Newlands, Land South of Longfield Avenue, Fareham
Environmental Statement Addendum
Non-Technical Summary

August 2017
Newlands, Land South of Longfield Avenue, Fareham

Environmental Statement Addendum

Non-Technical Summary

<table>
<thead>
<tr>
<th>Issue/Revision</th>
<th>Draft</th>
<th>Revision 1</th>
<th>Final</th>
<th>Final Revision 2</th>
<th>Addendum</th>
</tr>
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<tbody>
<tr>
<td>Date</td>
<td>October 2013</td>
<td>November 2013</td>
<td>January 2014</td>
<td>December 2015</td>
<td>August 2017</td>
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<td>Prepared by</td>
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<tr>
<td>Project Reference</td>
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<td>21743/A5/ES NTS</td>
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</table>

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Our Ref: 21743/A5/ES NTS
Date: August 2017

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1.0 INTRODUCTION

1.1 Hallam Land Management Limited (hereafter referred to as “the Applicant”) submitted a planning application in December 2015 is seeking outline planning permission for residential-led development on land south of Longfield Avenue, Fareham (hereafter referred to as the “Application Site”). The development comprises up to 1,100 residential units, a new healthcare facility, a primary school, public house and restaurant, retail units and a care home. Provision of green infrastructure includes public open space, equipped areas of play, sustainable drainage, tree, hedge and shrub planting, creation of a meadow, footpaths and cycleways along with woodland planting and allotment gardens. The development also included vehicular accesses from Longfield Avenue/Bishopsfield Road junction, primary access from Peak Lane and access via a proposed new bypass (known as the Stubbington Bypass) along with a new access to Newlands Farm.

1.2 The development, including amendments discussed further in this document, is hereafter referred to as the “Proposed Development”.

1.2a An Environmental Statement (ES) was prepared to accompany the outline planning application in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, as amended, which documented the results of the supporting Environmental Impact Assessment (EIA).

1.2b Following submission of the outline planning application, statutory consultee responses, including from Fareham Borough Council, Hampshire County Council, Natural England, Daedalus Airport Authority and Defence Infrastructure Organisation were received. Further assessment has occurred, including in relation to ecology, transport, air quality and noise and, in addition, scheme amendments have been made.

1.2c In light of the above, The ES has been updated via an ES Addendum.

1.3 This report provides a non-technical summary (NTS) of the Environmental Statement (ES) and ES Addendum prepared to accompany the planning application. Revisions made as a result of the ES Addendum are shown by bold underlined font for added text and strikethrough font for deleted text. The ES and ES Addendum presents the findings of

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1 Applications for outline planning permission seek to establish whether the scale and nature of a proposed development would be acceptable to the local planning authority, before a fully detailed proposal is put forward.
an Environmental Impact Assessment (EIA) undertaken in support of the planning application.

1.4 The full ES and ES Addendum can be viewed at the following location:

Planning Department  
Fareham Borough Council  
Civic Offices  
Civic Way  
Fareham  
Hampshire  
PO16 7AZ

Tel: 01329 236100  
Email: devcontrol@fareham.gov.uk

1.5 Additional copies of the NTS (£20), ES (£100 plus postage), and the Technical Appendices (£200 plus postage) and ES Addendum (£150 plus postage) are available from:

Barton Willmore LLP  
The Blade  
Abbey Square  
Reading  
RG1 3BE  
Tel: 0118 943 0000  
Email: environmentalplanning@bartonwillmore.co.uk

1.6 The complete ES and ES Addendum can also be obtained on CD for £20 (plus postage) from the same address.

Supporting Planning Documents

1.7 A number of other documents have been submitted to Fareham Borough Council (FBC) as part of, or accompanying, the Planning Application, including:

- Planning Statement;
- Design and Access Statement;

\[2\] Prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, as amended in 2015
• Statement of Community Involvement;
• Open House Assessment;
• Economic Benefits Assessment; and
• Sustainability Statement.
2.0 EIA METHODOLOGY

Assessment Methodology

2.1 EIA is a procedure used to assess the likely significant effects of a proposed development on the environment.

2.2 It enables the significant effects to be considered by a local planning authority (in this case FBC) before a decision is made about the planning application. The effects considered relate to the construction activities and the completed development.

