



GLADMAN DEVELOPMENTS LTD

LAND OFF ST MARY'S ROAD, HAYLING ISLAND

NON-TECHNICAL SUMMARY

DECEMBER 2021

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Site Location Plan

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Development Framework Plan



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2 DESCRIPTION OF THE SITE AND DEVELOPMENT

2.1 The Site

- 2.1.1 The site is 11.77 hectares (ha) in size and currently comprises of two agricultural fields and an area of grassland including a building and pond situated amongst existing residential development in the southern part of Hayling Island, Hampshire. The Site is located on land extending north westwards from St Mary's Rd, with Hayling Island Holiday Park occupying the area immediately north of the site.
- 2.1.2 The Site, and the surrounding area, falls within a Nitrate Vulnerable Zone (NVZ) for eutrophic water (Chichester, Langstone and Portsmouth Harbours Eutrophic NVZ (TraC).
- 2.1.3 A number of Listed Buildings (Grades II and II*) are located within the wider area.
- 2.1.4 The Chichester & Langstone Harbours Special Protection Area (SPA) and Ramsar Site is located to the east of the Site, approximately 750m away.
- 2.1.5 The Site itself is broadly level, although there is a gentle descent at the southernmost extent of the site.

2.2 The Surrounding Area

- 2.2.1 The Site is bound by:
- Residential properties located off St Mary's Road and Rook Farm Way, to the east and south-east;
 - Residential properties located off St Mary's Road and Southleigh Grove to the south and south-west;
 - Open green space to the west, beyond which are residential properties located off Fathoms Reach;
 - An agricultural field to the west, beyond which are residential properties located on Manor Road;
 - Hayling Island Holiday Park to the north-west;
 - An agricultural field to the north; and
 - The cemetery and grounds of the Church of St Mary to the north-east.

- 2.2.2 An agricultural building and a pond are located within the Site, to the east. A drain runs horizontally across the centre of the Site. Drains also run along the northern Site boundary.
- 2.2.3 There is a public footpath on the northern and western boundaries of the Site.
- 2.2.4 The Site is located approximately 7.2km away from the Havant Bypass (A25) and 9.7km away from Junction 5 of the M3.
- 2.2.5 The mainland is accessible via a single road, Langstone Road, located on the northern extent of Hayling Island. This road is accessible from the Site via Church Road and the A3023.

2.3 The Development Proposals

- 2.3.1 The Proposed Development will include:
- Up to 300 dwellings;
 - Public open space;
 - Landscaping and Sustainable Drainage Systems (SuDS); and
 - A vehicular access point off St Mary's Road.
- 2.3.2 It is proposed that 30% of the proposed residential development will be affordable housing.
- 2.3.3 Existing farm buildings on the Site will be demolished prior to construction.
- 2.3.4 The Proposed Development will include approximately 4.24ha of Green Infrastructure, including:
- 3.74ha of public open space;
 - 0.5ha of Sustainable drainage systems (SuDs) basins;
 - 400m² of play areas; and
 - 225m² of teenage provision.
- 2.3.5 Figure 2 illustrates the layout of the Proposed Development. The design is included in full at Appendix 2 (Development Framework Plan).

Development Timetable

- 2.3.6 It is estimated that construction of the Proposed Development would commence in 2023 and, depending upon market factors, could be fully built out by 2030.

Consideration of Alternatives

- 2.3.7 The consideration of realistic alternatives to the proposed scheme helps to evaluate the environmental effects of a project.
- 2.3.8 The consideration of alternatives has reviewed the 'Do Nothing' approach which assumes that the Proposed Development will not proceed and that the Site will continue with its current use as agricultural land. Whilst this option would eliminate potential adverse environmental impacts as a result of the Proposed Development, it would not contribute to HBC's overarching vision to '*drive forward the regeneration of the borough*'; or provide benefits to the local community of Hayling Island via a combination of positive economic, education and social contributions.
- 2.3.9 The design of the proposals has evolved to reflect feedback from consultees and the findings of the assessments undertaken in order to reduce the potential environmental effects to the lowest practical level and enhance the potential benefits of the scheme.
- 2.3.10 The EIA Regulations only require that an ES set out the 'reasonable' alternatives which have to be considered by the Applicant. As such, it would not be reasonable to consider other sites outside of the applicant's control.
- 2.3.11 It is concluded therefore that the proposals constitute the most suitable option for development of the Site, taking into consideration environmental effects.



