides open spaces, including existing vegetation, surrounding the development. The proposed development includes a total provision of 9.39 hectares of public open space. The table 4.2 below sets out details of the typology and size of provision across the site.

Table 4.2 Open Space Schedule

Typology	Provision (in hectares)
Amenity Green Space	1.63
Public Park and Gardens	2.16
Natural and semi-natural green space	4.79
Provision for children and young people	0.39
Allotments, community gardens and orchards	0.42

Accessibility

- 4.1.7 The Site is well located with regards to the local road network and public facilities/services. Connecting with the A3M, the proposed development will include road connections within its site boundaries.
- 4.1.8 The vehicular site access into the development will be taken from College Road, allowing the principal route to meander through the centre of the site, with lower order roads connecting from it. An emergency access is also provided to the south the main access.

- 4.1.9 Pedestrian access points are proposed around the site to maximise sustainable connections and permeability, connecting to the existing Public Right of Way

Figure 4.2 Landscape Masterplan



5.0 ENVIRONMENTAL EFFECTS

5.1 TRAFFIC AND TRANSPORT

- 5.1.1 The traffic and transport chapter supported by a Transport Assessment, which assessed the impacts of the Proposed Development on severance, pedestrian and driver delay, pedestrian amenity, fear and accidents and safety. A Transport Assessment accompanies the planning application and considers future traffic growth, trip generation, public transport provision and Travel Plan measures.
- 5.1.2 The Proposed Development will result in an increase in both pedestrian and vehicle trips, mitigated against by the introduction of new/improved pedestrian crossing facilities.

Construction Phase

- 5.1.3 The potential effects associate to the construction phase of the project will be mitigation through the implementation of a Construction Traffic Management Plan (CTMP) secured via a planning condition. With these mitigation measures implemented and monitored throughout the construction works, the assessment identified that the construction phase would result in no effects.

Operational Phase

- 5.1.4 Mitigation measures proposed to encourage sustainable transport modes and avoid adverse environmental effects include:
- Provision of a safe and suitable pedestrian and cycle access
 - Provision of a vehicular access which can accommodate the traffic flow capacity of the development in combination with the existing and future network
 - Production of a travel plan to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport to reduce the demand for travel by less sustainable modes.
- 5.1.5 With the above measures implemented, the assessment of the operational phase of the proposed development has determined there would be no significant impacts over the receptors mentioned above.

5.2 AIR QUALITY

- 5.2.1 An air quality impact assessment has been undertaken for the Proposed Development. For the purposes of the assessment residential receptors comprise residential properties, hospitals, schools and care homes. The study area for the quality assessment has been based on the criteria set out in the air quality guidance and with due regard to the requirements of Havant Borough Council Environmental Health Department and assesses the potential effects of the proposed development with respect to Air Quality.

Construction Phase

- 5.2.2 Potential air quality impacts of dust emissions from the construction phase were assessed. To reduce any effects, a Construction Environmental Management Plan (CEMP) will be implemented and will ensure good working standards.

Operational Phase

- 5.2.3 Dispersion modelling was undertaken in order to predict air quality impacts as a result of the emission from the local highway network and additional vehicle trips associated with the Proposed Development. Overall impacts upon sensitive locations within the vicinity of the Site were predicted to be not significant. In addition, modelling was undertaken to quantify pollutant concentrations across the Site and assess potential exposure of future uses. The results indicated that pollutant levels across the Site were below the relevant Air Quality Objectives. The location is therefore considered suitable for the proposed end use without the inclusion of mitigation methods to protect future uses from poor air quality.

5.3 HERITAGE AND ARCHEOLOGY

- 5.3.1 The Cultural Heritage Chapter examined the Construction and Operational effects of the Proposed Development and is supported by a Heritage Impact Assessment and Archaeology Desk-Based Assessment.