2.3 Within the ES the significance of each environmental effect has been identified. The significance reflects the relationship between:

- The sensitivity, importance or value of the affected receptor (such as people or wildlife); and
- The actual change taking place to the environment (i.e. the magnitude or severity of an effect).

2.4 Most environmental disciplines classify effects as negligible, adverse or beneficial, where effects are minor, moderate or major. Some disciplines use bespoke criteria based on published guidance. Each chapter of the ES states which effects are considered significant.

Baseline Conditions

2.5 The ES includes a description of the current environmental conditions known as the baseline conditions, against which the likely significant environmental effects of the Proposed Development have been assessed. The baseline year is 2015.

Cumulative Effects

2.6 The significant effects of the Proposed Development, in conjunction with other consented (but not yet built) development in the area, are considered by the EIA. These effects are known as cumulative effects.
2.7 **Five cumulative** Four committed developments have been identified (Table 2.1).—Daedalus Airfield and Land at Newlands Farm South both benefit from planning permission. The remaining schemes are yet to have been submitted for planning determination.

<table>
<thead>
<tr>
<th>Cumulative Scheme (Application Number)</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>Daedalus Airfield (Fareham Borough Council: N/11/0006 Gosport: 11/00282/OUT)</td>
<td>Outline application with all matters reserved for access - employment led mixed use scheme including up to 69,992 sqm of commercial floor space in new buildings and re-use of existing buildings (use classes B1, B2 And B8); up to 1,075 sqm of retail (use classes A1, A2, A3 and/or A4); up to 200 residential units (class C3); up to 32 units of sheltered accommodation (use class C2); up to 1,839 sqm of community uses (use class D1); up to 8,320 sqm of hotel use (use class C1); up to 2,321 sqm of leisure (use class D2); new and upgraded vehicular and pedestrian access arrangements; hard standing and car parking; open space provision; and landscaping.</td>
</tr>
<tr>
<td>Land at Newlands Farm south of Tanners Lane/ west of Newgate Lane (Fareham Borough Council: P/13/0528/FP)</td>
<td>Full planning application for photovoltaic solar farm (incorporating solar panel arrays &amp; associated transformers &amp; inverters) with associated security fencing, landscaping and grid connection (comprising one transformer building and buried cable)</td>
</tr>
<tr>
<td>Welborne, North Fareham (Application reference pending)</td>
<td>Fareham Borough Council is planning a sustainable new community for the north of Fareham which will include up to 6,500 homes, workplaces, schools, open spaces, shops and local community services and SANGS. New infrastructure such as roads and energy infrastructure will support the new community. This is supported by the Welborne Plan (Ref. 2.10). <strong>A planning application was submitted in March 2017 but had not been validated or placed on the public register at the time of going to print.</strong></td>
</tr>
<tr>
<td>North Whiteley Development</td>
<td>Designated under Policy SH3 - Strategic Housing Allocation - North Whiteley of the Winchester District Joint Core Strategy (Adopted March 2013) for about 3,500 dwellings together with supporting uses.</td>
</tr>
<tr>
<td>Land Off Cartwright Drive Titchfield PO15 5RJ (Fareham Borough Council: P/14/0841/FP)</td>
<td>Amended plans - erection of a care village comprising a 86 extra care units along with infrastructure including access, parking, landscaping and outdoor amenity space and associated works. Change of use of land to a 15.4 hectare country park, including provision of 40 car parking spaces, a play area, staff welfare building and associated works.</td>
</tr>
</tbody>
</table>
Assessment of the Stubbington Bypass and the Titchfield Link

2.8 In addition to the above, an application for the Stubbington Bypass (Hampshire County Council: P/15/0718/CC) was granted on 23rd October 2015. The scheme passes through the Proposed Development, with the preferred alignment reflected within that of the primary access route. The route to the west of the Proposed Development, along with a variation to the route at the connection point at Gosport Road in the south has been considered within the assessment of cumulative effects.