Figure 2 – Development Framework Plan

3 SCOPE AND APPROACH

3.1 Scope of Assessment

3.1.1 The scope of the EIA was agreed with HBC and informed by consultation with relevant consultees. The following environmental assessments have been undertaken as part of this EIA:

- Air Quality;
- Ecology;
- Transport;
- Soils and Agricultural Land;
- Water Environment;
- Rights of Way, Access & Recreation; and
- Vulnerability to Major Accidents and Disasters.

3.2 Assessment Approach

3.2.1 For each environmental discipline, the method of assessment differs according to the guidance documents that relate to the discipline. However, the overarching assessment approach is as described below.

Step 1: Establish the Baseline

3.2.2 The baseline conditions refer to the current status of the Site and the surrounding area (which, together, comprise the study area) that relate to the environmental discipline(s) being assessed. For example, traffic surveys were undertaken to ascertain the existing traffic flows on roads surrounding the Site in order to establish the transport baseline.

Step 2: Assess the Effects

3.2.3 The standard approach to each assessment is to identify how sensitive the baseline is to change (i.e. impact) as a result of the Proposed Development and to determine the magnitude of that change. The assessment of sensitivity and magnitude of change are then combined to provide an overall level of effect of the impact. Depending upon impact, an effect may be adverse or beneficial.

3.2.4 Effects assessed below a certain level are considered to be 'Not Significant' and effects assessed as being above a certain level are identified as being 'Significant'. Where

significant adverse effects are recorded, mitigation measures are identified to avoid, reduce or remedy these effects. Where possible, enhancements are recommended for beneficial effects.

Step 3: Identify Mitigation Measures

- 3.2.5 Where possible, potential adverse effects are 'designed out' of the design proposals as far as practicably possible. Any remaining adverse effects are then addressed via mitigation measures intended to avoid, reduce or remedy the potential adverse harm. This may include the adoption of best practice working methods and techniques, or specific strategies or action plans.

Step 4: Assess Residual Effects

- 3.2.6 The potential impacts of the proposals are reassessed with the mitigation measures in place and the resulting effect is referred to as the 'residual effect'. It is the purpose of the mitigation measures to have reduced any potential adverse effects to the lowest level possible.

Step 5: Assess Cumulative Effects

- 3.2.7 Cumulative effects have also been considered as part of this assessment. This includes:
- Potential cumulative effects occurring as a result of different impacts of the Proposed Development in combination with each other; and
 - Potential cumulative effects occurring as a result of the Proposed Development in combination with other nearby developments.
- 3.2.8 The nearby developments considered within the cumulative assessment for this EIA are as follows:
- Land at Sinah Lane, Hayling Island (planning ref. APP/20/01093).
 - 380 Sea Front, Hayling Island (planning ref. APP/17/00529).
 - 108-110 Elm Grove, Hayling Island, PO11 9EN (planning ref. APP/20/00015).
 - 5-7 Station Road, Hayling Island (planning ref. APP/19/00324).
 - Development Allocation: Hayling Island- Fathoms Reach (H28 Emerging Local Plan).
 - Key Projects- Hayling Island Regeneration (KP3 Emerging Local Plan).

4 ENVIRONMENTAL ASSESSMENT

4.1 Introduction

4.1.1 An overview of each of the environmental assessments is provided below.

4.2 Air Quality

4.2.1 The Site is located within the administrative area of HBC, which is responsible for the management of air quality of the Site and the surrounding area. There are currently no Air Quality Management Areas (AQMAs) declared within the HBC administrative areas.

4.2.2 In order to mitigate the identified risk of dust soiling, a best practice dust mitigation plan will be written and implemented for the Site. This will set out the practical measures that could be incorporated as part of a best working practice scheme. This will take into account the recommendations included within the IAQM guidance, which may include several different methods of mitigating the impacts of the Proposed Development on receptors in the vicinity. These methods will ensure that there are no significant air quality effects during construction.

