



GLADMAN DEVELOPMENTS LTD

LAND OFF ST MARY'S ROAD, HAYLING ISLAND

SCOPING REPORT

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1 INTRODUCTION

1.1.1 This Scoping Report has been prepared on behalf of Gladman Developments Ltd. (the Applicant) in support of a request for a formal Scoping Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), Regulation 15, regarding the proposed residential development at land off St Mary's Road, Hayling Island (the Site). The relevant planning authority is Havant Borough Council (HBC).

1.1.2 It is proposed to submit an outline planning application for the erection of up to 390 dwellings in accordance with emerging Local Plan requirements (final figure to be determined by site constraints analysis) with public open space, landscaping and sustainable drainage system (SuDS) and a vehicular access point off St Mary's Road. All matters are reserved except for means of access. Hereafter, the project will be referred to as the 'Proposed Development'.

1.1.3 This report sets out the proposed scope of the Environmental Impact Assessment (EIA) being prepared in support of the Proposed Development. As required by Regulation 15, the report includes the following information:

- i. a plan sufficient to identify the land (Appendix A).
- ii. a description of the nature and purpose of the development, including its location and technical capacity (Section 2); and
- iii. an explanation of the likely significant effects of the Proposed Development on the environment (Sections 4-7).

1.1.4 In addition, this report includes information on the proposed methodologies to assess potentially significant environmental effects, and, if relevant, potential mitigation measures that may be implemented.

1.2 Project Background

1.2.1 An outline planning application (APP/17/00007) was submitted to HBC on the 22nd December 2016, which was validated on the 13th January 2017. This planning application included provision for up to 210 dwellings (including affordable housing) and 0.6ha for apartments with care (C2); structural planting and landscaping; informal public open space; children's play areas; sustainable drainage system (SuDS); and a new vehicular access from St Mary's Road and associated ancillary works.

- 1.2.2 In March 2017, and prior to the determination of the above application (which was subsequently refused), HBC issued a letter confirming that the development described in the application and associated plans would represent EIA development. As such a Scoping Opinion Request was submitted to HBC in October 2017 and subsequently HBC issued a Scoping Opinion in November 2017.
- 1.2.3 The Applicant is now proceeding with the preparation of a new application. Therefore this Scoping Report has been prepared to support a request for a new Scoping Opinion, ensuring that the scope of the ES is up to date.

2 DESCRIPTION OF THE SITE AND THE PROPOSED DEVELOPMENT

2.1 The Application Site

2.1.1 The Site is centred at National Grid Reference (NGR) SZ 71920 99784 and is located on fields situated amongst existing residential development in the southern part of Hayling Island, Hampshire. A site location plan is included at Appendix A.

2.1.2 The Site is approximately 11.81 ha and is currently in agricultural use, comprising of three agricultural fields 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;
- Hayling Island Holiday Park to the north-west;
- An agricultural field to the north; and
- The grounds of the Church of St Mary to the north-east.

2.1.3 A public footpath is located adjacent to the northern and western boundary of the Site (Route Number: 108/g2/2).

2.1.4 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.

2.1.5 The Site, and the surrounding area, falls within Nitrate Vulnerable Zones (NVZ) for eutrophic water (Chichester, Langstone and Portsmouth Harbours Eutrophic NVZ (TraC).

2.1.6 A number of Listed Buildings (Grades II and II*) are located within the wider area.

2.1.7 The Chichester & Langstone Harbours Special Protection Area (SPA) and Ramsar Site is located to the east of the Site c. 750m away.

2.2 The Proposed Development

2.2.1 It is proposed that the scheme will comprise:

- The demolition of existing farm buildings;
- up to 390 dwellings in accordance with emerging Local Plan requirements (final figure to be determined by site constraints analysis);
- Public open space;
- Landscaping and Sustainable Drainage Systems (SuDS); and
- A vehicular access point off St Mary's Road.

2.2.2 As EIA is an iterative process, it should be noted that the development proposals may evolve as the application progresses. However, the principles will remain broadly in line with the description set out above.

2.3 Requirement for EIA

2.3.1 As stated above, during the determination period of the previous application, HBC provided the applicant with a Screening Opinion, which stated that the proposed development was considered to be 'EIA development'.

2.3.2 In support of the new application that will be submitted for outline planning permission on the Site, an EIA will be undertaken, and an Environmental Statement (ES) prepared and submitted.

3 PROPOSED SCOPE OF THE ENVIRONMENTAL STATEMENT

3.1 Introduction

- 3.1.1 The EIA will be undertaken in accordance with the EIA Regulations with regard to Schedule 4 which sets out the information for inclusion within an Environmental Statement (ES).
- 3.1.2 As a registrant of the Institute of Environmental Management and Assessments (IEMA) EIA Quality Mark Scheme, Wardell Armstrong LLP (WA) is experienced and committed to the delivery of effective practice in EIA.
- 3.1.3 Information relating to the scope of each of the technical chapters of the ES, together with a preliminary summary of baseline information and the potential significant effects related to each of these aspects, is provided in Sections 4-7 of this report. Details relating to the non-technical chapters, and the technical aspects to be 'scoped out' of the ES, are provided below.
- 3.1.4 A Non-Technical Summary will be produced as a separate standalone document.

3.2 Non-Technical Chapters

- 3.2.1 The following non-technical chapters will be included within the ES.
- Introduction: This chapter will outline the background to the application and provide a brief overview of the proposals.
 - Approach and Scope: This chapter will detail the requirement for EIA; the scope of the ES and how it was determined; any consultation undertaken; and the schemes to be considered within the cumulative assessment.
 - Site Description: This chapter will describe the location of the Proposed Development and provide a broad overview of the current state of the Site and surrounding area. Detailed baseline information will be provided within the relevant technical chapter.
 - Development Description: This chapter will describe the Proposed Development, including a description of the proposed construction and operational phase activities (to the extent available at the time).
 - Consideration of Alternatives: This chapter will describe any reasonable alternative studied by the Applicant, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.

- Summary of Residual and Cumulative Effects: This will form the final chapter of the ES and will summarise the significant residual and cumulative effects identified within the technical chapter of the ES.

3.2.2 The ES will be prepared by competent experts and will be accompanied by a statement outlining the relevant expertise and/or qualifications of these experts.