Construction Phase

- 5.3.2 During construction phase, there is potential for direct and adverse effects on the heritage value of assets out of physical removal of buried heritage assets, through construction of foundations within the footprint of the proposed buildings, levelling groundworks take for access and landscaping, and excavation for below ground services. These effects would become permanent. Mitigation for these effects would include a programme of archaeological work, which would assist in further understanding of the context and heritage values of the Roman Villa, which will be further enhanced by the retention of open space to increase the public understanding and appreciation of the Villa.
- 5.3.3 Indirect effects may affect the setting of above ground heritage assets, through construction traffic, and other environmental effects, including an increase in construction noise, dust and vibrations, as well as visual effects such as the presence of cranes and other associated structures and vehicles. These effects would be temporary.

Operational Phase

- 5.3.4 During operation, direct effects upon any known (or previously unknown) archaeological remains would cease with the completion of the groundworks stage of construction and landscaping, and consequently no direct impacts or resultant archaeological effects are anticipated after completion of the Proposed Development due to no further ground disturbance.
- 5.3.5 To reduce the potential effects on the identified above ground heritage assets it is proposed that a land management plan is developed to allow an enhanced understanding of the historic development of the landscape by a wider audience.

5.4 LANDSCAPE AND VISUAL ASSESSMENT

- 5.4.1 An assessment of the landscape and visual impact of the Site has been undertaken. It describes the baseline of the existing site and wider study area and identifies the main landscape and visual receptors likely to be affected by the proposed residential development.

Construction Phase

- 5.4.2 The landscape effects of the construction phase of the development are generally not seen as significant due to the generally low sensitivity of the character area and landscape elements associated with the site. The exception to this is the nationally important historic assets associated with the site and the wider study area. It should be emphasised that the impact on these elements are not direct physical impacts, but potential temporary impacts on their setting, due to construction activity located within the visual connection between the two.
- 5.4.3 During the construction stage there are very few changes to permanent visual receptors due to dense intervening vegetation and topography, with no expected significant effects. Where receptors have a greater interest in their surroundings, such as the users of public right of way within the site and immediately adjacent to the site boundary, the resulting effects are greater and are likely to be deemed significant during the construction stage.

Operational Phase

- 5.4.4 Once constructed and inhabited the changes to the proposed development site's landscape character will be noticeable. Although there would be an overall loss of pastoral, open land there would also be some benefits, including the enhancement of ecological corridors around the site, improved sustainable transport options across the site connecting to existing footpaths and cycleways and general creation of useable open space for the existing population. The existing character of the site is already heavily influenced by urban development, due to its location between Widley/Purbrook and the A3(M) transport corridor. The proposed development of the site is therefore unlikely to impact the Site's landscape character and the adjacent landscape character areas both on a local and a county level.
- 5.4.5 Early input into the design development of the site also allows early screening from receptors adjacent to the site boundaries. However, there are some exceptions to the close distance views from Scratchface Lane when in very close proximity to the site. This view is generally softened through the introduction of intervening vegetation, but due to its distance from the proposed development, the site will remain visible after 15 years.

5.5 ECOLOGY

- 5.5.1 The ecology chapter and baseline has been established through desk-based studies and site information and has been used to inform the design of the emerging masterplan, assess potential ecological impacts, design impact avoidance and mitigation measures.
- 5.5.2 Impact avoidance and biodiversity enhancement have been sought in the first instance by design through the following measures:

- Within the southern and western central boundaries of the site, SuDs measures will be incorporated to reduce run off, prevent pollution or sedimentation and reduce surface water flooding.
- Within the northern section of the site to protect the ancient monument, no works are proposed with the retention and enhancement of the existing grassland, woodland, scrub and hedgerows.
- The retained boundary habitats are further fostered by native species and provide a mosaic of habitat types.
- The incorporation of open spaces will ensure that the boundary woodlands have additional protection by way of buffer planting. In addition, the eastern boundary will have enhancement by infilling planting ensuring connectivity along the A3 corridor.

Construction Phase

- 5.5.3 Potential effects associated with the construction works include potential for the loss and disturbance to habitats and species. The boundary habitat along the northern boundary, with sections of the eastern and southern boundary habitats are to be retained on site, with connectivity to the off-site habitat corridors to the west, north, and east. The retained habitats are to be protected during the construction phase by erecting tree protection fencing.
- 5.5.4 Specific considerations in respect of fauna include best practice measures to protect animals such as covering of trenches and capping of pipes, and the avoidance of the nesting bird season (or use of pre-works checks) for vegetation clearance.
- 5.5.5 During the construction phase, further measures would be implemented as part of the Construction Environmental Management Plan (CEMP) which would reduce the potential effects associated with disturbance. With the mitigation measures implemented, it is considered that works will be contained within the boundaries of the Site and as these will be temporary and short-term with no effects on ecology.

