Trafalgar Wharf, Portchester
Outline Planning Application
Non-Technical Summary
Introduction

The Application

1.1 An Environmental Statement (ES) has been prepared in support of an outline planning application for the demolition of existing buildings on the site and construction of a new development (hereafter referred to as the ‘proposed development’). This document provides a Non-Technical Summary (NTS) of the ES.

1.2 The proposed development is a mixed use development that comprises: residential, office, retail, restaurant/café facilities and commercial/light industrial and marine uses. The proposed development will also provide a new flood defence barrier and areas for parking, public and private spaces as well as landscaping. The application site (hereafter referred to as ‘the site’) has been divided into a northern residential section and a southern commercial section. Various land uses currently surround the site, including residential, industrial and marine.

1.3 Located within the administrative boundary of Portsmouth City Council and adjacent to Portsmouth Harbour in Portchester, the site is approximately 6.75 hectares (ha) in size. The site is shown in Figure 1, with the red area depicting the approximate location of the site. The red line boundary of the site and the site ownership is illustrated in Figure 2. The site excludes Mother Kelly’s fish and chip shop and one semi-detached house.
Figure 2: Red Line Boundary and Ownership Boundary of the Proposed Development
What is an Environmental Statement?

1.5 The ES describes the potential impacts of the proposed development during the:

- Demolition and construction phase; and
- Operational phase, i.e. on completion and occupation of the proposed development.

1.6 The ES details the likely impact of the proposed development on its neighbours, local environment, local and regional economy, and wider project area. Positive (beneficial) and negative (adverse), short (demolition and construction phase) and long-term (operational phase) direct and indirect and cumulative impacts have been assessed.

1.7 Where there are adverse impacts, mitigation measures have been identified to either eliminate or reduce those impacts as part of the design process. The ES has described the residual impacts, which are those impacts that remain following the incorporation of any identified mitigation measures. The significance of residual impacts has been evaluated with reference to definitive standards, accepted criteria and legislation where available. Where it has not been possible to quantify impacts, qualitative assessments have been carried out, based on professional experience and judgement. Impacts have been classified as being of adverse, negligible (imperceptible) or beneficial significance. The significance of impacts is also based on the magnitude of change to a receptor and how sensitive or important assets or receptors are. Therefore, impacts are expressed on a scale using the terms minor, moderate or major. Where possible, impacts are also assigned a geographic extent (local, regional or national) and duration (temporary, short-term or long-term).

1.8 As the planning application of the proposed development is for outline planning permission, the EIA has been based on the upper limit / maximum parameter of the amount of development. The maximum permissible development (in terms of scale / size) is considered to represent the worse case scenario as a larger development leads to for example, increased traffic emissions and noise.

Structure of the Environmental Statement

1.9 The ES consists of:

- Volume I: Main ES: this document forms the main body of the ES detailing the results of environmental investigations, impacts arising and proposed mitigation measures. The ES also includes details of the proposed development and construction activities, and identifies opportunities for social and economic benefit and environmental enhancement;
- Volume II: Townscape and Visual Impact Assessment: a separate document produced to assess the impact on key and strategic views to and from the site;
- Volume III: Technical Appendices: Comprises survey data, technical reports and background information supporting the assessments and conclusions given within the main body of the ES; and
- Non-Technical Summary (this document): summarises the key findings of the ES in non-technical language.

Consultation and Public Communication

1.10 The ES includes details of consultation with statutory and non-statutory bodies, which is critical to understanding the environmental and socio-economic issues concerning the redevelopment of the site. Consultation allows for the views of the interested parties to provide focus for the environmental studies and to help identify specific issues which require further investigation. Consultation also enables mitigation measures to be introduced during the proposed development design process, thereby limiting adverse effects and enhancing benefits.

1.11 The proposed development has been designed in consultation with key consultees including (but not limited to):

- Portsmouth City Council;
- Environment Agency;
- Natural England;
- Fareham Borough Council; Coastal Partnership (a consortium of Portsmouth City Council, Fareham Borough Council, Havant Borough Council and Gosport Borough Council);
- Royal Society for the Protection of Birds (RSPB);
- Hampshire & Isle of Wight Wildlife Trust;
- English Heritage; and
- Local residents and other interested parties.

1.12 A formal Scoping Report was submitted by the Applicant to Portsmouth City Council on 24th November 2011 in which the key aspects of the project were discussed. A Public
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Consultation Event was also held at Trafalgar House, Southampton Road, Portsmouth on 28th April 2012.