3.2.3 The ES will also be accompanied by a reference list detailing the sources used for the descriptions and assessments included in the environmental statement.

3.3 Scope

3.3.1 It is anticipated that the following issues will need to be addressed in the EIA:

- Ecology
- Air Quality
- Transport
- Soils and Agricultural Land

3.3.2 Sections 4 – 7 of this Scoping Report set out further details on the scope of each of the above assessments.

3.3.3 The following will also be included as standalone reports in support of the application:

- Transport Assessment / Travel Plan;
- Ecological Impact Assessment;
- Shadow Habitat Regulations Assessment (HRA);
- Brent Geese Mitigation Strategy;
- Nutrient Neutrality Calculations and Off-setting Strategy;
- Flood Risk Assessment;
- Phase 1 Site Investigation;
- Design and Access Statement;
- Landscape and Visual Impact Assessment;
- Arboricultural Assessment;
- Air Quality Assessment;
- Noise Assessment;

- Archaeology / Heritage Desk-based Assessment;
- Utilities Statement; and
- Socio-economic Sustainability Assessment

3.4 Determining Significance

3.4.1 The significance of environmental effects will be determined within the ES to assist HBC in identifying the potential significant effects of the development, if any.

3.4.2 Significance is a function of impact magnitude and the importance/sensitivity of the resources or receptors. Whilst the methods for determining the significance of an effect will vary according to the environmental discipline, this underlying principle remains the same. The assessment of 'significance' makes a judgement of the severity of the effect on a particular environmental receptor, and will take into consideration all or a combination of the following factors:

- Geographical extent;
- Rate of change;
- Reversibility of the effect;
- Probability of the effect;
- Duration of the effect;
- Size and magnitude of the effect; and
- Sensitivity/importance/substitutability of the receptor.

3.4.3 The specific criteria for the assessment of significance will be in accordance with current published guidance specific to the discipline to which it relates. The published guidance documentation will be referenced within each technical chapter of the ES.

3.4.4 Where potential significant adverse effects are identified, mitigation measures will be proposed in order to avoid, reduce or remove such effects. The mitigation measures will include refinements to the scheme design (as much as is possible at this stage) and/or the introduction of best practice methodology and specific safeguards.

3.4.5 Through the incorporation of appropriate mitigation measures, the effects will be reduced to the lowest practicable level, consistent with the overall objectives of the development. Any residual effects will be identified, and the significance of these residual effects addressed.

Cumulative Effects

- 3.4.6 In accordance with Schedule 4 of the EIA Regulations, an assessment of potential cumulative impacts will be undertaken.
- 3.4.7 Cumulative impacts can take two forms; intra-cumulative and inter-cumulative, and the consideration of both will be incorporated into the ES. Intra-cumulative being those impacts that occur as a result of the combination of multiple environmental impacts (from the development in isolation) on a single receptor, and inter-cumulative being those impacts that occur as a result of the development in combination with other development(s).
- 3.4.8 The assessment of intra-cumulative impacts will consider the residual impacts likely to be experienced for each type of receptor and assess the significance of these cumulative effects.
- 3.4.9 The assessment of inter-cumulative impacts will consider potential significant effects arising from the cumulation of effects with other existing and/or approved projects. It is proposed that the ES will consider the following schemes, set out within Table 3.1, within the assessment of cumulative effects.

Table 3.1: Schemes for consideration within cumulative impact assessment			
Scheme	Description	Units	Status
APP/20/01093 Land at Sinah Lane, Hayling Island	Erection of 195No. dwellings, associated open space, pumping station, sub-station and formation of new vehicular access off Sinah Lane. Change of use of land from agricultural to a Wader and Brent Geese Refuge Area (Resubmission of APP/18/00724) (30.6.21). Request to Discharge Condition Nos. 3, 4, 6, 7,11,12, 13, 14, 20, 22, and 23 (recd 5.7.21)	195	Approved – 30/06/2021
APP/17/00529 380 Sea Front, Hayling Island, PO11 0BD	Erection of 13 residential apartments including parking and landscaping following demolition of existing building (Approved 29/11/2017). Request to Discharge Conditions 8 and 11 (Condition No 8 25/01/2018). Request to Discharge Conditions 4, 6, 13, 15, 16 and 18 (02.02.2018). Request to Discharge Condition No.s 14 and 17 (23.02.18). Request to Discharge Condition 3 (09.03.2018)	13	Approved – 29/11/2017

3.5 Aspects to be 'Scoped Out'

- 3.5.1 Specific chapters will not be included for the following topics, as it is considered that these will be addressed sufficiently elsewhere within the ES or planning application,

and/or the Proposed Development is unlikely to result in significant environmental effects relevant to these topics.

Water Environment

- 3.5.2 The Proposed Development is not anticipated to have any significant effects in terms of water resources and as such it is proposed to scope this topic out of the ES, based on relevant assessment of the Site as detailed below.
- 3.5.3 A draft Water Environment Chapter and Flood Risk Assessment was produced in 2018, by Enzygo Ltd, for the Site. The assessment considered the potential impacts upon surface water flood risk; surface water quality; groundwater flood risk; pond flood risk during construction of the Proposed Development and the subsequent potential impacts upon flood risk; and contamination of surface waters during operation.
- 3.5.4 The Site is wholly located within Flood Zone 1 and is therefore considered to be at low risk of fluvial / tidal flooding. The FRA assessed surface water flood risk and ground water flood risk as negligible to low. The risk of flooding from sewers, reservoirs, pond failure and infrastructure failures were also considered to be no more than low.
- 3.5.5 The Proposed Development will include for standard industry practice for the type of development to reduce the potential for impacts on flood risk, hydrology and water quality. Such measures include the adoption of a surface water management strategy, appropriate floor levels, and levelling of topographic low points.
- 3.5.6 It is acknowledged that the Proposed Development will result in the construction of low permeability surfacing, increasing the rate of surface water run-off from the Site. A surface water drainage scheme will be implemented to ensure the existing runoff rates to the surrounding water environment are maintained at pre-development greenfield rates accounting for the effects of climate change.
- 3.5.7 To control environmental issues during the construction process, good environmental practice will be followed, and a Construction Environmental Management Plan (CEMP) will be developed. The CEMP will form part of the project management plan, which will integrate the core arrangements for health and safety, quality and environmental management for the construction phase. This integrated approach ensures that environmental aspects are considered at all stages of the design and construction process.
- 3.5.8 A Sustainable Drainage Systems (SuDS) strategy is proposed for the Site and includes the use of an attenuation pond. The SuDs will provide pollution mitigation and ensure

that surface water leaving the Site via the groundwater environment or the surface water drainage systems of the Proposed Development will have a mostly negligible impact and minimal impact on downstream receptors (i.e. Sinah Common SSSI, Solent).

