



WHITE PEAK Planning

Environmental Statement: Non-Technical Summary

Southleigh, Havant

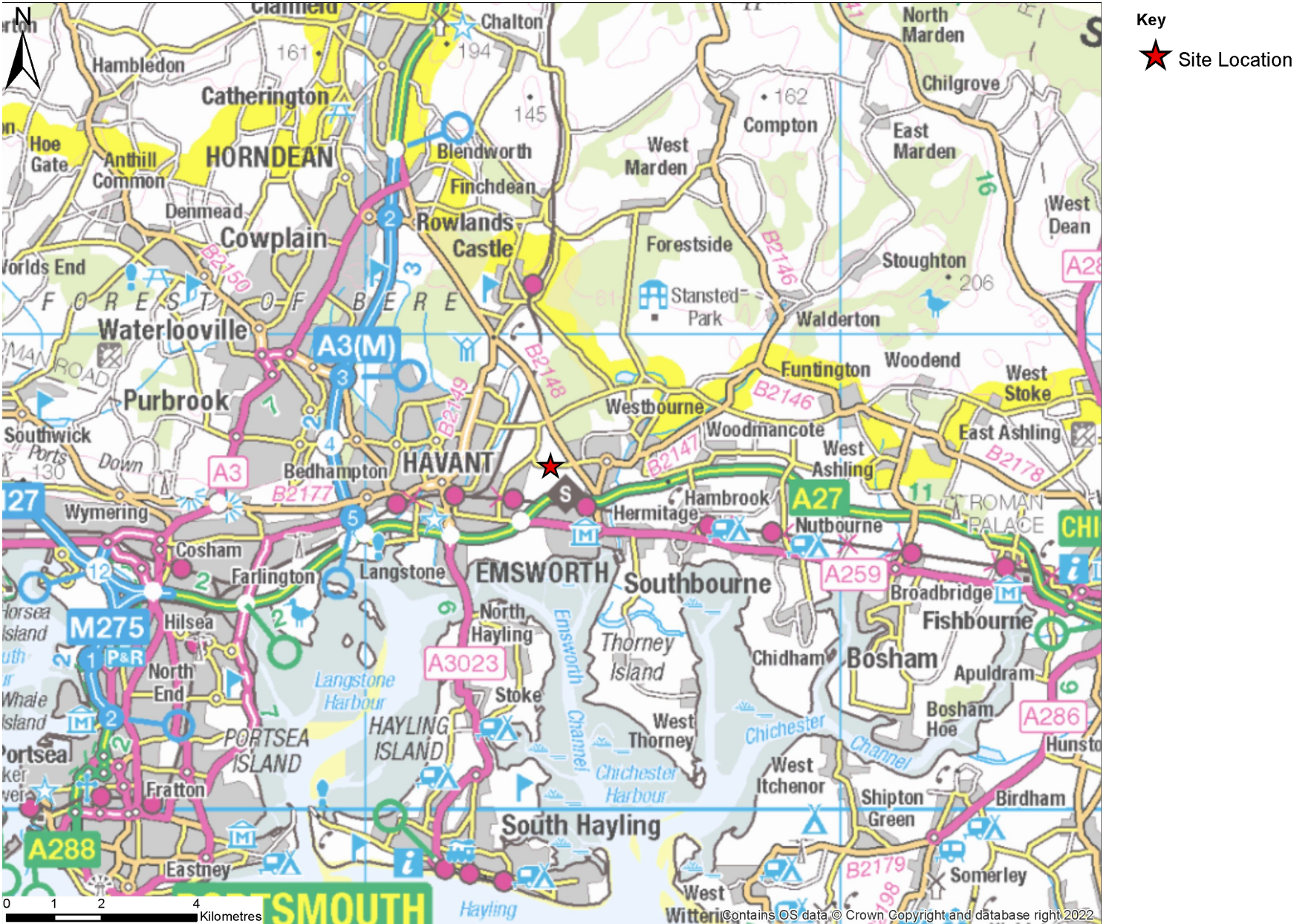
Bloor Homes

April 2026

ref: 2023.003



Figure 1 - Site Location



1. Introduction

The Planning Application

Bloor Homes is applying in outline to Havant District Council (HDC) for a new residential development at Southam, Havant.

The site forms the majority of land proposed for allocation in the emerging Local Plan, known as 'Building a Better Future'. The draft allocation is known as 'Allocation 1: Southleigh' and has an area of 146.32ha. It is proposed for residential-led development with an indicative yield (net) of 2,100 dwellings.

The planning application is for approximately 1,800 dwellings, along with a local centre, primary school, public open space, landscaping and ancillary works.

The site location is shown in *Figure 1*, the boundary for the planning application is shown in *Figure 2* and the draft allocation boundary is shown in *Figure 3*.

The Need for Environmental Impact Assessment

The process of Environmental Impact Assessment (EIA) in the context of town and country planning in England is governed by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), hereafter referred to as the 'EIA Regulations'.

The EIA Regulations include Schedule 1 developments for which an EIA is mandatory and Schedule 2 developments for which an EIA may be required, depending upon criteria including nature and

scale of potential environmental effects, and the sensitivity of the receiving environment, as set out in Schedule 3 of the EIA Regulations.