Determining the Content of the ES

2.9 The scope of the ES was established by the project team at the start of the EIA process. The following technical disciplines are included in the ES:

- Landscape and Visual Amenity;
- Ecology and Nature Conservation;
- Transport and Access;
- Air Quality;
- Noise and Vibration;
- Water Quality and Resources;
- Ground Conditions and Contamination;
- Historic Environment;
- Socioeconomics; and
- Agriculture and Soil Resources.
Consultation Process

2.10 The following organisations were approached as part of the EIA process to identify baseline information and also to enable the Proposed Development to be refined in relation to environmental issues raised, where appropriate:

- Environment Agency;
- Historic England (previously English Heritage);
- FBC;
- Highways Agency;
- Hampshire County Council;
- Southern Water;
- Hampshire Biodiversity Information Centre;
- National Air Quality Information Archive; and
- Hampshire Historic Environment Record.

2.11 In addition to the consultation undertaken as part of the EIA process, two meetings have taken place between the Applicant and FBC. The Applicant has also engaged the following stakeholders:

- First Wessex;
- The Solent Local Enterprise Partnership (LEP); and
- Wallisdean Infant and Junior Schools.

2.12 A two day public exhibition was held on Thursday 10th October and Friday 11th October 2013 at The Fareham Leisure Centre. Approximately 400 attendees from the local community were given the opportunity to review the proposals for the Application Site and to provide feedback. This included the provision of feedback forms and a visitor book and the proposals for the Application Site have been subsequently considered in light of these feedback received.

2.13 A dedicated website was also created in order to explain the current Proposed Development. The website invited people to comment via an online comments form or by post or email. The opportunity to comment online ran for a period of 1 month during September 2015.

2.14 Further information can be found in the Addendum to the Statement of Community Involvement submitted in support of the planning application.
3.0 APPLICATION SITE & PROPOSED DEVELOPMENT

The Application Site

3.1 The Application Site is identified at Figure 1. The Application Site area extends to approximately 110 hectares and is located immediately to the southwest of Fareham. The boundaries of the Application Site are defined to the north by Longfield Avenue, Rowan Way and residential properties to the south of Harcourt Road on Templemere residential cul-de-sac. Ranvilles Lane bounds the Application Site to the west and agricultural fields, a reservoir and Newlands Farm form the southern site boundary. The eastern boundary is formed by HMS Collingwood, the headquarters of the Royal Navy's largest training establishment.

3.2 The Application Site is divided in two by Peak Lane, which runs in a north-south direction, and the residential dwelling known as Peak Lodge. The majority of the Application Site is currently in agricultural use and several surface water drainage ditches are present which are understood to drain to the River Meon and River Alver, situated to the south. Several mature hedges exist within the Application Site, with an area of woodland adjacent to the north west called Oxley’s Coppice.

3.3 Several ecological designations are present within the wider area, including the Solent and Southampton Water to the south west and Portsmouth Harbour to the east. Both are designated as a Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar site.

Proposed Development

3.4 The Proposed Development seeks planning permission for up to 1,027 units, a new healthcare facility, a primary school, a public house, a care home, retail units and associated access and green infrastructure.

3.5 The Proposed Development is defined by a set of development parameters, which define the limits of the outline planning application. These are provided at Figure 2. The Parameter Plans define:

- Land Use;
- Building Heights;
- Density;
- Access and Movement; and
- Green Infrastructure.