- 3.5.9 Discharge from the Site is proposed to be directed via a surface water sewer which discharges into the Solent, bypassing the East Hampshire Rivers Operational Catchment and effectively negating any impacts.
- 3.5.10 The assessment considered that following the implementation of mitigation measures the effects upon the above receptors would not be significant. An updated FRA will also be produced for the Proposed Development and it is considered that risk of flooding will be sufficiently covered within this. The consideration of Water Environment can, therefore, be scoped out from the EIA.

Landscape and Visual Assessment

- 3.5.11 In May 2018 a Landscape and Visual Assessment (LVA) was produced for the Site. The LVA found that the site is located on the northern edge of Gable Head, a suburb of Hayling Island, and is set within a landscape character which consists of an open, low lying landform with a high density of streams / watercourses and arable fields. The landscape has been identified as having an 'improve and maintain' landscape strategy within the Havant Borough Townscape, Landscape and Seascape Landscape Character Assessment and is assessed as being of Medium landscape value.
- 3.5.12 The Site is not covered by any landscape designations for landscape or heritage quality at a national or local scale. The Chichester Harbour Area of Outstanding Natural Beauty is situated 0.7km away from the site boundary.
- 3.5.13 The LVA also identified the visual envelope for the Site as being limited due to the flat landform, surrounding vegetation and existing properties which visually and physically enclose the site. Visual receptors are therefore restricted to those in the vicinity of the site and include residents on St Mary's Road, public footpath users and local road users.
- 3.5.14 The development proposals include the creation of a green corridor linking the green space within the development to the surrounding area. Hedgerow and tree planting is also proposed, as well as a perimeter footpath, SuDS and an area of public open space to the north of the Site. The Green Infrastructure (GI) will soften views of the development and will create additional habitats to improve biodiversity of the Site.

- 3.5.15 The LVA assessed long term landscape effects as being Minor/Moderate Adverse for the site and the immediate context due to the retention of existing features and overall enhancement. Some individual features will result in beneficial effects as a result in the increase of planting and the creation of the SuDS and the green corridor.
- 3.5.16 The LVA assessed long term visual effects as being Minor Adverse due to the associated substantial GI which will help to soften and screen views of the development and help it assimilate into the existing edge of settlement context. The addition of the proposed woodland/tree planting along the northern boundary will also help to frame views towards St Mary's Church from the southwest of the Site.
- 3.5.17 The previous Scoping Opinion carried out by Havant Borough Council on the 15th of November 2017 stated that *"the landscape and visual impact of the proposed development can be adequately assessed with the submission of appropriate Landscape Impact Assessment and Mitigation as part of any planning application. Landscape impact can therefore be Scoped out of the EIA at this stage"*. Owing to the time that has passed an updated Landscape and Visual Appraisal will be prepared in support of the future planning application.
- 3.5.18 With consideration of the above it is considered that landscape and visual impact can be scoped out of the ES.

Rights of Way, Access and Recreation

- 3.5.19 The Site is not currently accessible to the public and has no existing recreational value. A public footpath runs adjacent to the northern and western boundaries of the Site (Route Number: 108/g2/2), and the wider land includes open space which is used by dog walkers, joggers and visitors to Hayling Island Holiday Park.
- 3.5.20 This public footpath will remain in place. The existing open space available to visitors will be extended through new green infrastructure provided as part of the development proposals, including new equipped play facilities and tree planting. As a result of the development, access will be available into land that was previously private.
- 3.5.21 The landscape and visual effects of the development upon users of PROW will be assessed within the updated LVA. The LVA will also consider potential impacts of the Proposed Development on access and recreation in the wider area.
- 3.5.22 Therefore, Rights of Way, Access and Recreation can be scoped out of the ES.

Archaeology and Cultural Heritage

3.5.23 As part of the previous application for the Site, a Heritage and Archaeology Assessment was undertaken to assess the potential effect of the Proposed Development on designated heritage assets and archaeological resources at the Site and within the surrounding area.

3.5.24 Heritage assets within the site's immediate surrounding area include:

- Grade II* Listed Church of St Mary, c.70m north of the Site;
- Grade II Listed Farm Cottage and Rook Farmhouse, C.40m south-east of the Site;
- Grade II Listed Newton House Hotel, c.250m west of the Site;
- Grade II Listed Flint Cottage, c.340m north-west of the Site;
- Grade II Listed Deep Thatch (and Outbuilding), c.280m south of the Site (During the site visit it was ascertained, that as a result of intervening built form, there is no intervisibility between Deep Thatch and the Site. Also, no historical or functional connections were identified and therefore, the impact of the Proposed Development was not assessed).

3.5.25 The assessment considered that the Proposed Development would result in the loss of some views of the Church from the south-west, and thus cause minor harm to the significance of the Church of St Mary, through a change to its setting. This effect is however, considered not-significant in EIA terms. Within this context, the limited harm caused to the overall heritage significance of the asset should be considered. The assessment also stated that *'the proposed development would result in negligible harm to the significance of the Grade II Listed Farm Cottage and Rook Farmhouse on the basis of a former historical functional relationship between the farm complex and the site'*.

3.5.26 The effect of the Proposed Development on all other assets will not result in any adverse impacts on the significance of designated heritage assets as a result of alteration to setting.

3.5.27 HBC's conservation officer considered in relation to the previous application that the impact on the setting of St Mary's Church to "represent less than substantial harm" and that "this should be weighed against the public benefits of the proposal".

3.5.28 There is no evidence of early medieval, medieval, or later settlement activity within the site, and it is thought to have been comprised of farmland from the medieval

period onwards. As a result, any unknown archaeological features dating to the medieval and post-medieval periods are likely to comprise agricultural features of low archaeological significance.