Operational Phase

- 5.5.6 The operational activities of the Proposed Development will not result in the direct loss or damage of any habitats and the ecology baseline. Enhancements are proposed through the above measures as well as through the biodiversity net gain assessment requirements. The effects associated with operational lighting would be reduced through an appropriate lighting strategy agreed at the detailed stages of the scheme. With the mitigation, enhancement and management measures implemented, no potential effects on ecology are envisaged.

5.6 NOISE

- 5.6.1 Noise surveys and measurements were taken from the Site and the surrounding area at sensitive receptors to ascertain the background noise levels. The planning application is supported by a noise impact assessment for the construction and operational phases for both existing and future residents.

Construction Phase

- 5.6.2 To ensure that the best practice is adopted throughout the works and to reduce noise levels to acceptable levels, the principal contractor appointed by the Applicant will be responsible for the implementation of a CEMP. While noise activities may be audible for periods of time, through the adoption of a CEMP, and a considerate approach throughout the on-site construction works, disturbance to nearest receptors will be kept at a minimum.

Operational Phase

- 5.6.3 Noise assessment during the operational phase is associated with the examination of potential noise derived from additional traffic. To reduce the potential operational noise effects, the development includes the provision of an acoustic fence along the eastern site boundary with the A3(M). The building fabric of the dwellings included in the Proposed Development is designed to ensure acceptable internal noise levels are achieved within the new dwellings. With these measures implemented, the location is considered suitable for the future residents and not impact on the existing receptors.

5.7 FLOOD RISK AND WATER

- 5.7.1 The flood risk and water ES chapter considers the likely effects of the Proposed Development in terms of flood risk, risk of pollution to controlled waters and hydrology.

Construction Phase

- 5.7.2 During the construction phase, surface water runoff may become polluted with suspended solids and contaminants. It is proposed that the construction works are undertaken in accordance with an agreed CEMP which would be prepared prior to construction works. This will include a series of specific method statements identifying methods of working and controls to address the surface water environmental impacts. The CEMP will also include a strategy or a plan for how water efficiency will be achieved.

Operational Phase

- 5.7.3 The possible impacts of the development during the operational phase may include increases in impermeable area, increases in contamination and foul discharge from the site occupants.
- 5.7.4 A site-specific flood risk assessment has been produced in conjunction with a surface water drainage strategy to mitigate the increase of surface water run-off from this site. The drainage strategy incorporates Sustainable Drainage Systems (SuDS) to provide both attenuation storage and treatment of the surface water prior to discharge to the downstream watercourse. The scheme has been also designed to accommodate peak storm events up to and including the 1 in 100-year return period with an additional allowance for climate change.
- 5.7.5 With the above design measures implemented, the assessment of the operational phase of the proposed development has determined that the impacts listed above could be appropriately mitigated.

5.8 SOCIO-ECONOMIC

- 5.8.1 The socio-economic chapter of the ES examined how the Proposed Development is likely to affect both the local and regional economies, social outcomes and community facilities through its construction and operational phases. The assessment focused on the potential impacts on population, housing supply, education, employment, health and community facilities economic and social effects.

Construction Phase

- 5.8.2 Socio-economic impacts at construction are identified to be mostly beneficial, with employment opportunities generated directly resulting from the construction works on site and indirectly through procurement of materials and goods elsewhere in the supply chain.

Operational Phase

- 5.8.3 Once completed, the Proposed Development would benefit the population of the local area and the demand for housing through the provision of new and affordable dwellings. The development has the potential to increase local expenditure and increase revenue generated through council tax benefiting the local economy and the local area in general through the dispersion of services and facilities from spending of council tax.
- 5.8.4 The recreation and green infrastructure proposed includes the provision open space, including formal open space, formal play space and allotments. This would have a positive impact on the health, wellbeing and recreation of future residents.
- 5.8.5 The assessment of the Proposed Development on existing community facilities identified that some negative effects are likely resulting from increases in demand. Such effects are however proposed to be reduced via appropriate financial contributions as part of the planning application process.