4.2.3 Following completion of the Proposed Development, it is not expected that there will be an exceedance of any air quality objects/target levels before the year 2036 at any of the twenty existing sensitive receptors considered or within the Site, for both the 'without development' and 'with development' scenarios.

4.2.4 There are no anticipated significant effects, as a result of vehicle emissions, brought about by the Proposed Development on ecological receptors (namely European Sites). This is due to the intervening distances between the Site and the receptors and diffusion of traffic.

4.2.5 Overall, the effects of both the construction and operational phases of the Proposed Development on air quality are considered to be not significant.

4.3 Ecology

4.3.1 Sites of ecological value in close proximity to the Site include the Chichester and Langstone Harbours SPAs and Ramsar sites, and the Solent Maritime SAC. The Site itself, however, is dominated by arable cultivation and other common and widespread habitats of limited ecological value, with baseline ecological surveys indicating that great crested newts are likely absent and the breeding bird assemblage modest.

- 4.3.2 The Proposed Development is not anticipated to result in any significant adverse effects on local species populations, however construction phase mitigation measures will be required to avoid any potential adverse impacts. Mitigation such as the establishment of a permanent off-site brent goose refuge and financial contributions toward the Solent Recreation Mitigation Strategy will be put in place to avoid any significant adverse effects.
- 4.3.3 Through the inclusion of a Construction Environmental Management Plan (CEMP), Landscape and Ecology Management Plane (LEMP), and Reptile Mitigation Strategy in planning conditions, the development may be delivered without harm to nature conservation interests.
- 4.3.4 In summary, there are not expected to be any significant adverse impacts for ecology and nature conservation as a result of the Proposed Development.

4.4 Transport

- 4.4.1 Existing traffic flows on the local highway network have been sourced during the baseline data collection, with the Transport chapter considering the impacts of the Proposed Development upon a study area consisting of 44 highway links.
- 4.4.2 Mitigation specifically put in place to facilitate the development will offer benefits to existing road users, with modelling of the highways package has shown that the Local Plan proposals, which the Site forms a part of, can be accommodated on the local highway network without a severe cumulative impact.
- 4.4.3 It is believed that the impact of the Proposed Development during the construction phase will be of a temporary negligible adverse impact, whilst the impact during the operational phase will range from a slight/moderate beneficial impact to a negligible to slight/moderate adverse impact.

4.5 Soils and Agricultural Land

- 4.5.1 The Site contains high quality soil resources for reuse and best and most versatile agricultural land.
- 4.5.2 Mitigation measures include:
- Depth and method of topsoil stripping and stockpiling;
 - Identification of landscaping soil requirements and assessment of suitability and availability of on-site resources; and

- Means of subsoil protection from compaction damage and remedial measures (such as ripping/subsoiling) to remove damage.

4.5.3 Following adoption of mitigation measures there would be a negligible adverse effect on soils from the Proposed Development.

4.5.4 The total agricultural land losses on the Site are 7.2ha of grade 2 land and 4.3ha of subgrade 3a agricultural land. This loss will be permanent and will lead to a significant adverse effect. However, parts of the Site will be conserved for community food production, and this is regarded as partial mitigation.

4.6 Water Environment

4.6.1 The impacts on hydrology and flood risk for the Proposed Development have been assessed in line with the NPPF, UKCP09, and all other relevant legislation and technical documentation.

4.6.2 The assessment identified a number of sensitive receptors that are at potential risk from the Proposed Development, including the Sinah Common SSSI, a Public Surface Water Sewer, the Solent, an aquifer which the Site overlays and groundwater, and surface water.

4.6.3 The assessment shows that there are no significant effects arising from the Proposed Development following the implementation of the proposed mitigation measures.

4.7 Rights of Way, Access and Recreation

4.7.1 It is considered that the Proposed Development would benefit the local area through the provision of a network of paths and cycleways that would link open spaces. This will improve people's access to green space and the wider countryside on land that was otherwise inaccessible to the public.

4.7.2 The Proposed Development will provide public greenspaces and equipped play facilities, which would relieve pressure on local facilities and increase opportunities for recreation for the local population.

4.8 Vulnerability to Major Accidents and Disasters

4.8.1 A desktop study, comprising a review of the UK's current National Risk Register 2020 Edition and the Cabinet Office National Risk Register of Civil Emergencies (2017 Edition) was undertaken to identify an initial list of major accidents and disasters for consideration.