3.6 The Proposed Development will be predominantly residential in nature and will include the land uses detailed in Table 3.1.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Hectares</th>
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<tr>
<td>Zone for Residential</td>
<td>34.1</td>
</tr>
<tr>
<td>Zone for Proposed Healthcare Facility</td>
<td>0.45</td>
</tr>
<tr>
<td>Zone for Proposed Primary School</td>
<td>2.89</td>
</tr>
<tr>
<td>Zone for Care Home</td>
<td>0.56</td>
</tr>
<tr>
<td>Zone for Proposed Public House/Family Restaurant</td>
<td>0.5</td>
</tr>
<tr>
<td>Zone for proposed flexible retail units / apartments</td>
<td>0.182</td>
</tr>
<tr>
<td>Zone for Proposed Green Infrastructure, includes: Public Open Space;</td>
<td>68.52</td>
</tr>
<tr>
<td>equipped children’s play areas; sustainable drainage (SuDS); proposed</td>
<td>74.1</td>
</tr>
<tr>
<td>tree, hedge and tree planting; meadow creation; wetland; and permissive</td>
<td></td>
</tr>
<tr>
<td>paths and cycleways</td>
<td></td>
</tr>
<tr>
<td>Zone for proposed Allotment Gardens</td>
<td>1.0</td>
</tr>
<tr>
<td>Enhancements to existing carriageways including surfacing, crossing</td>
<td>2.0</td>
</tr>
<tr>
<td>points, and softworks</td>
<td></td>
</tr>
</tbody>
</table>

Access

3.7 The main point of access into the Proposed Development will be from Longfield Avenue and also via a new access on Peak Lane. A secondary access is also proposed from Longfield Avenue (Figure 2). Further points of access will connect with the Stubbington Bypass within the south of the Proposed Development.

Stubbington Bypass

3.8 The Proposed Development will deliver the Stubbington Bypass between Gosport road on the far southern site boundary and the proposed access from Stubbington Bypass. The route west of the Application Site boundary, known as the Titchfield Link, falls outside of the scope of the Planning Application as clarified on the parameters plan (Figure 2).

Green Infrastructure

4.1 At 68.5274.1 hectares, the Green Infrastructure provision is to include:

- Public Open Space;
- Equipped Children’s Play Areas;
- Sustainable Drainage (SuDS);
- Proposed Tree, Hedge and Shrub Planting;
- Meadow Creation;
- Wetland; and
- Permissive Paths and Cycleway.

**Construction Programme**

3.9 Construction of the Proposed Development is anticipated to commence in 2017, subject to obtaining planning permission within the statutory timeframe, and is expected to be completed within 7 years. Construction would be broadly continuous throughout this period between, 2017 and 2023.

3.10 Construction will include the following activities:

- Enabling works;
- Site Preparation (including excavation and grading);
- Provision of infrastructure;
- Construction of substructure;
- Construction of superstructure;
- Fit out of buildings; and
- Structural Landscaping.

3.11 A Construction Environmental Management Plan (CEMP) will be prepared for the Proposed Development that will provide the methods of managing environmental issues, such as noise and dust during construction.

**4.0 ALTERNATIVES**

4.1 The Proposed Development submitted for approval is the result of a thorough analysis of environmental constraints and opportunities, access requirements and market demand.

4.2 If the Proposed Development did not come forward, the Application Site is expected to remain as open agricultural land. The ‘do nothing’ scenario would result in the loss of the opportunity to deliver up to 1,027 dwellings, a new healthcare facility, a primary school, a public house, a care home, retail units and associated access and green infrastructure. No other sites present the opportunity to deliver the Stubbington Bypass to address the strategic transport needs of the Borough.
5.0 LANDSCAPE AND VISUAL AMENITY

5.1 An assessment has been undertaken to determine the likely significant effects of the Proposed Development on the environment with respect to landscape and visual amenity.