5.9 CUMULATIVE

- 5.9.1 The cumulative and interactive effects chapter provides an assessment of potential impacts associated with two elements:
- Cumulative: Impacts caused by a series of projects proposed within close proximity
 - Synergistic: Impacts between different environmental aspects assessed as part of the proposed development which in-combination, may have a larger impact than when assessed individually.

Cumulative

- 5.9.2 To support the cumulative assessment, a list of sites has been identified based on the information available in the public domain and agreed with HBC as part of the EIA scoping exercise.
- 5.9.3 It has been considered that no significant cumulative impact will arise with the majority effects being reduced by each development through appropriate mitigation measures such as those identified above for the proposed development.

- 5.9.4 In relation the potential cumulative socio-economic effects, the construction works in the area would result in minor beneficial cumulative effects on the construction supply chain and local spending. In addition, during the operational phase, beneficial cumulative effects would result from provision of housing, employment facilities, landscaping and amenity areas.

Synergistic

- 5.9.5 For the assessment of synergistic effects, mixed effects on a receptor or a group of receptors have been identified that could represent a greater effect and would require further considerations. In this case applies to residents and wider communities, landscape and ecological assess.
- 5.9.6 Overall, the assessment concluded that whilst some receptors may experience multiple effects during construction and/or operation of the Proposed Development, these effects would not be greater than the largest single residual effects reported in the Environmental Statement.

6.0 SUMMARY

6.1 CONCLUSION

- 6.1.1 The ES supporting the planning application for the proposed development as well as the summary provided in earlier sections has considered how the environment and the local community would be affected by the proposed development and how any effects can be mitigated as far as practical.
- 6.1.2 A range of potential environmental effects have been predicted to occur as a result of the development, both positive and negative, and mitigation and compensation measures have been identified to appropriately reduce, minimise or offset any potential negative environmental effects.
- 6.1.3 Residually significant adverse effects identified as a result of the development are:
- Landscape Character Construction - intervening construction activity within the visual corridor between this SAM and Bevis' Grave SAM to the south
 - Visual Effects Construction – Open view over the construction site from users of PRow 108/26c/1 within the site boundary; users of PRow 108/28/3 on Scratchface Lane and from dwelling off Portsdown Hill Road.
 - Visual Effect Operational – Open view of the proposed development from users of PRow 108/26c/1 within the site boundary; users of PRow 108/28/3 on Scratchface Lane.
- 6.1.4 There are significant beneficial effects associated with the proposed development, which include;
- Ecology Construction: Protection and enhancement of the existing hedgerow.
 - Socio-economic Operation: Beneficial effects associated with population, deprivation and expenditure.
 - Traffic and Transport Operation – beneficial effects on driver delay following the enhancement works at to the Stakes Hill Road roundabout carried out by HCC.

6.2 WHAT HAPPENS NEXT

- 6.2.1 The full ES and supporting documents will be made available by HBC for examination by members of the public at the Council's offices. Members of the general public are also welcomed to make comments on the application during this time which can be found on HBC website. The feedback from this discussion will be provided back to the project team to consider and address where necessary and will be taken into account by HBC in reaching their decision.
- 6.2.2 Printed copies of the Non-technical Summary and ES (including figures and appendices) may be obtained from:
- Quay West at MediaCityUK
Trafford Wharf Road
Trafford Park

Manchester
United Kingdom
M17 1HH

Tel: +44 161 872 3223

6.2.3 The Non-technical Summary is available free of charge, and a limited number of hard copies of the Environmental Statement are available for £500* per copy (plus p&p). Alternatively, these documents are available as adobe acrobat files on CD from the same address at £50 (plus p&p) per copy.

6.2.4 Copies of the ES may also be viewed on HBC's online services:
<https://www.havant.gov.uk/planning-services>

* Includes VAT @20%