- 3.5.29 The assessment found no evidence to suggest that any archaeological remains present within the site are of a significance as to preclude development. It is anticipated that further archaeological works can be secured through a condition attached to any permission granted.
- 3.5.30 The Proposed Development is unlikely to have significant effects on the setting of heritage assets or on archaeological remains. Therefore, the assessment of effects of the Proposed Development on heritage assets and archaeological remains should be scoped-out of the EIA.
- 3.5.31 An updated Heritage & Archaeology Desk Based Assessment will be submitted as a standalone report together with the Planning Application.

Noise

- 3.5.32 A noise assessment has been undertaken to accompany the outline planning application. The findings have been presented in a Noise Assessment Report (August 2021) which will be submitted with the application.
- 3.5.33 Road traffic on St Mary's Road and the surrounding road network and noise from the external plant at Smith & Austin Engineering Products Ltd have been found to be the dominant noise sources at the Site. The report further states that *'Due to the very low noise levels observed from the electrical substation and Hayling Island Holiday Park, these are not considered to be a problem for the proposed development'*.
- 3.5.34 The results of the noise survey and assessment indicate that to achieve suitable guideline values in outdoor living areas, acoustic mitigation will be required for those areas located nearest to, and with a direct line of sight to the external plant at Smith & Austin Engineering Products Ltd. The report suggests that this mitigation could include locating gardens on the screened sides of dwellings, i.e. facing away from the plant or close boarded fencing (or a bund and fence combination) of approximately 1.8m in height in the north eastern part of the Site.
- 3.5.35 Regarding properties located further within the Site these will be screened by the proposed residential buildings themselves and would therefore be likely to achieve the required outdoor daytime noise levels.

- 3.5.36 In living rooms and bedrooms in all dwellings across the Site, standard thermal double glazing should ensure that required internal noise levels are met with the windows closed.
- 3.5.37 The report further found that with windows open there is potential for recommended internal noise limits to be exceeded in some living rooms in the northeast of the Site during the daytime and bedrooms in the eastern parts of the site due to noise from St Marys' Road and the external plant at Smith & Austin Engineering Products Ltd. Some form of acoustic ventilation would therefore need to be installed in some of the rooms. Alternatively, to meet the required noise levels, these rooms could be located on the screened side of the proposed buildings, facing away from the road noise.
- 3.5.38 The implementation of the recommended glazing together with appropriate acoustic ventilation should ensure that the required internal daytime and night-time noise limits are achieved at those proposed dwellings closest to the noise sources.
- 3.5.39 The large majority of the proposed dwellings further into the Site will be able to open windows for ventilation at all times.
- 3.5.40 Based on the findings of the Noise Assessment Report, that the Proposed Development will not result in significant noise effects, it is considered that Noise can be scoped out of the ES.

Contamination

- 3.5.41 The Site is currently in agricultural use and therefore there is not likely to be any significant sources of contamination on site. During both construction and operation standard protocols and best practice will be implemented to ensure there is no risk of contamination.
- 3.5.42 A Phase 1 Site Investigation will be submitted in support of the application. This includes for a desk study identifying the presence and significance of contamination of land. Further investigations and any required mitigation and remediation would then be undertaken during detailed design.

Climate

- 3.5.43 The EIA Regulations state that an EIA should consider potential climate related effects. It is considered that these comprise the impact of the Proposed Development on the climate (i.e. greenhouse gas (GHG) emissions) and the impact of climate change on the Proposed Development.

- 3.5.44 As for any development, the Proposed Development will result in GHG emissions and these are unavoidable. It is not considered that the GHG emissions of the Proposed Development will be significantly different from other proposals of a similar nature and scale as the Proposed Development will be constructed, at a minimum, in accordance with relevant regulations, with betterment of Building Regulations being achieved where possible. In addition, the proposals will meet the requirements of policies that aim to reduce GHG emissions, through the use of sustainable design and other relevant measures.
- 3.5.45 The Proposed Development could potentially be affected by the impact of climate change, including increased risk of extreme weather events and flooding. However, resilience to extreme weather events will be incorporated within the design process, and the Proposed Development will be constructed in accordance with relevant regulations and guidance. In addition, a Flood Risk Assessment will be undertaken which will consider the risk of potential extreme flood events as a result of climate change.
- 3.5.46 In conclusion, it is not considered that the Proposed Development is likely to result in significant adverse effects on climate, and it is considered that the risk of the Proposed Development being significantly affected by climate change is being considered sufficiently elsewhere within the ES.

Human Health

- 3.5.47 The 2019 Health Profile for Havant (Public Health England) outlines that the health of people in the District is better than the England average. The majority of health indicators for Havant are above or close to the England average, although there are several indicators which fall below the England national average. The categories in which significantly worse indicators are seen are *Injuries and ill health* (one indicator out of six (Emergency hospital admissions for intentional self-harm)), *Behavioural risk factors* (one indicator out of six (Smoking prevalence in adults)), and *Wider determinants of health* (two indicators out of five (Children in low income families and average attainment 8 score)). However, given the nature of the Proposed Development it is not considered to exacerbate these indicators.
- 3.5.48 In November 2018 Havant Borough Council released the '*Havant Healthy Borough Assessment*' (HHBA), a strategy developed to improve the health and wellbeing of the borough's residents.

3.5.49 The HHBA covers the borough up to 2036 and their vision is to address health inequalities and improve both the physical and mental wellbeing of the population. The HHBA sets out several key areas which must be addressed during planning to ensure the goals of the HHBA are achieved. The goals of relevance to the Proposed Development are as follows:

- Health and Safety;
- Open Space & Recreation; and
- Healthier Food Environment.

3.5.50 The Proposed Development will accord with the relevant priorities of the HHBA, by means ensuring the physical environment, housing and social networks can nurture and encourage health and wellbeing. Effects on population and human health as a result of the Proposed Development are anticipated to relate to the following:

- Increased provision of housing;
- Recreation;
- Noise;
- Air Quality; and
- Socio-economics.

3.5.51 The increase in housing provision will have a beneficial effect on the local population and contribute to the 'Healthy Homes' Policy Recommendation made in the HHBA. The Proposed Development will also include a proportion of affordable housing which will be of benefit to the local population by increasing the availability of affordable housing in the area.

3.5.52 The construction of the Proposed Development will create employment opportunities in the short to medium term. It is considered that the increased employment opportunities will have a beneficial effect on the local population.