5.2 The assessment of the visual effects demonstrates that views of the Proposed Development will be obtained from a number of locations surrounding the Application Site. Although the Application Site lies within an open farmland landscape between the settlements of Fareham and Stubbington, the flat topography and occasional vegetation, together with the surrounding built form limit visibility.

5.3 Bearing in mind the scale of the Proposed Development, the number of receptors that will be adversely affected to a significant degree is relatively few, and limited to those receptors which are closer to the Proposed Development. The areas that would be most affected by the Proposed Development include residential properties and road users, residential properties to the east within HMS Collingwood barracks, individual residential receptors close to the Application Site, including Newlands Farm to the south and Peak Lodge, which is enclosed by the Proposed Development, public rights of way which pass through the Proposed Development, and additional road users which lie adjacent to the Application Site and which are directly affected by the proposed Stubbington Bypass.

5.4 Landscape proposals such as substantial woodland planting and provision of open space through the west and south of the Application Site and alongside the proposed Stubbington Bypass, as well as the careful design of the Proposed Development, will significantly reduce the effect on these receptors.

5.5 The character of much of the Application Site is already influenced by existing built development and as such the effects of new buildings on the character of the area is limited. Landscape improvements are proposed in the form of improved planting and areas of open space, including the creation of a multifunctional network of recreation and ecological habitat. These will link the existing settlement and the Proposed Development with wider surrounding areas of countryside and open space.

5.6 Although the Application Site lies within the Strategic Gap, which is the open space between settlements, it has the ability to accommodate a residential development. The Proposed Development will connect to the settlement edge of Fareham, and
through the development of a broad, woodland and open space area through the south and west of the Proposed Development, which will help to maintain separation of countryside between Fareham and Stubbington and the function and character of the Strategic Gap.

5.7 In addition the proposals help to maintain and enhance the separate identities and character of the settlements through the creation of a permanent attractive settlement edge to Fareham, which will form a clear boundary to Fareham and maintain the separation and risk of future merging of settlements.

5.8 The effects identified during the construction phase will be temporary in nature. During construction, the use of low level hoarding and appropriate locating of compounds and stockpiles to minimise views will assist reducing the potential for significant adverse visual effects. In addition, measures will be taken to minimise potential disturbances resulting from lighting, extended working hours or excessive movement of materials across the Application Site will ensure the potential for significant adverse landscape effects are reduced.

5.9 The Proposed Development includes enhanced landscape structure and will ensure that the majority of effects on landscape character and landscape features will be beneficial, although some minor adverse effects will be unavoidable. In terms of visual effects, there will be a reduction in adverse effects associated with the Proposed Development following establishment of the proposed landscape planting. There are predicted to be no significant residual visual effects from residential properties to the south and west. Those receptors which will experience the most significant adverse residual effects are to the north of the Application Site which are predicted to experience a moderate adverse significance of effect following mitigation.

5.10 It is considered that the remaining receptors will experience a range of effects on views from minor adverse to negligible, or neutral significance.

6.0 ECOLOGY AND NATURE CONSERVATION

6.1 An ecological assessment has been carried out to assess the effects of both construction and operation of the Proposed Development on the Application Site and surrounding area. The assessment has been informed by a comprehensive desk study and suite of ecological surveys.
6.2 A majority of the Application Site is farmland under arable cultivation. Oxley’s Coppice is present adjacent to the north west of the Application Site and is designated as a Site of Interest for Nature Conservation (SINC) and an area of ancient and semi-natural woodland (ASNW). The coppice has also been identified as a Hampshire Biodiversity Action Plan (BAP) priority habitat.

6.3 A limited number of species are currently using the Application Site, mainly due to the absence of suitable habitats. There is evidence of some common bird species and also common bat species using the Application Site for commuting and foraging particularly around tree lines, Oxley’s Coppice and around the fishing ponds, although no significant levels of activity were recorded. These few species recorded were of local conservation value.