This development falls under Schedule 2 and due to the size and nature of the proposals, it was considered that an EIA should be undertaken.

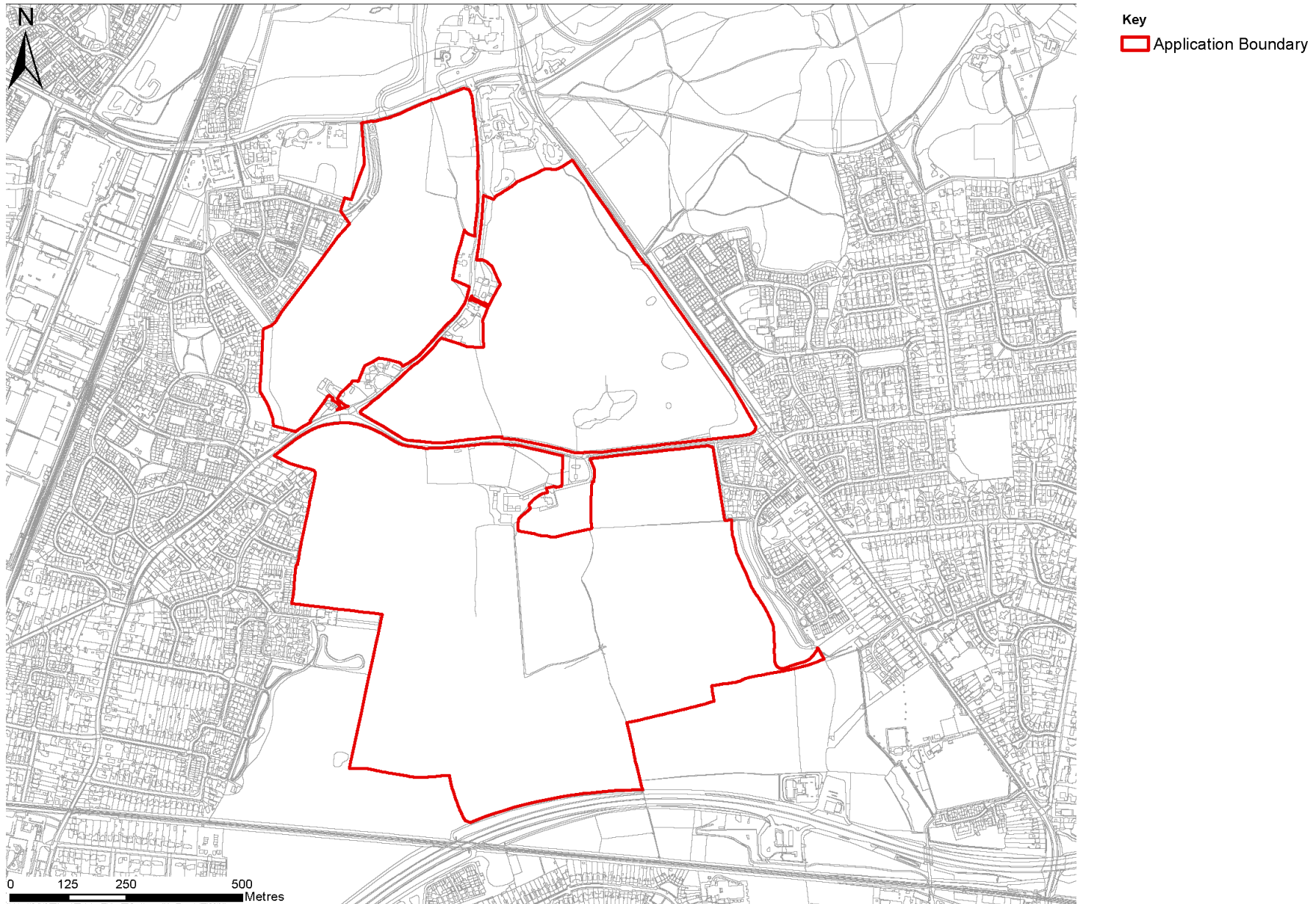
Purpose of This Document

The potentially significant environmental effects of the proposed development identified by the EIA process have been documented in an Environmental Statement (ES). This document provides a Non-Technical Summary (NTS) of the ES.

The ES identifies and evaluates the potentially significant environmental impacts (whether beneficial or adverse) that may occur as a result of the proposed development. Where appropriate, it identifies measures to avoid, reduce and compensate for predicted significant adverse effects on the environment and maximise the potential beneficial effects. These measures are hereafter referred to as 'mitigation measures'. An assessment of what are known as the residual potentially significant environmental impacts (i.e. those that remain after the adoption of mitigation measures) is then carried out.

The following sections provide detail on what is included in the EIA, the EIA methodology, the site and its surroundings, the proposed development and how it has been designed, measures proposed to avoid, reduce or compensate for predicted significant impacts (mitigation measures) and the likely significant remaining environmental effects of the proposed development with mitigation measures implemented.