3.5.53 The HHBA recommends that green, blue and recreation spaces be included in new developments to encourage outdoor activity for all age groups. The Proposed Development has scope for the inclusion of open spaces which can be used for recreational activity, and therefore satisfies this aspect of the HHBA. Recreational areas will make it easier for people of all ages to become more active, teaching

children the importance of being healthy, promoting good health and improving the overall wellbeing of residents.

3.5.54 Noise, Air Quality, and Socio-economic effects will be assessed separately within the relevant chapters of the ES and standalone reports. As such it is not considered necessary to include a separate chapter for the consideration of these aspects of the development in relation to human health.

3.5.55 In conclusion, it is considered that the proposals will help people to live healthy lives, live in a healthy place and will avoid the need to go to hospital. Therefore, the proposals are not likely to result in significant adverse effects on population and human health, beyond those already being considered elsewhere within the ES.

Risks of Major Accidents and/or Disasters

3.5.56 The EIA Regulations state that an EIA should consider the vulnerability of the development to risks of major accidents and/or disasters, relevant to the project concerned.

3.5.57 'Risk' can be defined as the 'likelihood of an impact occurring, combined with effect or consequence(s) of the impact on a receptor, if it does occur'; a 'Major Accident' can be defined as 'events that threaten immediate or delayed serious damage to human health, welfare and/or the environment'; and a 'Disaster' can be defined as 'naturally occurring extreme weather events (e.g. storm, flood, temperature) or ground-related hazard events (e.g. subsidence, landslide, earthquake) with the potential to cause an event or situation'. Disaster and natural disaster are often used interchangeably.

3.5.58 Owing to the nature of the Proposed Development, it is considered that the likelihood of it resulting in/causing an event to occur that threatens (either immediate or delayed) serious damage to human health, welfare and/or the environment is low. The vulnerability of the Proposed Development to naturally occurring extreme weather events (i.e. flooding, storms and extreme temperature beyond that of weather events experienced in the UK) and/or ground related hazard events, (e.g. subsidence, earthquakes and ground contamination) that could lead to an event or situation is very low.

3.5.59 Table 3.2 below sets out the accidents and disasters of relevance to the Proposed Development (based on the location of the Site and proposed land uses), and how these will be mitigated.

Table 3.2: Consideration of major accidents and/or disasters	
Major accident/disaster type	Description
Extreme weather events	The scheme could be damaged by extreme weather events (exacerbated by climate change), including storms, snow, ice and heatwaves. However, resilience to extreme weather events will be incorporated within the design process, and the Scheme will be constructed in accordance with relevant regulations and guidance.
Flooding	The Site is not at a high risk of flooding, however the reduction in permeable area as a result of the Scheme could exacerbate this risk. A Flood Risk Assessment will be produced, which will inform the drainage design for the Scheme to ensure flood risk within the Site or surrounding area is managed appropriately. The drainage will be designed to accommodate potential extreme flood events as a result of climate change.
Contamination risk	There is a risk of contamination to ground and water during construction and operation of the Scheme. An assessment of this risk will be undertaken, and mitigation measures will be recommended where required. Appropriate site investigations will also be undertaken to determine the current baseline contamination levels.
Electricity, gas, water supply or sewerage system failures	Future residents and users of the Proposed Development could be at risk of utilities system failures. However, it is assumed that this risk will be mitigated through standard protocols implemented by the utilities providers, including emergency call and response procedures.
Transport accidents	The Proposed Development will affect traffic flows on the local highway network, which could increase the risk of transport accidents. A Transport Assessment will be undertaken, and a Transport ES chapter produced (see section 6 of this report), identifying safety measures where necessary.

3.5.60 Based on the above, it is not considered that the Proposed Development is likely to result in any significant adverse effects on the environment deriving from the vulnerability of the Proposed Development to the risk of major accidents and/or disasters (relevant to the Proposed Development) beyond those already being considered within other technical chapters. As such it is not proposed to produce a specific accidents and disasters chapter.

4 AIR QUALITY

4.1 Introduction

- 4.1.1 An air quality assessment will be undertaken by WA and included as a chapter within the ES.

4.2 Current Baseline

- 4.2.1 Havant District Council have not declared any Air Quality Management Areas. Therefore, the Proposed Development is not located within an area of known poor air quality. There is one air quality monitor on Hayling Island located on the main A3023, approximately 2.2km from the Proposed Development. In 2018, the most recent year for which monitoring data is available, the diffusion tube recorded an annual mean concentration of 31.55 $\mu\text{g}/\text{m}^3$, against an objective of 40 $\mu\text{g}/\text{m}^3$.
- 4.2.2 There are a number of human receptors located in close proximity to the Proposed Development that could be impacted by development generated traffic. These are located along St Mary's Road, Church Road, and Manor Road.
- 4.2.3 Additionally, the A3023 is the access road onto and off the island, and there are a number of ecological receptors that could potentially be impacted by development generated traffic.

4.3 Potential Significant Effects

- 4.3.1 During the construction phase of development, there is the potential for dust soiling and human health effects as a result of dust and fine particulate matter (PM_{10}) emissions. These effects may be experienced at existing sensitive receptors as a result of demolition, earthworks and construction, and through the track-out of dirt and mud onto the public highway.
- 4.3.2 During the operational phase, there is the potential for air quality effects particularly at existing sensitive receptors within the AQMA's, as well as at nearby ecological receptors to the Site, as a result of emissions from development generated vehicles.

4.4 Proposed Methodology

- 4.4.1 The air quality assessment will include consideration of both the construction and operational phases of development. The proposed methodology for the Air Quality Assessment will be as follows:

Construction Phase Assessment- Dust and Fine Particulate Matter Emissions

- 4.4.2 A construction phase dust assessment will be undertaken in accordance with guidance from the Institute of Air Quality Management (IAQM), which considers the potential for dust soiling, human health and ecological effects at existing sensitive receptor locations.
- 4.4.3 The construction phase assessment will determine the risk and significance of dust effects from demolition, earthworks, construction and trackout associated with the proposed development.
- 4.4.4 With the implementation of site-specific mitigation (as outlined below) the significance of dust effects from earthworks, construction and trackout will be established.