6.4 As part of the Proposed Development all arable areas will be lost. The bulk of existing habitats which consist primarily of woodland and hedgerows, will be retained, although there will be some small losses to allow for access roads and public footpaths through the Application Site. The Proposed Development will include an appropriate buffer area to Oxley’s Coppice.

6.5 During the construction phase a Construction Environmental Management Plan (CEMP) will ensure that retained habitats are protected from the construction phase of the Proposed Development. A Green Infrastructure and Biodiversity Management Plan (GIBMP) will ensure the enhancement of existing habitats through appropriate management of hedgerows and Oxley’s Coppice, ensuring greater numbers of species are encouraged increasing ecological value. The GIBMP will also help to sustain new habitats in the long term, ensuring that their quality is maintained in the future. The effects of the enhanced retained habitats and newly created habitats will range from negligible to moderate beneficial at a local level.

6.6 A CEMP will ensure that best working practices are maintained during the construction phase; this includes the removal of hedgerows, trees and scrub outside the bird breeding season; control of the effects of construction working during dusk hours by the use of directional lighting to reduce effects to nocturnal animals such as bats; and ensuring that any reptiles are sensitively excluded from areas of works. Such measures will ensure that the effect on species is largely negligible at the construction phase although some minor and moderate beneficial effects will also occur in relation to birds and invertebrates associated with habitat enhancement.
6.7 With regard to the completed Proposed Development, the GIBMP will provide a mechanism to ensure that habitats are adequately maintained and that groups of species are allowed to develop and achieve their full potential. Management of habitats will also encourage species and groups of species which occur in relatively low numbers or which are currently absent. Management practices will include grassland cutting techniques and timing tailored to suit specific areas of the site; water bodies optimised through maintaining ranges of habitats; species rich hedgerows cut/laid to increasing fruiting bodies and nesting/bat roosting boxes to encourage onsite breeding. The habitats created and the species which will benefit from such mitigation measures will have effects on habitats and species ranging from negligible to major beneficial (with an overall moderate beneficial effect).

6.8 It is considered that there will be no significant effects on any of the surrounding statutory designated ecological sites from the increase in residents within the Application Site, effects will be negligible.
7.0 TRANSPORT AND ACCESS

7.1 An assessment has been undertaken of the environmental effects of the Proposed Development in terms of transportation and access.

7.2 The location of Applications Site is such that a good mix of existing services, facilities, amenities and public transport opportunities, which are likely to be required on a daily basis, are located within walking and cycling distance.

7.3 The effect of the construction phase over a short-term period is considered to be of negligible to minor adverse significance, although mitigation will be provided in the form of a CEMP to reduce the effects of the construction phase.

7.4 Proposed improvements to public transport facilities and pedestrian and cycle links across the Application Site are likely to result in an increase in walking, cycling and public transport trips with a subsequent reduction in number and length of car journeys.

7.5 Overall, it is forecast that there would generally be a moderate adverse impact on traffic flows, safety and delay due to the Proposed Development, but reduced to Minor Adverse due to sustainable transport measures, including a Travel Plan to minimise vehicle trips arising from the Proposed Development.

7.6 The assessment has concluded that there are no highways or transportation environmental reasons which should prevent the Proposed Development.

8.0 AIR QUALITY

8.1 An Air Quality assessment has been carried out to assess the effects of both construction and operation of the Proposed Development on the Application Site and surrounding area.

8.2 The baseline conditions over the Application Site are suitable for residential development since all current national and local air quality standards criteria are met on the Application Site.

8.3 There would be the potential for some temporary effects due to dust emissions during the initial construction phases, most particularly for existing dwellings located towards the northeast boundary of the Application Site, but such effects would be mitigated through
appropriate best practice controls such as dampening down of areas to suppress dust. Measures will be agreed with FBC and will limit the significance of effects to minor adverse negligible.