Figure 2 - The Application Site



2. Environmental Impact Assessment

Scope of the EIA

The environmental topics included in the EIA are termed the 'EIA scope' and are dependent on the type of development proposed and the nature of the site and its surroundings.

A request for a formal EIA Scoping Opinion has not been sent to EHDC. Bloor Homes was the applicant for the Land East of Horndean development and based on the existing knowledge of the site and the local area, it was decided that the overall scope of the EIA should be consistent with the previous scheme. This includes the following topics:

- **Traffic and Transport** - including impacts on drivers, pedestrians and cyclists.
- **Noise** - impacts on both existing and future residents.
- **Air Quality** - in relation mainly to dust during construction and vehicle emissions once the development has been built and occupied.
- **Landscape and Visual Effects** - effects on designated sites, landscape features and character, and visual effects on human beings.
- **Biodiversity** - effects on designated sites, ecologically important habitats and protected species.
- **Cultural Heritage** - effects on designated sites, built heritage assets (e.g. Listed Buildings) and below-ground archaeology.

- **Water Environment** - effects on surface waterbodies and population through changes to flood risk.
- **Agriculture** - effects on Best and Most Versatile agricultural land and soil resources.

For each of the topics included in the scope of the EIA, the likely significant effects of the proposed development have been assessed for both the construction phase and once the development has been built and occupied.

Other Developments

An EIA must include an assessment of potential 'cumulative' environmental effects with other development sites. For example, visual effects could be greater if a view is impacted by the construction of more than one new development at the same time.

The technical assessments undertaken as part of the EIA have taken into account the interaction between the proposed development and indicative proposals for the wider allocation.

Potentially significant cumulative effects with other developments in the local area have also been assessed. These developments include those under construction, those for which planning permission has been granted and those subject to a live planning application.

Assessing Significant Impacts

Each technical assessment within the EIA firstly establishes the existing conditions e.g. traffic levels, habitats, flood zones etc and this is the basis against which the potential impacts of the proposed development are then assessed.

Environmental impacts can be positive (known as 'beneficial') or negative (known as 'adverse'), temporary or permanent and vary in their extent and duration.

Mitigation

Mitigation measures can be put in place to avoid, reduce or compensate for potential adverse impacts, or to enhance beneficial impacts.

The EIA has identified appropriate mitigation measures based on the assessment of potential significant impacts. These are either designed into the scheme, delivered through standard construction measures, or will require further work or a controlling mechanism to deliver them.

Before construction commences, a Construction Environmental Management Plan (CEMP) will be agreed with the local authority and the contractors will need to adhere to the measures set out within it.

The measures will be based on the EIA and a Framework CEMP is included as an appendix to the ES.

Describing Significant Effects

After the likely significant impacts of the development have been assessed taking into account the proposed mitigation measures, the remaining (residual) significant effects are then described in the ES.

There is no statutory definition of significance, but it is generally based on a combination of the level of impact and the sensitivity of the environment that is being impacted.

In this EIA the following standard descriptive terms are used to describe the significance of the effects:

- Substantial;
- Moderate;
- Minor;
- Negligible.

The following terms are also used to aid the description of the effect:

- Beneficial / Adverse – positive / negative effects;
- Short/Medium/Long Term – length of the effect;
- Temporary / Permanent – effect can / cannot be reversed;
- Direct – effects that are a direct result of the proposed development;
- Indirect – effects that may be a 'knock-on' result of direct effects.

3. The Site and Surroundings

The Application Site

The application site is approximately 106 hectares (ha) in area and is located to the north of the A27 between the settlements of Havant to the west and Emsworth to the east.

The site is irregular in shape and comprises three parcels divided by Eastleigh Road and Southleigh Road. There are no environmentally 'sensitive areas' (as defined in Paragraph 2 of the EIA Regulations) or designated heritage features within or near to the site.

The north-western parcel is predominantly in arable use, with the north of the parcel comprising a mixture of grassland and woodland. The north-eastern parcel comprises a mixture of wood pasture and parkland, and grassland, with areas of woodland at the eastern boundary and at the south of the parcel.

The main parcel, to the south of Southleigh Road, is predominantly in arable use, with the Southleigh Farm complex, grassland and woodland at the north. Several hedgerows are located within the site and at the western boundary.

Site Surroundings

As shown on *Figure 3* the site is bounded by:

- **North:** Southleigh Park House, which has planning permission for new housing, Bartons Road and beyond this, residential development and a private hospital.

- **East:** B2148 Horndean Road and residential development on the western edge of Emsworth.
- **South:** The A27 and beyond this, the east-west coastal railway line.
- **West:** The residential area of Denvilles on the eastern edge of Havant.

The land within the draft allocation to the south-west of the site, comprises grassland with hedgerows and a ditch along its western boundary. A railway line also runs along its southern boundary. The land to the south-east predominantly comprises grassland with hedgerows. The non-statutory Land West of Emsworth Recreation Ground Site of Importance for Nature Conservation is located in this area.

Emsworth Park, at the south-east of the draft allocation site, includes a recreation ground with grass pitches, tennis courts, a bowling club, skate park, playground and Emsworth Cricket Club.