Planning Policy Context

1.13 The proposed development has been assessed in accordance with relevant legislation and the National Planning Policy Framework (NPPF), which was adopted in March 2012. The NPPF embraces a presumption in favour of sustainable development.

1.14 On a regional scale, the proposed development has been assessed against guidance that is of relevance to the proposed development, produced by Hampshire County Council. These include the Hampshire Sustainable Communities Strategy 2008 – 2018 and the Hampshire Local Transport Plan 2011 – 2031.

1.15 On a local scale, the Portsmouth Plan, also known as Portsmouth’s Core Strategy, is the principal planning document of the Local Development Framework (LDF). Portsmouth’s Core Strategy is relevant to the proposed development as it sets out the planning strategy for Portsmouth and designates the quantity and location of housing, employment, retail and infrastructure up to 2027. The Core Strategy was adopted in January 2012 and replaced many, but not all, policies of the Portsmouth City Local Plan (2001 – 2011).

1.16 Supplementary Planning Guidance (SPG) and Supplementary Planning Documents (SPD) have also been produced by the Portsmouth City Council to provide greater detail on policies within the Local Development Framework. Supplementary Planning Guidance and Documents which have also been considered as relevant to the proposed development, include the following:

- Reducing Crime through Design SPD;
- Air Quality and Air Pollution SPD;
- Planning Obligations SPD;
- Tall Buildings SPD; and
- Adopted Conservation Area and Character Assessment for the Portchester Area (Castle Street).

The Site Context

1.17 The site is adjacent to Portsmouth Harbour, Portchester and located within the administrative boundary of Portsmouth City Council. The site is 0.8 kilometres (km) from Portchester Railway station and 1.8km from the M27, located adjacent to Portsmouth Harbour. It currently comprises residential, office, food and drink retail and marine related uses.

1.18 The site has two distinct areas, divided into north and south. The northern part of the site has a two storey commercial office (known as Trafalgar House) that is 75% let to marine and business users, a number of residential houses, Mother Kelly’s fish & chip shop and a redundant petrol filling station that is used as a car wash. The residential area is located in the northwest corner of the site running parallel with Southampton Road to the north and Hamilton Road to the west. The residential buildings primarily consist of two-storey semi-detached houses and single-storey bungalows that reflect the age of the area and style of housing of the 1920/30s. The southern part of the site comprises functioning marine sheds, marine basins, boat storage, shipyard, boatyard and the no. 4 shop (which includes lifting facilities, offices, workshops, slipways and wet docks). The marine buildings mainly consist of large footprint single storey sheds. These sheds vary in height, the majority of which range from 8 metres (m) to 13.7m in height. However, the tallest building on the site is 24.65m height.

1.19 Immediate adjacent to the site to the southeast, within the Trafalgar Wharf ownership boundary, is an area that will be retained as it currently exists. This area comprises of two marine sheds, the tallest of which stands at a height of 27.69m, and a rectangular enclosed dock. The site is bounded by Southampton Road to the north of the site, Portsmouth Harbour to the east and south of the site, and Hamilton Road to the west. An area of residential housing is located immediately adjacent to Southampton Road and the northern part of Hamilton Road. The Castle Road Industrial Estate is situated further to the south and west of Hamilton Road.

1.20 The following potentially sensitive receptors to the proposed development have been identified:

- Protected employment land within the southern part of the site;
- Portchester Castle (Grade I Listed Building) located approximately 1km to the south of the site and three of 19th century forts all within 3km of the site (Portsdown Hill: Fort Nelson, which is northwest of the site; Fort Widley, northeast of the site; and Fort Southwick,north of the site);
- Key short, medium and long-distance views;
- International, European and National conservation designations at Portsmouth Harbour, including Portsmouth Harbour Ramsar site, Special Protection Area (SPA), Site of Special Scientific Interest (SSSI), Castle Shore Site of Importance to Nature Conservation (SINC) and Urchins Copse SINC;
- Adjacent commercial and private/residential property; and
- Pedestrians, cyclists and road users.
The Proposed Development

1.21 The Applicant is seeking outline planning permission for the demolition of existing site buildings and construction of a new development comprising of residential, office, retail, restaurant/café facilities and commercial/light industrial and marine uses. The proposed development will provide the following maximum Gross External Areas (GEA) (the floor area in the building measured to the outside of the external walls):

- 20,510 square metres ($m^2$) of residential dwellings, comprising a maximum of 163 residential apartments and townhouses;
- 18,094$m^2$ Businesses, General Industrial, Storage and Distribution uses;
- 1,378$m^2$ Shops, Restaurants and Café, Drinking Establishments;
- 2,762$m^2$ Basement Car Parking; and
- 5,415$m^2$ Publicly Accessible Landscaped Open Space.