- 4.8.2 Major events considered of relevance to the Proposed Development include flooding; severe weather; space weather; poor air quality; human disease; widespread electricity failure; system failures; transport accidents; industrial and urban accidents.
- 4.8.3 Prior to the implementation of mitigation measures there is potential for the Proposed Development to cause, or make worse, a major air quality event during construction which could affect the local population. To reduce the risk of this a best practice dust mitigation plan will be adopted and final design solutions will be developed with the input of the contractor to maximise construction efficiencies.
- 4.8.4 Flooding and transport accidents may occur on the island access bridge (Langstone Bridge), but the Proposed Development is not expected to increase the risk of these occurring nor will it have any significant effects upon the emergency services.
- 4.8.5 In summary with the embedded design measures and additional mitigation, and assuming standard practice and regulatory compliance if followed, it is not anticipated that the Proposed Development will cause, make worse, or be affected by, a major accident and/or disaster that will result in significant effects on the natural environment or human health.

5 RESIDUAL AND CUMULATIVE EFFECTS

5.1 Residual Effects

- 5.1.1 Each assessment has identified the potential environmental effects of the scheme, and recommended mitigation measures that could reduce or avoid these effects when these measures are in place. The remaining significant effects are summarised within Table 5.1.

Table 5.1: Summary of Significant Residual Effects	
Technical Chapter	Significant Residual Effects?
Air Quality	No
Ecology	No
Transport	No
Soils and Agricultural Land	Yes (<i>adverse</i>)
Water Environment	No
Rights of Way, Access and Recreation	No
Vulnerability to Accidents and Disasters	No

- 5.1.2 The only significant effect as a result of the Proposed Development will be the loss of agricultural land. However, parts of the Site will be conserved for community food production, and this is regarded as partial mitigation.

5.2 Cumulative Effects

- 5.2.1 Potential cumulative impacts of the development, in combination with other developments in the area, were considered within the EIA.
- 5.2.2 Together the Proposed Development and other the relevant developments in the area will result in the total loss of around 18.7 ha of best and most versatile land (BMV) land, which is considered to be significant.
- 5.2.3 The Proposed Development is not anticipated to have any adverse cumulative effects as a result of the different impacts occurring in combination with each other.