The town of Havant, to the west of the site, includes residential as well as retail and commercial development. The Meridian Shopping Centre is located approximately 1.65km south-west of the site at its closest point and there is a large area of commercial and employment uses to the west of the site between New Lane and the north-south London-Portsmouth railway line.

The nearest Secondary School is Warblington School, located off Southleigh Road to the south-west of the site. The nearest railway station is Warblington, to the south-west of the site, adjacent to which is the Southleigh Road railway crossing.

The nearest bus stops are located on Southleigh Road, which bisects the site.

Figure 3 - Site Context

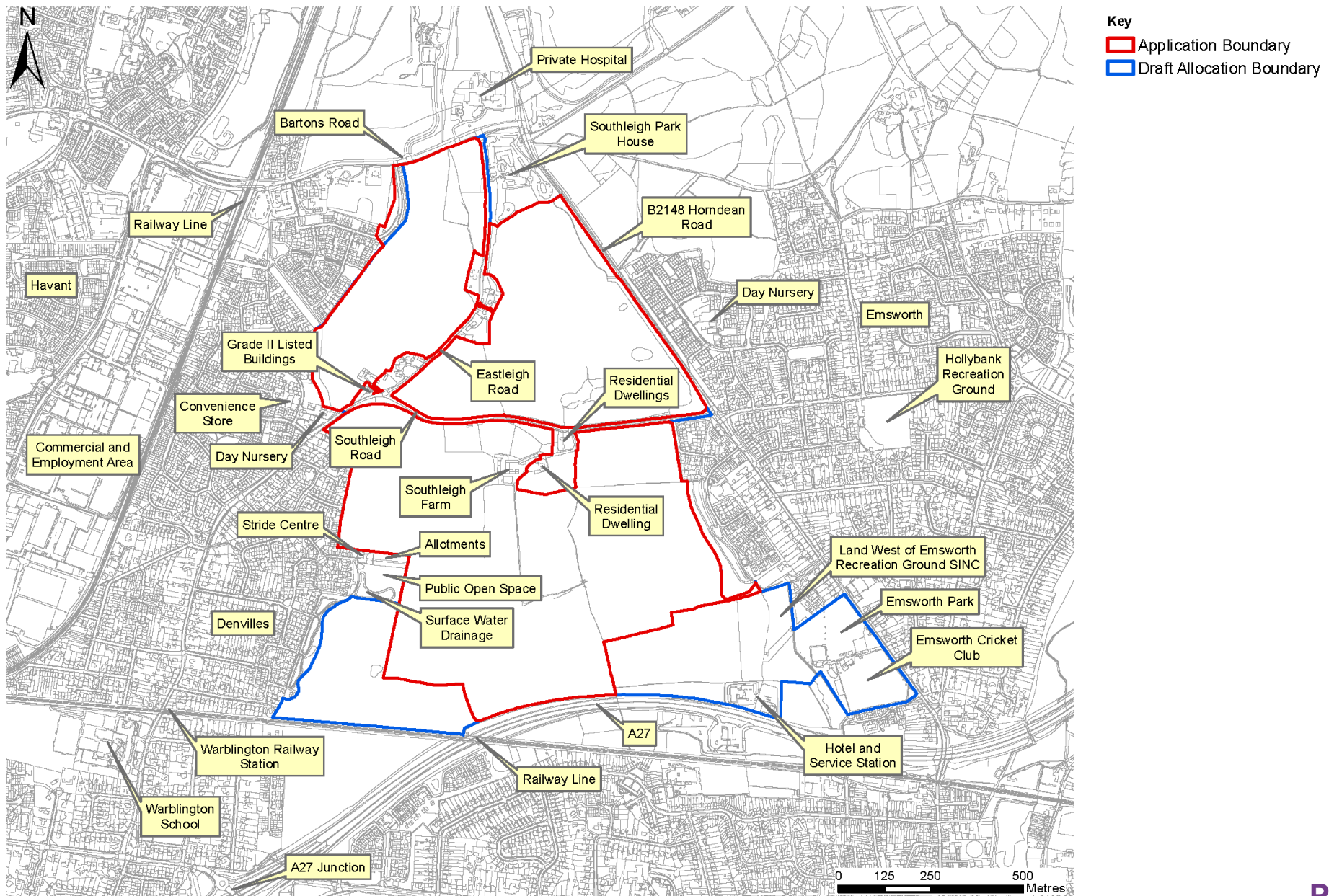
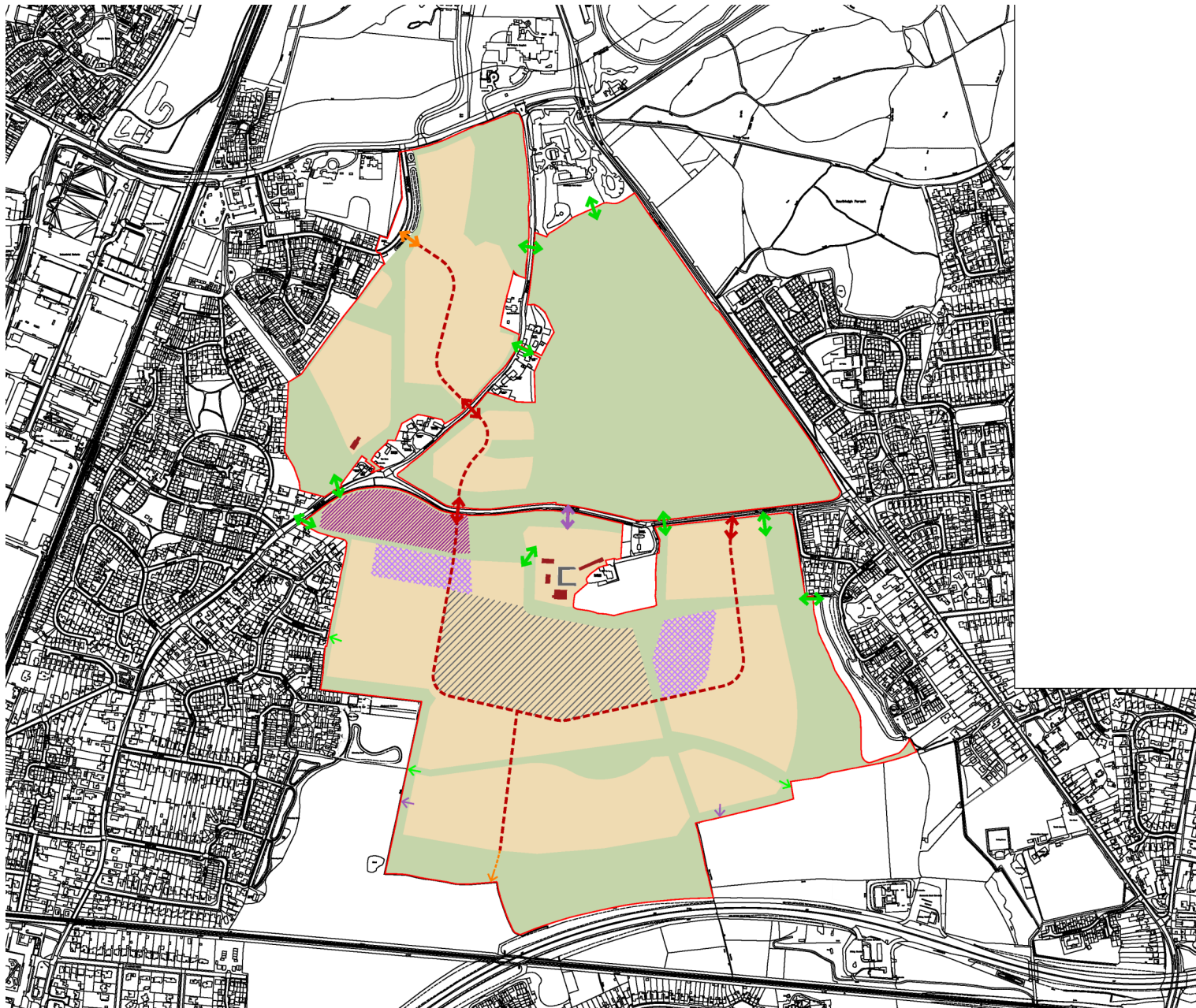