1.22 The site is to be comprehensively transformed to provide a mixed use development comprising of residential, retail, business and marine uses. The proposed development will provide family housing in a waterfront setting, high quality public space, and a safe and accessible waterside walk from Southampton Road to Portchester Castle. The site has been divided into a northern section and a southern section, creating the basis of the proposed development.

1.23 The northern section will be mainly residential and will provide up to 163 residential units. These dwellings will consist of 3 and 4 bedroom houses, along with 2 and 4 bedroom apartments and flats. As such, this will provide for a high level of quality family housing, designed in a strong modern waterside terrace block with private gardens, rooftop terraces, deck gardens and communal space.

1.24 The proposed development includes a 12 storey landmark residential tower with a maximum height of 45m above ground level in the east of the site. The residential tower will comprise two restaurant, bar, or retail units on the ground floor, up to 40 residential units and underground parking. The provision of a small local convenience retail unit is also proposed to support the wider community and will be located on the junction of Hamilton Road and Southampton Road.

1.25 The southern part of the site will provide a mixture of small and large commercial/light industrial units and offices which will make up the new marine industrial park.

1.26 The site layout has been developed with a significant amount of public and semi public open space, strategically placed to create a network of hard and soft landscaped accessible areas that create a high quality sense of place and character throughout the development.

1.27 An Access Strategy is included as part of the planning application documents for the proposed development and sets out to provide an accessible, well connected and legible development.

1.28 The main vehicular access into the site will be via two existing access junctions off Hamilton Road and one new access point off Southampton Road. A secondary access point will also be proposed off Hamilton Road for an underground car parking facility to the north-west of the site.

1.29 A new flood defence barrier will be built to protect the site from coastal flooding. This barrier has both an on-site and off-site components and once complete would fulfil the objectives of the local flood and coastal erosion risk management strategy. It is estimated the flood defences will be required to be 1.1m high. The proposed new defences, including the off-site defences for which the developer is proposing to make a significant contribution, will lead to significant reductions in flood risk for both existing properties in the surrounding area and onsite. These new defences will provide the following key benefits:

- The proposed development will be protected against the equivalent of a 1 in 200 year tidal flood event (allowing for sea level rise up to 2115);
- The existing flood risk for nearly 400 residential properties in the area will be significantly reduced. For a further 300 properties, future flood risk, as a result of forecast rising sea levels, will be reduced; and
- Protection to the mud wading birds and their environment from recreational disturbance.

1.30 Figure 3 illustrates the location of the proposed residential and commercial buildings on the site.
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Figure 3: Location of Proposed Buildings on site
Design Evolution and Analysis of Alternatives

1.31 Under the EIA Regulations, an ES is required to provide “an outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons for the choice made, taking into account the environmental effects”. Alternatives analysis is a key part of the EIA process and serves to ensure that environmental considerations are built into the project design at the earliest possible stage. As such, the EIA has considered the ‘no development’ alternative, the use of ‘alternative sites’, and the use of ‘alternative designs and design evolution’ in response to consultee comments.

1.32 The ‘no development’ alternative refers to the option of leaving the site in its current state. This option would result in a range of negative impacts, including:

- Under use of the current site by the existing buildings;
- No opportunity to incorporate environmental benefits, such as better landscaping and green space; and
- No public footpath through the site adjacent to the new flood defence wall and, subsequently, no improvement of facilities for the public on site.

1.33 No ‘alternative site’ locations were considered due to the nature of the site and its current condition.

1.34 The use of alternative designs and design evolution demonstrates how the proposed development has evolved in response to environmental and planning opportunities and constraints. The design team developed a number of layouts for the proposed development, and although the design process have produced various proposals the overarching aim of the proposed development was always to create an attractive mixed use development which strengthens the sustainability of Portchester.

1.35 Early layouts proposed various arrangements with a mixture of buildings retained on-site. The proximity of the residential buildings to the north of the site and the need to locate the marine related employment buildings alongside the wharfs has been a major factor in the design evolution process.