8.4 Traffic generated by Proposed Development would have a negligible to minor adverse impact upon the local air quality of existing receptors. The same effects arise in conjunction with other cumulative developments, and in every case relevant air quality criteria continue to be met at all existing and proposed dwellings.

9.0 NOISE AND VIBRATION

9.1 A noise assessment has been carried out to assess the effects of both construction and operation of the Proposed Development on the Application Site and surrounding area.

9.2 The baseline noise conditions over the Application Site are suitable for residential development and relevant noise standards for new residential development would be readily achieved by way of routine design measures.

9.3 There would be temporary minor noise effects for some existing dwellings located around the Application Site during the construction phase, but such effects would be mitigated through appropriate controls agreed with FBC.

9.4 Traffic generated by the Proposed Development would have no adverse noise impacts upon existing receptors adjacent to local roads, and a minor beneficial effect is calculated for Longfield Avenue.

9.4a Suitable mitigation in the form of an acoustic fence, suitable glazing specification within dwellings and/or stand-off distance will mean residential dwellings will have a suitable noise environment in light of existing operations at HMS Collingwood, which includes the use of a firing range. Existing operations at Daedalus Airfield are not considered to present a constraint to development.

10.0 WATER QUALITY AND RESOURCES

10.1 An assessment has been undertaken to establish the likely significant effects of the Proposed Development in terms of flood risk, water quality and water resources. This has been informed by desk studies, site surveys and consultation with statutory bodies including the Environment Agency and Southern Water.
10.2 In terms of flood risk from rivers or the sea, the Application Site lies within Flood Zone 1; being an area of Low Probability of flooding, outside both the 1 in 100 and 1 in 1,000 year flood events on the River Meon.

10.3 Assessments completed within the FRA also find the land to lie in an area that has a Low Probability of flooding from most other sources from mechanisms such ground water, sewer and artificial water bodies. It is concluded that the Application Site is suitable for development from a flood risk viewpoint.

10.4 The implementation of appropriate and sustainable development proposals coupled with appropriate mitigation in the form of sustainable drainage design will ensure that the Proposed Development does not result in a significant adverse environmental effect during either the construction or operational phases.

10.5 No significant adverse environmental effects will result in relation to Water Quality and Resources from the Proposed Development.

11.0 GROUND CONDITIONS AND CONTAMINATION

11.1 An assessment of the likely significant effects of the Proposed Development has been undertaken in relation to Ground Conditions and Contamination.

11.2 No land uses have been identified from the historical site mapping that are either significant or significantly close to the Application Site to pose a potential contaminative threat.

11.3 A review of readily available environmental data, including historical mapping and statutory registers does not identify any former land uses that are potentially contaminative or likely to be prohibitive to the Proposed Development.

11.4 The implementation of appropriate and sustainable development proposals coupled with appropriate mitigation will ensure that the Proposed Development does not result in a significant adverse environmental effect during either the operational or construction phases.

11.5 No likely significant adverse effects are anticipated in relation to ground conditions from the Proposed Development and effects are therefore considered to be negligible.
12.0 HISTORIC ENVIRONMENT

12.1 An assessment has been undertaken to establish the likely significant historic environment effects of the Proposed Development on the Application Site and the surrounding area during construction and completed development in relation to the Historic Environment.

12.2 The assessment has established that the western edge of the Application Site has some potential to have Bronze Age remains and that the remaining majority of the Application Site has little archaeological potential. The Application Site is located on the coastal plain, which is known to have been occupied in prehistoric and Roman times, the presence of remains from these periods cannot therefore be entirely ruled out.

12.3 Should archaeological remains be present, they may be impacted by earthmoving operations such as topsoil stripping, cutting foundations, and the construction of infrastructure. However, on the present evidence, it is considered unlikely that such remains, if present would be of more than low sensitivity. The Proposed Development would have a moderate adverse impact upon such remains, if present. A programme of archaeological works is proposed as mitigation of this potential impact.