Figure 4 - Land Use & Access Parameter Plan



-  Site Boundary
-  Residential development
Includes residential dwellings, early year facilities, primary and secondary streets, other residential streets, private gardens, surface water attenuation, formal and informal open spaces, local play spaces, and utility infrastructure. Up to 3 storeys (up to 13m) in building height.
-  Residential and Education
Includes primary school, residential dwellings, primary and secondary streets, other residential streets, private gardens, surface water attenuation, formal and informal open spaces, local play spaces, and utility infrastructure. Up to 3 storeys (residential up to 13m, school building up to 15m) in building height.
-  Residential area up to 4 storeys (up to 14m) in building height.
-  Local Centre and Residential
Includes primary streets, residential units, retail, community facilities, employment, early years facility, car parking, mobility hub, utility infrastructure, and landscaping. Up to 4 storeys (up to 15m) in building height.
-  Green Infrastructure
(Includes primary and secondary streets, residential streets, Active Travel routes, other footpaths/cycleways, orchard, formal and informal play spaces, new and retained vegetation, existing watercourses, surface water attenuation, and utility infrastructure)
-  Primary access
(indicative location of vehicular, bus, pedestrian and cycle access)
-  Secondary access
(indicative location of vehicular, pedestrian and cycle access)
-  Potential secondary access
(indicative location of vehicular, pedestrian and cycle access)
-  Restricted access
(indicative location of bus, pedestrian and cycle only access)
-  Potential restricted access
(indicative location of bus, pedestrian and cycle only access)
-  Pedestrian and cycle access
(indicative location)
-  Potential pedestrian and cycle access
(indicative location)
-  Primary street / bus route
(indicative alignment)
-  Potential future bus, pedestrian and cycle only connection (indicative alignment)
-  Retained and converted farmstead building for residential, commercial, community and/or employment uses
-  Existing buildings and structures to be demolished