1.36 Five layouts were considered in the design process, prior to the emerging Masterplan. The layouts were assessed and the emerging masterplan was further altered to finalise the layout of the proposed development. The following design principles were identified during this process:

- Create a variety of spaces to create a varied and unique environment;
- Provide a secure and safe environment;
- Provide public access through the site;
- Ensure a residential mix to meet current market demand;
- Create connectivity through the site and between other sites, including access points onto Southampton Road; and
- Create additional uses that support and provide a benefit to the community; this will include a convenience store, public house and restaurant facility.

1.37 The proposed development submitted for planning permission was finalised having taken into consideration the following key issues:

- Sustainability – consideration of the Building Research Establishment Environmental Assessment Method (BREEAM) Code for Sustainable Home (CSH) criteria for the attainment of a ‘very good’ rating; and
- Townscape and Visual – development of a scheme / layout with an appropriate height and massing in relation to the surrounding environment.

1.38 The illustrative masterplan of the proposed development is shown in Figure 4, whilst the location of the various proposed development land uses is demonstrated in Figure 5.

1.39 The proposed development has been developed in consultation with the Portsmouth City Council Planning Department, with presentations and updates to advise on the development of the scheme. Feedback from the public consultation event has also helped to develop the scheme. Design changes as a result of public consultation feedback included:

- Movement of a ramp to the south in order to access the convenience store and apartment building basement car park. This directly addressed one of the concerns raised by the resident who lives directly in front of the existing proposed ramp (and his concerns that headlamps coming up the ramp will shine directly into bedroom / living rooms);
- The retail store will have five angled public parking spaces added to the street to allow cars to park. Whilst the delivery vehicles are not present, the service bay can be used for three ad hoc parking spaces. This is a direct response to comments made that there was no parking provision for the convenience store; and
- Tall trees will be introduced into the street scene near the convenience store, in order to help screen and existing residents back garden reducing the extent to which it is overlooked.
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Figure 4: Illustrative Masterplan of the Proposed Development

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Not to scale
Figure 5: The Proposed Development (Land) Uses

Key
- Redline Boundary
- Ownership boundary

Not to scale
Demolition and Construction Programme

1.40 The site demolition and construction works are predicted to be undertaken in phases over a five year period (60 calendar months) and are expected to commence in 2014.

1.41 The programme of works will be a single combined programme for both the residential and commercial aspects of the proposed development, with work occurring simultaneously on both parts.

1.42 The demolition and construction works are expected to be split into five key phases, with each phase lasting approximately one year (12 calendar months). There will not be any overlap between phases. The proposed development will be divided into 14 areas and it is expected that works on these areas will be carried out within the five key phases.

1.43 All five phases and the landscaping works are to be completed by the end of 2018 or beginning of 2019; however, the opening year of the proposed development will be 2020.

1.44 The site will be subject to quiet working hours. These quiet hours are generally between 10.00am-12.00noon and 2.00pm-4.00pm and prohibit construction sites from carrying out noisy activities during these times. The proposed working hours for the demolition and construction works will be:
   - 07:00 – 18:00 hours on weekdays (Monday-Friday); and
   - 08:00 – 13:00 hours on Saturdays.

1.45 During the demolition and construction of the proposed development, vehicle and pedestrian access to Hamilton Road will be maintained and any disruption to the current flows along Southampton Road will be minimised. In addition, construction traffic will enter the site to the south to reduce disruption to nearby residential properties during the demolition and construction period.

1.46 As a result of potential demolition and construction impacts, a site specific Code of Construction Practice (CoCP) for the proposed development will be drawn up and the structure and content will be agreed with all relevant bodies and interested parties. The Code of Construction Practice will be the operating manual which details the management, monitoring, auditing and training procedures to be followed throughout the duration of the demolition and construction phases. It will include (but is not limited to) information regarding the following:
   - A framework for compliance with relevant legislation and guidance;
   - Details of construction activities to be undertaken;
   - Roles and responsibilities of key staff;
   - Details of general site management practices;
   - Details of environmental management and control procedures; and
   - Requirements for auditing, monitoring and record keeping.

1.47 In addition, site specific Environmental Management Plans (EMP) will be developed and agreed with Portsmouth City Council and other relevant bodies, prior to the on-site works starting. These on-site works would comply with the Portsmouth City Council’s Sustainability Strategy and the mitigation measures that are set out in the ES.