Operational Phase Assessment- Road Traffic Emissions at Human Receptor Locations

- 4.4.5 Given the scale of the development, the operational phase assessment will be undertaken, using ADMs-Roads air dispersion modelling. The assessment will consider the impact of changing traffic flows, as a result of the Proposed Development at existing human sensitive receptor locations. This would consider a verification and base year, a proposed opening year and future year, both with and without the development.

Existing Sensitive Receptor Locations

- 4.4.6 The air quality assessment will consider the potential impact of development-generated vehicles on air quality at existing sensitive receptor locations

Proposed Sensitive Receptor Locations

- 4.4.7 The assessment will also predict pollutant concentrations at proposed receptor locations within the proposed development site.

Operational Phase Assessment- Road Traffic Emissions at Ecological Receptor Locations

- 4.4.8 In accordance with the current position of the IAQM a sensitivity analysis will be undertaken as part of the modelled air quality assessment to account for uncertainties in future pollutant background concentrations and vehicle emissions factors.
- 4.4.9 The assessment will also consider the Designated Habitat Sites which are located near to the Site and support ecological receptors which are sensitive to nitrogen deposition. This will include the Langstone Harbour Site of Special Scientific Interest (SSSI), the

Chichester Harbour SSSI, the Chichester and Langstone Harbours Special Protection Area (SPA)/Ramsar Site and Solent Maritime Special Areas of Conservation (SAC). The assessment of these sites will also be undertaken using the ASMS Roads air dispersion model.

4.4.10 Nutrient nitrogen deposition and nitrogen-derived acid deposition will be modelled within the considered nearby designated habitat sites to establish if the impacts will be less than 1% of the minimum critical load for grassland and fen, marsh and swamp habitats.

4.5 Mitigation

4.5.1 To reduce the level of these construction phase effects, site specific mitigation will be implemented. This will include the implementation of a best practice dust mitigation plan 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 but are not limited to:

- Re-vegetation of earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable;
- Protection of surfaces and exposed material from winds until disturbed areas are sealed and stable;
- Dampening down of exposed stored materials, which will be stored as far from the sensitive receptors as possible;
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place;
- Avoidance of activities that generate large amounts of dust during windy conditions;
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emissions control systems to prevent escape of material and overfilling during delivery;
- Avoid dry sweeping of large areas;

- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use;
- Ensuring that all vehicles will be sheeted when loaded;
- Ensure vehicles entering and leaving the site are covered to prevent escape of materials during transport;
- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable);
- Confining vehicles to areas of the site where appropriate dust control measures can be in operation;
- Minimisation of vehicle movements and limitation of vehicle speeds - the slower the vehicle speeds, the lower the dust generation;
- Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever the site size and layout permit; and
- Access gates to be located at least 10m from receptors, where possible.

4.5.2 All dust and air quality complaints will be recorded and appropriate measures be taken to identify causes and reduce emissions in a timely manner. Exceptional incidents which cause dust and/or emissions, and the action taken to resolve the situation, will be recorded in a log book and made available to HBC on request. Furthermore, final design solutions will be developed with the input of the Contractor to maximise construction efficiencies, to use modern construction techniques and sustainable materials, and to incorporate the particular skills and experience offered by the successful contractor.

5 ECOLOGY

5.1 Introduction

- 5.1.1 An ecological assessment will be undertaken by CSA Environmental and included as a chapter within the ES.

5.2 Current Baseline

- 5.2.1 The Site is formed of two large arable fields, under bean crop at the time of writing, with negligible uncultivated field margins. Boundaries are delineated by fencing and mature hedgerows. A single, modern agricultural building together with a permanent pond are present centrally, with an area of unmanaged grassland to the east.
- 5.2.2 Detailed surveys to characterise the baseline ecological conditions at the Site are presently ongoing. To date, these have found the Site to support a population of slow worms within the field margins, while great crested newts have been determined likely absent. Foraging and commuting bats using the Site are dominated by common and widespread species. No evidence to indicate use of the Site by badgers has been encountered.
- 5.2.3 Breeding bird surveys undertaken in 2021 found the Site to support a modest assemblage of breeding birds, with activity focused on the peripheral vegetation. Winter bird surveys carried out in 2017-18 recorded no brent geese or waders using the Site, however the spatial distribution of these species varies with farming practices and the Site is adopted as a Core Area under the Solent Wader and Brent Goose Strategy. Updated winter bird surveys are programmed for 2021-22.

5.3 Potential Significant Effects

- 5.3.1 While development parameters are under preparation and surveys to characterise the baseline conditions are presently ongoing, it is currently envisaged that, in the absence of mitigation, the Proposed Development could result in the following potentially significant effects:
- Destruction of land sharing functional linkage with the Chichester and Langstone Harbours SPA/Ramsar site.
 - Increased recreational pressure resulting in disturbance of key species using the Chichester and Langstone Harbours SPA/Ramsar site through nutrient loading (in combination with other projects).

- Degradation of the water quality of the Chichester and Langstone Harbours SPA/Ramsar site through nutrient loading (in combination with other projects).
- Degradation of habitats used by foraging and commuting bats.
- Killing or injury of common reptiles.

5.4 Proposed Methodology

5.4.1 The assessment of significant development effects will be undertaken in accordance with best practice guidance published by CIEEM (2018). Ecological features will be assessed where they are considered to be important, and where they may be impacted by a Proposed Development, including those identified above. A feature may be considered important for a variety of reasons, such as quality, extent, rarity and/or statutory protection. The importance of ecological features, as well as the significance of any likely impacts and their effects, will be determined within a defined geographic context (international, national, regional, county or local). Where the importance of a feature is considered to fall below the local scale, they will be scoped out of detailed assessment.

5.4.2 Impacts and their effects will be taken to be significant where they support or undermine biodiversity conservation objectives, with the scale of significance defined according to the above geographic context. Where an impact and its subsequent effect is unlikely to be perceptible at a local scale, this is taken to be not significant. Where likely significant ecological impacts and effects are identified, these will be considered and described with reference to the following characteristics:

- Positive or negative
- Extent
- Magnitude
- Duration
- Frequency and timing
- Reversibility

5.4.3 The assessment will be informed by baseline ecological surveys and consultation with relevant stakeholders, which are presently ongoing. The evidence base will include initial habitats surveys and ecological desk study of local species records and wildlife designations. Targeted surveys have been used to determine the presence or likely

absence of common reptiles, great crested newts and roosting bats, and further surveys have assessed the diversity distribution and abundance of foraging/dispersing bats, breeding birds and overwintering birds using the Site.