Note:
Development edges are indicated with a tolerance of +/- 5m

Figure 5 - Green & Blue Infrastructure Parameters Plan



Figure 6 - Indicative Concept Plan



- Allocation Boundary
- Primary Street / Bus Route / Active Travel
- Secondary Street
- Residential Streets
- Pedestrian / Cycle Links
- Park Run / Fitness Trail
- Pedestrian / Cycle / Bus Connection
- Primary Vehicular Access (including bus, pedestrian and cycle)
- Secondary Vehicular Access (including pedestrian and cycle)
- Restricted Access (bus, pedestrian and cycle only)
- Potential for future Connection (bus, pedestrian and cycle only)
- Pedestrian and Cycle Access
- Potential Pedestrian and Cycle Access
- Public Open Space
- Existing Hedges
- Existing Trees and Woodland
- Leap (indicative location and with offset)
- Neap (indicative location and with offset)
- Bike Skills Trail (indicative location and with offset)
- Local Squares
- Community Orchard (indicative location)
- Area for sports pitch provision
- Existing Water Courses
- Attenuation Basins/Swales (indicative locations)
- Flood Storage Area
- Residential Development Parcel
- Farmyard Area (with retained and removed buildings)
- 3FE Primary School (with indicative building)
- Local Centre (with indicative building)
- Mobility Hub/Market Square
- Children's Nursery / Early Year Facility
- Existing Buildings to be Retained
- Existing Buildings to be Demolished

4. The Proposed Development

The planning application seeks outline planning permission for a residential development.

The nature of an outline planning permission is that the precise details of the proposals are not known and these are subsequently brought forward in applications for the approval of reserved matters.

In order to define the outline elements of the application and provide sufficient detail to enable a likely or reasonable 'worst case' assessment of the environmental effects, a set of development parameters have been proposed and applied for, which are described below and shown in *Figures 4 and 5*.

- Approximately 1,800 new homes.
- Non-residential uses, including shops, services, cafes/ restaurants, takeaways, healthcare, offices and community facilities.
- A new primary school and children's day nursery.
- New pedestrian, cycle and vehicle accesses and internal bus route.
- A community park, including children's play area, public open space, landscaping and biodiversity enhancements.
- Ancillary works, including services and utilities.

An Indicative Concept Plan showing how the site and the wider allocation could be developed is shown in *Figure 6*.

In terms of the broad construction and occupation timescales, it is

envisaged that development will start approximately 18 months from the granting of planning permission, with full occupation from approximately 2038. It is estimated that the new housing will be occupied for approximately 100 years.

Alternatives

Site Location

Alternative locations for development have not been considered as the site is proposed for allocation under 'Allocation 1: Southleigh' of the emerging Local Plan. However, a 'do nothing' scenario has been considered whereby the site remains in its current use.

Site Layout

The proposed development has been designed based on the site's constraints and opportunities, comments received from officers at Havant Borough Council (HBC) and Hampshire County Council (HCC) at the pre-application stage, and the findings of the EIA. The design of the proposed development has therefore been an iterative process, rather than there being specific alternative options.

Wider Allocation

The Indicative Concept Plan in *Figure 6* shows how land outside of the site could be developed and forms the basis of the cumulative impact assessment. It includes up to 300 new dwellings, public open space including sports pitches, allotments, Emsworth Park, local squares, existing development / highways.

5. Summary of Potential Environmental Impacts

Traffic and Transport

The proposed development has the potential for traffic and transport effects through the generation of additional vehicular traffic during both the construction phase and when the site is occupied. The three broad potential effects are the experience of drivers, the experience of pedestrians, cyclists and public transport users, and the potential effect on accidents and safety.

The highway network around the site includes the A27 to the south, which is accessed via Southleigh Road and Emsworth Road. To the east of the site is B2148 Horndean Road and to the north of the site is Bartons Road, accessed via Eastleigh Road. Also to the north west of the site is Normandy Way, which leads to Bartons Road.

The nearest railway station is Warblington, to the south-west of the site, adjacent to which is the Southleigh Road level crossing. The nearest bus stops are located on Southleigh Road, which bisects the site.

The proposed development will include new pedestrian and cycle links and a new bus route through the site linking to Normandy Way with all new homes located within a 400m walk of a bus stop. There will be an enhancement to Service 27 and a new route provided between Emsworth, the site and Havant Town Centre.

Safe and controlled pedestrian and cycle crossing facilities will be implemented across Southleigh Road and Eastleigh Road and improvements will be made to the cycle route along Southleigh Road.

There will be improvements made to localised junctions, including changes to signalisation, which will reduce the amount of additional queuing at the junctions and the level crossing on Southleigh Road.

Construction traffic routing and timing will be controlled through measures set out in a Construction Traffic Management Plan (CTMP), which will form part of the CEMP.

With the CTMP implemented, construction traffic associated with the proposed development would result in **negligible** effects across all criteria.

During the occupation phase with mitigation measures implemented, there will be:

- **Moderate adverse** to **negligible** effects on severance and driver delay.
- **Moderate beneficial** to **moderate adverse** effects on pedestrian/cyclist fear and intimidation.
- **Negligible** effects on pedestrian/cyclist amenity.