1.48 In addition to the Code of Construction Practice and Environmental Management Plans, additional impact mitigation measures will be implemented in relation to the following:
   - Housekeeping and General Site Management;
   - Material Storage and Handling;
   - Waste Management, Recycling and Disposal;
   - Traffic Management;
   - Site Welfare Facilities;
   - Management of Noise, Vibration and Dust;
   - Hazardous Material, Contamination and Pollution Control;
   - Archaeology;
   - Protection of Water Resources;
   - Protection of Ecological Resources; and

Ground Conditions

1.49 Chapter 7: Ground Conditions of the ES addresses the impact of the proposed development with respect to ground conditions at the site and potential land contamination. The focus of the assessment is primarily on potential land contamination resulting from the proposed development. Other ground related aspects which have been considered include the underlying geology, the hydrogeology, underground obstructions including structures and utilities, geotechnical considerations, and the potential for unexploded ordnance (UXO). The assessment draws on information from a number of sources including previously produced geotechnical reports, published maps, and reference materials and surveys.

1.50 Specific source-pathway-receptor linkages for the site have been considered with respect to the identified contamination sources and from the demolition, construction and operation of the proposed development. Potential impacts were derived by assessing the potential impacts to human health and the environment.

1.51 The assessment concludes that all potential impacts related to ground conditions during the demolition and
construction of the proposed development can be mitigated to an acceptable level of significance through industry recognised standards and good practice measures. These standards and measures which will be managed through the Demolition Environmental Management Plan (DEMP), Construction Environmental Management Plan (CEMP), Site Waste Management Plans (SWMP), Emergency Response Plans (ERP) and Site Health and Safely Plans (H&SP).

1.52 Further intrusive site investigation work will be undertaken to provide up to date information on conditions beneath the entire site. This will include soil, groundwater and ground gas / vapour monitoring. Health and safety procedures appropriate to the contamination status of the site and site investigations will be implemented during works, so as to mitigate the potential impact upon the health of workers and neighbours.

1.53 All impacts associated with the proposed development are expected to be mitigated to a level of **negligible to minor adverse** significance.

### Water Resources, Drainage and Flood Risk

1.54 Chapter 8: Water Resources, Drainage and Flood Risk of the ES addresses the potential surface water drainage and flood risk effects that the proposed development may have on the surrounding area of the site.

1.55 During demolition and construction, potential impacts could arise in relation to: suspended sediments reaching surface water bodies through runoff; spills and leaks of oils; pollution from concrete and cement products; polluted soil and groundwater; and disturbance to the existing drainage network. The assessment indicates that prior to the implementation of mitigation measures, the impacts related to the abovementioned factors are expected to range between negligible to moderate adverse significance. Following the application of mitigation measures, the impacts resulting from demolition and construction are expected to be of only **negligible** significance.

1.56 Adverse impacts could also arise during the operational phase of the proposed development in relation to: surface water run-off and foul drainage; water quality; and flood risk. However, with regards to surface water run-off and foul drainage, the project is not anticipated to involve a significant change in impermeable surface coverage of the site. In addition, as the site drains to the sea, attenuation of the discharge is not required.

1.57 The construction of on-site defences and a financial contribution to the funding of off-site defences are expected to protect against 0.5% tidal floods (1 in 200 year event) up to 2115. The defences will also lead to a marked reduction in flood risk for the surrounding properties, leading to an impact of **major beneficial** significance,

1.58 In relation to water quality, upon completion, the proposed development’s surface water runoff would be collected into on-site sustainable urban drainage systems (SuDS) wherever appropriate, and then discharged into the sea. Such implementation of SuDS, where none exist at present, would result in a permanent **minor beneficial** impact on water quality.

1.59 Provided that standard, best management practice is adopted in design and that SuDS mitigation measures are applied where appropriate, it is considered that the impact of the proposed development on adjacent water bodies (the sea) and the on-site flood risk will be **negligible**.

### Traffic and Transportation

1.60 Chapter 9: Transportation and Access of the ES presents an assessment of the impact of the proposed development on the surrounding highway network, public transport and local pedestrian and cyclist amenity. Impacts have been assessed from both the demolition and construction and operational phase, once the proposed development is completed.

1.61 The assessment pays particular attention to the existing patterns of vehicular and pedestrian movements, and how these will interact with future development related movements following the completion of works for the proposed development. The transport assessment does not assess the likely impacts of a lesser amount of development in relation to road traffic impacts, as it is considered the likely effects of a reduced amount of proposed development will essentially have a less significant impact.