5.5 Mitigation

- 5.5.1 The approach to on-site mitigation will focus on delivery of strategic green infrastructure alongside development, to promote habitat connectivity and site permeability for wildlife. Development parameters and illustrative landscape proposals will be informed by application of Natural England's Biodiversity Metric 3.0, in order to achieve emerging policy requirements for biodiversity net gain.
- 5.5.2 Consultation with Natural England is presently ongoing to ascertain the suitability of potential off-site land to be secured as mitigation for impacts on Solent Waders and Brent Geese (SWBG) associated with the Chichester & Langstone Harbours SPA/Ramsar site.

6 TRANSPORT

6.1 Introduction

- 6.1.1 The transport input will be covered by the ES through a dedicated chapter with appended Transport Assessment (TA) and Travel Plan. The TA, Travel Plan and ES Chapter will be prepared by Prime Transport Planning.

6.2 Current Baseline

- 6.2.1 The study area is expected to comprise St Mary's Road, Church Road and the A3023 Havant Road/Langstone Road up to the A27 junction. The associated links and junctions, as well as those in the wider area, are included in the microsimulation model constructed as part of the Hayling Island Transport Assessment (HITA) produced as part of the evidence base for the Local Plan. Gladman commissioned HBC for their own run of this model with access from St Mary's Road rather than Manor Road, this being the only change to the model used to support the Local Plan. It is proposed that this version of the model will be used in both the Rook Farm TA and the ES Transport Chapter. Liaison is currently taking place between Prime and Steve Mountain of HBC to enable Systra, the modelling consultants, to provide the flow and speed data required for the ES and TA. We trust that this information will be provided without delay.

- 6.2.2 The scope of the TA will be confirmed with Hampshire County Council (HCC). It is likely that more detailed junction capacity assessments will be required at the following junctions as per the previous planning application:

- A27/ A3023 Langstone Road/ Park Road South;
- A3023 Langstone Road/ Langstone Technology Park Access/ Southbrook Road;
- A3023 Havant Road/ Church Road;
- A3023 Manor Road/ St Mary's Road/ Station Road;
- Elm Grove/ Cherrywood Gardens;
- St Mary's Road/ Cherrywood Gardens; and
- Church Road/ Tournurbury Lane/ Elm Grove/ St Mary's Road.

- 6.2.3 The most recent five-years' worth of collision data for the study area will be obtained from HCC and used to consider whether there are any patterns or trends in accident causation factors along with consideration of the accident study undertaken as part

of the HITA. Investigations into the impact of the development on highway safety will be undertaken in line with paragraph 111 of NPPF.

6.2.4 The ES chapter will identify any local substantial sensitive receptors, which are likely to include, but are not limited to:

- Mengham Infant School;
- The Hayling College;
- Limewood retirement apartments with care;
- Roads without footways used by pedestrians; and
- Any accident blackspots.

6.2.5 Other moderate to minor sensitive receptors, such as shopping areas, doctor's surgeries, recreation areas, open space, place of worship, listed buildings, tourist attractions and residential areas will also be identified.

6.3 Potential Significant Effects

6.3.1 Potential environmental impacts during the construction and operational phases of the development will be considered. Environmental impacts, as recommended within the IEMA guidelines, may include:

- Impacts on driver delay;
- Impacts on pedestrian delay and amenity;
- Impacts on fear and intimidation;
- Impacts on severance;
- Impacts on collisions and road safety; and
- Impacts on public transport users.

6.4 Proposed Methodology

6.4.1 The Transport ES Chapter will follow a standard methodology, with some site-specific elements, as follows:

- Describe methodology based on Guidelines for the Environmental Assessment of Road Traffic (1993) by IEMA and DMRB LA 104, specifically the assessment of impacts on severance, driver delay, pedestrian delay, pedestrian amenity and accidents and safety;

- Summarise national and local highways and transportation policy;
- Describe the baseline traffic conditions, both quantitatively using the microsimulation model, and qualitatively;
- Describe the proposals including the proposed access strategy and associated embedded mitigation measures (localised pedestrian improvements);
- Present forecast year traffic flows for end of Local Plan or other agreed year with HCC, both without and with development, derived from microsimulation model;
- Provide reference to the rules of the IEMA Guidelines;
- Assess the impacts on severance, driver delay, pedestrian delay, pedestrian amenity and accidents and safety;
- Application of IEMA criteria including Receptor Sensitivity, Magnitude of Impact Criteria and Significance of Effects;
- Assess the residual effects, the effectiveness of any mitigation measures, particularly the Local Plan mitigation package and comment on impacts on severance, driver delay, pedestrian delay, pedestrian amenity and accidents and safety;
- Consider cumulative effects with committed development/other Local Plan emerging allocations; and
- Conclude the effects of the potential impacts.

6.5 Potential Mitigation Measures

6.5.1 Various measures are proposed to mitigate the likely development impacts and to ensure the residual cumulative impacts are acceptable. Site specific mitigation measures may comprise:

- A Construction Traffic Management Plan (CTMP);
- New or improved footways and crossing infrastructure in the vicinity of the site access; and
- A Travel Plan.

6.5.2 In addition to the above, it is expected that the proposed development will contribute, on a commensurate basis, towards the package of measures required to mitigate the cumulative impact of Local Plan development. The HITA, HITA Addendum and

subsequent technical notes have demonstrated that with the mitigation package in place, there will not be a *severe* residual cumulative impact on the local highway network nor an unacceptable impact on highway safety in line with NPPF paragraph 111.

- 6.5.3 Details of the proposed mitigation measures will be included in the TA, TP and ES. Any temporary mitigation measures required to address short-term impacts during the construction phase will also be identified in the ES.

7 SOILS AND AGRICULTURAL LAND

7.1 Introduction

- 7.1.1 An assessment of the potential impact of the Proposed Development on agricultural land and soil resources will be undertaken by Land Research Associates Limited.

7.2 Current Baseline

- 7.2.1 A site investigation in 2018 showed the land is in agricultural use, is of Best and Most Versatile (BMV) agricultural quality and has natural undisturbed soils. The baseline has not changed in the intervening period.
- 7.2.2 The detailed (field scale) survey showed ALC grading across the Site to range from Grade 2 (very good) to Subgrade 3a (good); with the main limitation to agricultural land quality being stoniness. Consequently, all agricultural land within the Site is of BMV quality.