These effects include the cumulative effects of the wider allocation and nearby developments.

Noise

The proposed development has the potential to impact on existing and new residents during the construction phase through noise from traffic and plant and machinery. Once the development is occupied, there are potential impacts on existing residents through increases in traffic noise as well as to new residents from noise from on-site and off-site sources.

The dominant sources of noise at the site are road traffic along the A27 and the local highway network.

Built development will be set back from the A27 and B2148 Horndean Road to reduce noise impacts. New homes will include suitable glazing, ventilation and boundary fencing, and will also be orientated to ensure acceptable noise levels both internally and within private gardens. These detailed elements will be agreed at a later stage during the approval of 'reserved matters'

Measures to reduce noise impacts during the construction phase will be included in the CEMP.

During construction, with the CEMP implemented, there would be **negligible** effects on existing and future residents.

During the occupation phase, there would be **negligible** effects on existing and new residents due to ambient noise levels at the site and traffic noise from the proposed development.

There would be no additional significant cumulative effects with the wider allocation or nearby developments.

Air Quality

The proposed development has the potential to affect air quality through the creation of dust during the construction phase and through emissions from road traffic during the occupation phase.

The proposed development includes the following, which contribute toward a reduction in potential air quality effects:

- Retention of vegetation at site boundaries where possible.
- New active travel and public transport routes to reduce reliance on private vehicles.
- Inclusion of a primary school, early years provision and services within the Local Centre as part of the proposed development will reduce the need to travel by car.

At the construction phase, impacts of dust and particulate matter will be mitigated through the implementation of the CEMP.

During construction, with mitigation implemented, there will be **negligible** effects on people through demolition dust and vehicle emissions.

The effects on new and existing residents through localised changes in road traffic emissions during the occupation phase are also considered to be **negligible**.

There would be no additional significant cumulative effects with the wider allocation or nearby developments.

Landscape and Visual

The proposed development has the potential to impact on landscape features within the site, the landscape character of the site and the surrounding area, as well as peoples' views of the site from public areas.

The land around the site is largely residential, to the east, west and south (beyond the A27). However, the site and land to the south are predominantly agricultural fields. To the north-east of Horndean Road lies the extensive Southleigh Forest. To the north of the site is Southleigh Park House and parkland associated with the house lies within the north-eastern parcel of the site.

There are no landscape designations within the site. The site is situated between the nationally protected landscapes of the Chichester Harbour National Landscape, approximately 500m to the south at its nearest point; and the South Downs National Park (NP), situated approximately 1.3km to the north at its nearest point, albeit is well contained from both by vegetation and buildings.

There are no Public Rights of Way (PRoW) within the site, and they are very limited in the landscape surrounding the Site.

Existing vegetation will be retained where possible and protection measures will be included in the CEMP.

The proposed development will include a new community park at the north-east of the site, new areas of open space and landscaping, children's play and new pedestrian and cycle routes.

During construction there will be the following effects:

- **Substantial adverse** to **negligible** effects on landscape features.
- **Moderate-substantial adverse** to **negligible** visual effects.
- **Substantial adverse** to **negligible** effects on landscape character.

During occupation, after 15 years with new landscaping established, there will be the following effects:

- **Moderate-substantial adverse** to **minor beneficial** effects on landscape features.
- **Moderate / Moderate-substantial adverse** to **negligible** visual effects.
- **Moderate-substantial adverse** to **negligible** effects on landscape character.

In terms of cumulative effects, it is anticipated that there would be an increased magnitude of adverse effects on open agricultural land, which would continue to be significant although there is potential for an increased significance of beneficial effects on landscape features through new structural planting.

The cumulative visual effects are likely to be increased from those of the proposed development alone and similarly, the cumulative impacts on landscape character are likely to be increased from those of the proposed development alone.

Biodiversity

The proposed development has the potential to impact on sites designated for nature conservation, as well as sensitive habitats and protected species.

There are several internationally and nationally designated sites outside of the site but within the study area. All of these are at least 1.2km south of the site. There are also Local Sites of Importance for Nature Conservation and Local Wildlife Sites outside of the site, but within the study area.

On-site habitats include the woodland at Southleigh Park, other woodland, trees, hedgerows, grassland, ditches, and agricultural fields. Species include badgers, bats, birds, invertebrates and reptiles.

The proposed development has been designed so that built development is located within areas of low ecological sensitivity, such as arable land and modified or otherwise herb-poor grassland.

Valuable ecological features, principally including the parkland, is proposed to be retained and enhanced as a community park. Other wooded habitat resources throughout the site will also be retained and managed to provide biodiversity enhancements.

Approximately 52.5ha of green space and landscaping will be provided, including along the eastern and southern edges of the proposed development.

Trees of significant value and other on-site habitats will be retained where possible and there will be new areas of informal open

space, habitats and drainage provided.

Other proposed mitigation measures include:

- Payment of a proportionate financial contribution toward offsite conservation measures, such as the maintenance of skylark plots.
- Implementation of a reptile mitigation strategy.
- Recreational pressure effects upon designated sites will be mitigated in accordance with the Solent Recreational Mitigation Strategy.
- Water quality effects upon designated sites will be avoided by the achievement of nutrient neutrality through a combination of on-site measures and proportionate offsetting.