12.4 The Proposed Development will have no direct or indirect impacts on any designated heritage assets, such as listed buildings, or their settings.

13.0 SOCIO ECONOMICS

13.1 An assessment of the likely significant effects of the Proposed Development has been undertaken in relation to Socio Economics. This has been informed by a review of publically available information, such as from the Office for National Statistics, Census and NHS. In addition, consultation has also been undertaken including with local Dental Surgeries to ascertain capacity.

15.0 The Proposed Development will introduce up to 1,100 additional dwellings to Fareham, a 2.5 form entry primary school, healthcare centre, care home, retail and pub/restaurant.

15.1 The Proposed Development will provide employment during the construction phase, with an average of 430 workers on site at any given time and additional long-term employment during the operational phase, as a result of the provision of community facilities.
15.2 The Proposed Development will help meet housing need and support an increase of economically active aged residents to help meet local economic growth aspirations. The effect on existing education and healthcare facilities would be negligible to minor beneficial, respectively due to the inclusion of a 2.5 form entry primary school and healthcare facility within the Proposed Development.

14.0 AGRICULTURE AND SOIL RESOURCES

14.1 An assessment of the likely significant effects of the Proposed Development has been undertaken in relation to soil resources and agricultural land. This has been informed by existing Agricultural Land Classification data and by a detailed survey which was restricted due to the abnormally dry conditions at the Application Site.

14.2 The majority of the Application Site is likely to be classified as moderate quality Subgrade 3b, with around 29ha of best and most versatile agricultural land in Grades 2 and 3a. This agricultural land will be permanently lost, with no scope to mitigate this loss. The Proposed Development is likely to have a direct, permanent major/moderate adverse effect on agricultural land.

14.3 Soils in areas of the Application Site not proposed for built development will remain in-situ and the adoption of a Soil Resources Plan and good practice guidance will protect those soils which are to be displaced. A Soil Resources Plan would include the most appropriate and sustainable after uses for displaced soils on-site and, where there is a surplus, off-site. Following the Department of Environment, Food and Rural Affairs’ best practice guidance on soil handling during construction, which includes measure to maintain soil quality such as appropriate storage techniques, will ensure the quality and functions of the soil resource at the Application Site are preserved such that the resulting impact on the soil resource will be minor.

14.4 The effect on the farm holding is anticipated to be moderate, potentially requiring some changes to the day-to-day running of the business, although the principal holding is based some 20 miles away near Chichester. The Proposed Development will be well contained within existing development and open space and its construction will not affect the continued operation of adjacent agricultural land holdings. The continuation of agriculture within the Application Site during the construction of the Proposed Development may be feasible using normal good practice environmental management.

14.5 Effects on agricultural and soil resources will be limited to the construction phase.
FIGURE 1

Application Site
FIGURE 1.1

Note:
- Drawing originally produced by FPCR Environment and Design Ltd February 2014
- September 2015 Redline and Blueline Amended UW
- October 2015 Redline Amended UW

- January 2015 Amended and reissued by Urban Wilderness UW

Key:
- A 05.09.2013 Drawing 3748-PL-02 Amended in line with Parameters Plan FPCR
- C 19.09.2013 Drawing 3748-PL-02 Amended in line with Client Instruction FPCR
- D 25.10.2013 Drawing 3748-PL-02 Amended in line with proposed highways FPCR
- E 19.11.2013 Drawing 3748-PL-02Amended to exclude Oxleys Coppice FPCR
- F 16.01.2014 Drawing 3748-PL-02 Amended and submitted to FBC FPCR
- G 25.11.2014 Drawing 3748-PL-02 Amended in line with Client Instruction FPCR

ALL DIMENSIONS TO BE VERIFIED ON SITE. DO NOT SCALE THIS DRAWING. ALL DISCREPANCIES TO BE CLARIFIED WITH PROJECT LANDSCAPE ARCHITECT.

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FIGURE 2
Parameters Plan