APPENDICES



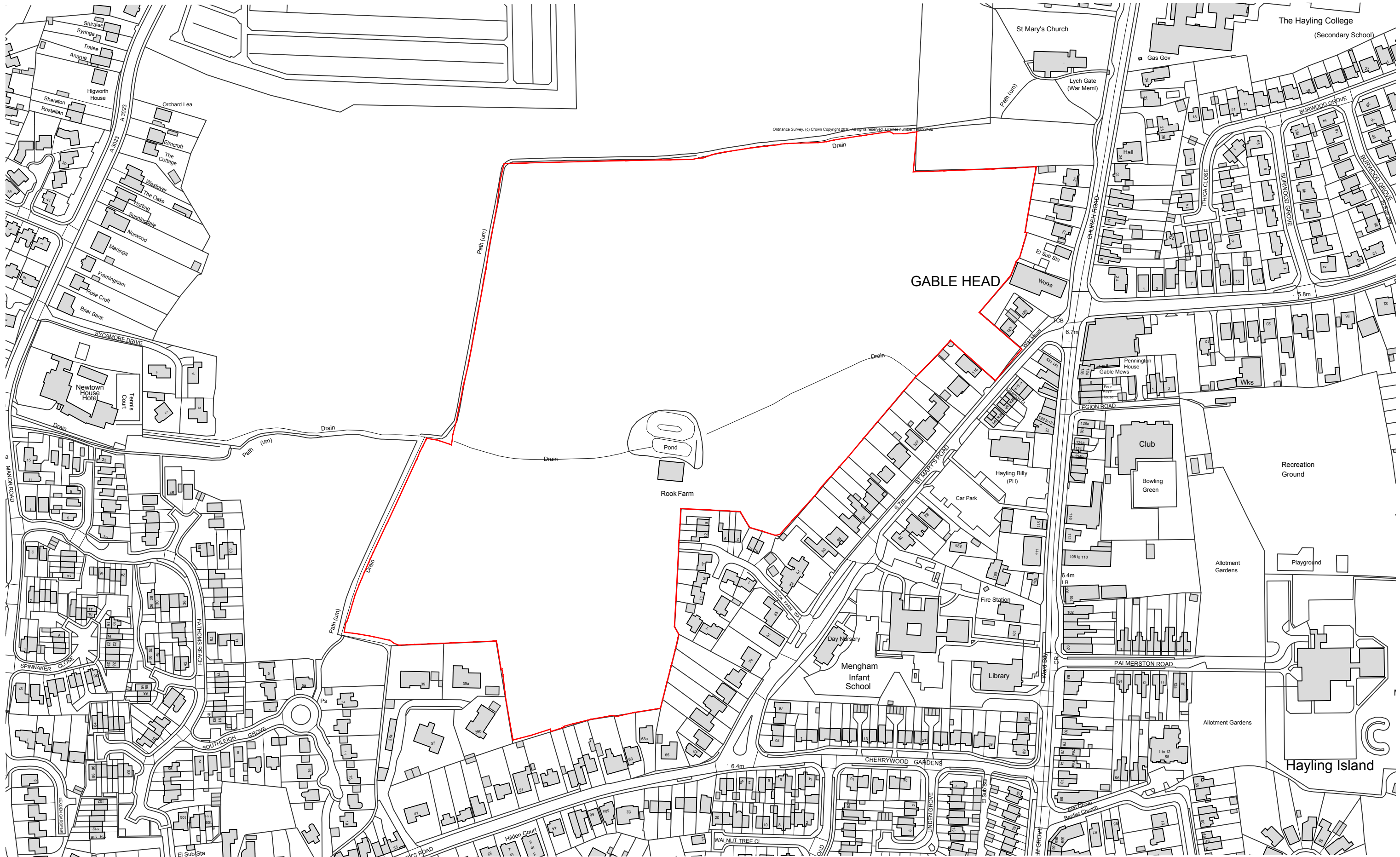
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Appendix 1

Site Location Plan



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Gladman Developments Ltd
Land off St Mary's Road
Hayling Island

LOCATION PLAN

1:2500 @ A3
April 2018 SJD
7478-L-05 rev C

masterplanning

environmental assessment

landscape design

urban design

ecology

architecture

arboriculture

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Appendix 2

Development Framework Plan



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Site Boundary: 11.77ha

- EXISTING
- Existing Building to be Demolished
 - Existing Pond (Retained)
 - Existing Trees and Hedgerows (Purple hatch indicates vegetation to be removed)

BUILT DEVELOPMENT

Proposed Residential Area [up to 300 dwellings @ 40 dph] 7.53ha

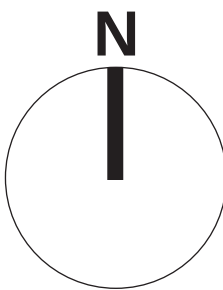
- ACCESS
- Proposed Vehicular Access
 - Proposed Pedestrian Access
 - Proposed Indicative Road Network
 - Proposed Informal Recreational Footpath

- GREEN INFRASTRUCTURE 4.24ha
- Proposed Tree Planting
 - Proposed Hedgerow Planting
 - Potential Indicative SuDs Basins 0.5ha
 - Usable Public Open Space (The division of proposed uses is set out on the table below) 3.74ha
 - Local Equipped Area of Play 400m2
 - Teenage Provision 225m2

Havant Open Spaces Plan Requirements:

Open Space Type	Req/ per person	Req/this development (300x2.4per house=720 popn)
Teenage Provision	0.00004ha	0.02ha
Equipped Play Provision	0.00005ha	0.03ha
Grass pitches and playing fields/ recreation grounds	0.00054ha	0.38ha
Multi-functional greenspaces (amenity greenspaces, parks and gardens and natural greenspaces)	0.002ha	1.44ha
TOTAL	0.0026ha	1.87ha

No provision is made for the following categories of open space: 'Allotments', 'Artificial Turf Pitches', 'Bowling Greens', 'Indoor Swimming Pools', 'Tennis and other courts'





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