During construction, existing retained habitats and species will be protected though measures set out in the Construction Environmental Management Plan (CEMP).

During the construction phase the proposed development will result in the following residual effects:

- **Minor adverse** effects on birds due to loss of skylark breeding habitat, and reptiles through potential killing or injury.
- **Minor beneficial** effects on parkland, grassland and foraging habitats for bats.
- **Negligible** effects on all other receptors.

During the occupation phase there will be **negligible** effects on all receptors.

Cultural Heritage

The proposed development has the potential to impact on designated and non-designated below ground archaeology assets, as well as designated and locally listed above ground built heritage assets.

There are no designated heritage assets within the Site. However, there are Listed Buildings and Locally Listed Buildings within the immediate surrounding area.

The proposed development has been designed to avoid or reduce potential effects on nearby heritage assets. Measures include the retention of Southleigh Park at the north east of the site and the retention of existing landscape features such as woodland, trees and hedges.

The adverse effects on archaeological remains would be mitigated through a programme of archaeological work in advance of construction.

During construction, with mitigation implemented, there will be **substantial beneficial** effects on potential below ground archaeology, as well as **moderate adverse** to **negligible** effects on nearby Grade II Listed Buildings and **minor adverse** to **negligible** effects on Locally Listed Buildings.

During occupation, with mitigation implemented, there will be **substantial beneficial** effects on Southleigh Park House, Lodge and Clock Tower (Grade II Listed), **moderate** adverse effects on Nos. 1 and 2 Eastleigh Road (Grade II Listed), as well as and **minor adverse** to **moderate beneficial** effects on Locally Listed Buildings.

Water Environment

The proposed development has the potential to impact on surface water features and people through pollution, sedimentation and changes to flood risk.

The site is located between the larger river catchments of the River Ems, located approximately 0.75km to the east of the site, and the Lavant Stream, located approximately 1.15km to the west of the site, both of which are classified as EA 'Main Rivers'.

There are several existing ditches within the site. West Brook, an EA 'Main River' is located to the east of the site. The majority of the site lies has a 'Low' probability of river and sea flooding. The areas of higher flood risk are limited to the south of the site, as well as an area associated with the West Brook Flood Alleviation Scheme to the east of the site, outside of the site boundary.

The layout of the proposed development has been designed so that built development is located away from flood risk areas. A drainage strategy has been developed to ensure that the new homes will not be at risk of flooding and that off-site flood risk will not be increased. During construction, measures will be included in the CEMP to avoid impacting on flood risk and water quality.

During construction, with mitigation implemented, there will be **minor adverse** to **minor beneficial** effects on fluvial flooding – ordinary watercourses, surface water flooding, surface water quality and groundwater quality.

During occupation, with mitigation implemented, there will be **minor adverse** to **moderate beneficial** effects on fluvial flooding – ordinary watercourses, surface water flooding, surface water quality and groundwater quality.

Agriculture

The proposed development has the potential to impact on agricultural land and soils.

Best and Most Versatile (BMV) agricultural land includes Grade 1 (high sensitivity) and Grades 2 and 3a (medium sensitivity).

Based on the available data and the relationships between the topography, geology and mapped soil types, it is estimated that approximately 64 ha of agricultural land on the site is classified as Grade 2 and 35 ha as Subgrade 3b, with the remainder of the site classified as non-agricultural land.

To protect existing on-site soil resources from damage during the construction phase, a Soil Resource Management Plan (SRMP) will be prepared. The SRMP will confirm the different soil types; the most appropriate re-use for the different types of soils; and the proposed methods for handling, storing and replacing soils on-site.

The proposed development would lead to the loss of approximately 64ha of Grade 2 (BMV) land and 35ha of Subgrade 3b (non-BMV) land, resulting in a **substantial adverse** effect.

Following implementation of the SRMP, the proposed development would result in a **minor adverse** effect on soil resources.

6. Further Information

Copies of the ES, together with other planning application documents, will be made available for inspection at:

Havant Borough Council, Public Service Plaza, Civic Centre Road, Havant, PO9 2AX

Details of the application and electronic copies of the documents will also be made available on the HDC website: <https://planningpublicaccess.havant.gov.uk/online-applications/>

Comments on the ES and the outline planning application can be submitted via the Council's website or at the above address.

Copies of this Non-Technical Summary (NTS) are available free of charge. Hard copies of the full ES (three volumes) can be purchased for a cost of £250 and electronic versions for free via a download link. The ES Volume 1 (Main Text) can be purchased in hard copy individually for £100.

For a copy of either the NTS or ES please contact White Peak Planning:

Tel: 0845 410 0117

Email: info@whitepeakplanning.co.uk

Post: White Peak Planning, Lynnfield House, 249 Church Street, Altrincham, WA14 4DZ.



WHITE PEAK Planning

White Peak Planning
Lynnfield House
249 Church Street
Altrincham
WA14 4DZ

T: 0845 410 0117
E: info@whitepeakplanning.co.uk
W: www.whitepeakplanning.co.uk