- 7.3 The soils on Site are calcareous sandy loam soils with a moderate stone content.

7.4 Potential Significant Effects

- 7.4.1 The Proposed Development would result in the loss of agricultural land and potential loss and damage to high quality soils resources, which may impact on the sustainability of proposed landscaping and drainage.

7.5 Proposed Methodology

- 7.5.1 The site investigation report will be used as the basis of an assessment which will evaluate the significance of loss of agricultural land and damage to/loss of soil resources, based on an established methodology for the determination of magnitude of losses and sensitivity of receptors which will be clearly described. The assessment of the loss of agricultural land will, in particular, consider the loss of best and most versatile land (grades 1-subgrade 3a of the Agricultural Land Classification guidelines, which is protected in the planning system).
- 7.5.2 The significance of potential loss of soils resources will also be assessed prior to and following mitigation and will be set out in the Chapter.
- 7.5.3 There is no standardised method of quantifying the significance of effects on these receptors, and the approach adopted will be defined clearly in the Chapter.

7.6 Mitigation

- 7.6.1 The Site was found to contain 'best and most versatile' agricultural land. This is a potential significant effect. There is no mitigation for the loss of best and most versatile agricultural land. During the construction phase topsoil stripping and trafficking of subsoils can cause irreversible damage to soil resources, this is a potentially moderate to major adverse effect of the Proposed Development. In order to mitigate this potentially adverse effect a site specific measures will be recommended to facilitate the protection of all soil resources. This will reduce the moderate to major adverse effects to negligible.

8 SUMMARY

8.1.1 This Scoping Report has been produced to inform HBC and other relevant stakeholders of the proposed scope of the ES. In summary it is proposed that the ES will be structured as follows:

Chapter 1: Introduction

Chapter 2: Approach and Scope

Chapter 3: Site Description

Chapter 4: The Proposed Development

Chapter 5: Consideration of Alternatives

Chapter 6: Air Quality

Chapter 7: Ecology

Chapter 8: Transport

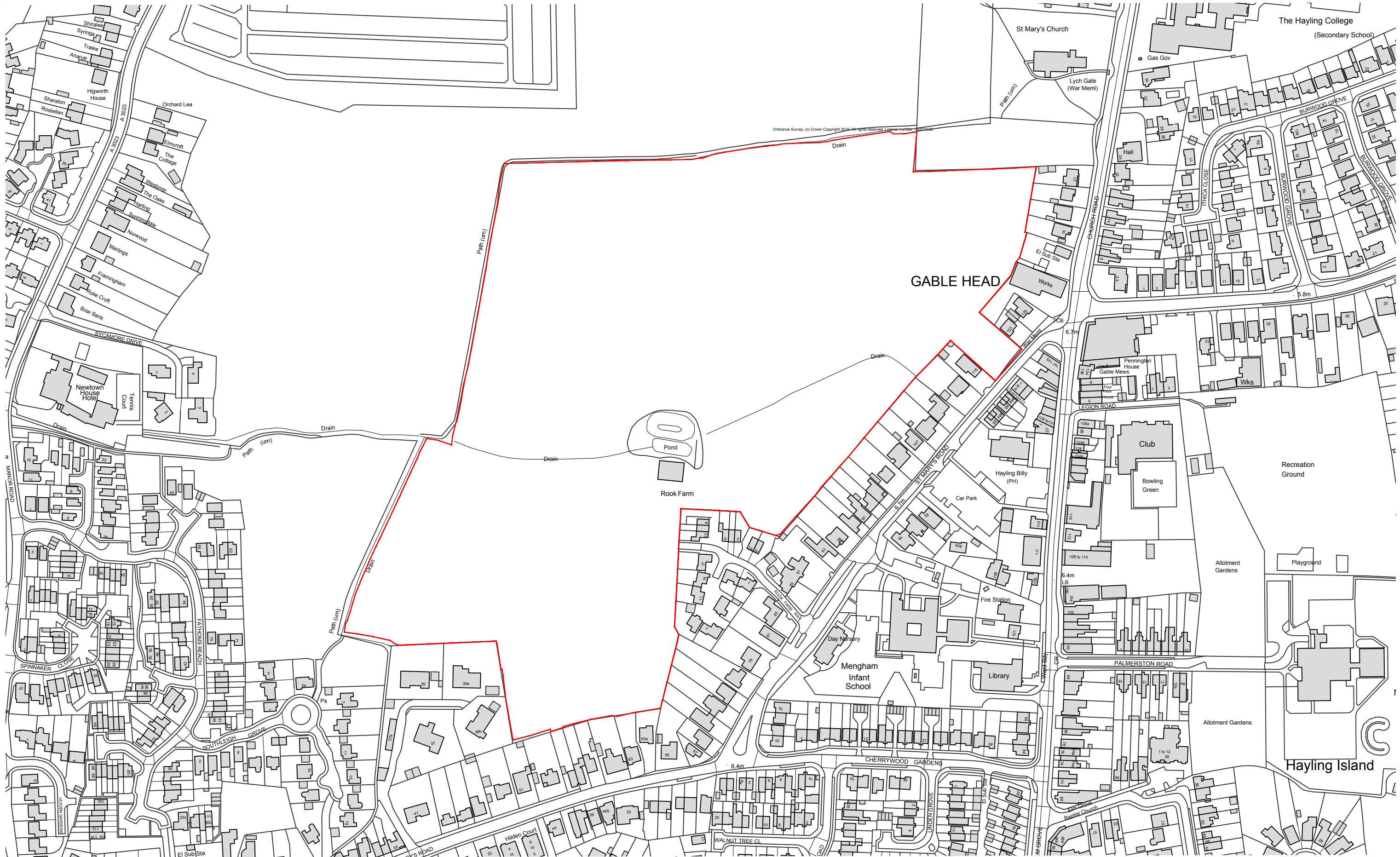
Chapter 9: Soils and Agricultural Land

Chapter 10: Summary of Residual and Cumulative Effects

APPENDICES

Appendix A

Location Plan



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

LOCATION PLAN

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

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environmental assessment
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