1.62 Although the demolition and construction phase will result in an increase in peak hour traffic on Southampton Road and an increase in Heavy Goods Vehicles (HGVs), delays to drivers on Southampton Road are expected to be less than 1 minute. Construction traffic is therefore expected to lead to a **minor adverse** impact on the local highway network.

1.63 As a relatively small number of trips during the demolition and construction phase are expected to be made to and from the site by bus or train, the effect of the proposed development on public transport is expected to be of **negligible** significance. Segregated cycle lanes will be provided within the vicinity of the site to mitigate the impact on amenity for cyclists due to the increase in traffic on local roads. In addition, in order to construct new access to the site on Southampton Road, it may be necessary to temporarily close the footpath and provide an alternative route. Following the implementation of mitigation measures agreed with Portsmouth City Council the residual impact on pedestrian and cyclist amenity is considered to be of **minor adverse** significance.
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1.64 During the operational phase of the proposed development, there is an expected increase in traffic flows and peak hour traffic. However, capacity assessments have been undertaken which demonstrate that the increases in driver delay and journey times will not be significant. Therefore, operational phase traffic is expected to have a negligible impact on the local highway network. Similarly, during operation of the proposed development, it is expected that there will be a negligible impact on public transport.

1.65 As pedestrian and cycle routes will be incorporated into the proposed development, this will improve the overall pedestrian and cyclist amenity. This is expected to lead to a minor beneficial impact onsite and the impact on pedestrians and cyclists offsite is considered to be negligible.

Air Quality

1.66 Chapter 10: Air Quality of the ES provides an assessment of the potential impacts to air quality as a result of the proposed development. The focus of the assessment is primarily on potential impacts associated with additional road traffic and heating plant emissions attributed to the proposed development once operational. This chapter also considers the potential emissions resulting from the demolition and construction phase of the proposed development, namely dust generation and the exhaust emissions from site plant and road traffic.

1.67 To obtain baseline air quality conditions, a number of monitoring stations within a reasonable distance of the site were identified for the purpose of the assessment. This included both background air quality, which is representative of the general pollution levels in the area away from busy roads and industrial activity, and roadside air quality. The following parameters were used to determine the baseline air quality:

- Traffic Volume;
- Fleet Composition;
- Fleet Velocity; and
- Receptor Location.

1.68 The baseline conditions have been assessed for the following assessment years:

- 2012, which represents the present-day conditions (the existing baseline) and conditions during the demolition and construction phase; and
- 2022, the future year assessed within the Transport Assessment (i.e. 10 years on).

1.69 During demolition and construction, the combined impacts from construction plant and road traffic will be of negligible significance as there will be relatively few vehicles / plants present on-site at any one time, and the total number of vehicles used will be relatively small compared to background traffic levels in the area.

1.70 The impacts from demolition and construction dust is assessed as being of only minor adverse significance as the increase in the concentrations of airborne dust and particulates still comply with the Air Quality Strategy objective.

1.71 Where necessary, control and mitigation measures have been developed to minimise or remove potential air quality impacts. Mitigation measures for the demolition and construction phase include, but are not limited to, the following:

- The preparation, and agreement with Portsmouth City Council, of an Environmental Management Plan (EMP) for the site;
- The use of catalytic converters (where appropriate) and regular maintenance of vehicle engines to minimise vehicle emissions, or render them harmless; and
- The erection of solid barriers to the site boundary and use of water as a dust suppressant where applicable, to control and minimise dust.

1.72 During occupation of the proposed development, the combined impacts from building heating plant and road traffic will be of negligible significance as pollutant concentrations resulting from these sources are predicted to lead to an imperceptible magnitude of change, which will be of negligible significance to both local people and the nearby Portsmouth Harbour habitat site.

1.73 As the impacts resulting from traffic flows and building heating plant attributed to the completed and occupied development are expected to be negligible, it was not considered necessary to provide mitigation measured for the operational phase of the proposed development.

Noise and Vibration

1.74 Chapter 11: Noise and Vibration of the ES presents an assessment of the likely significant effects of the proposed development with respect to noise and vibration within the proposed development and to surrounding properties, in terms of:

- Predicted noise levels from construction works;
- Noise from building services plant associated with the proposed development during operation; and
- Any increases to road traffic attributed to the proposed development.

1.75 The assessment is supported by a series of noise surveys relating to the suitability of the site for the proposed uses, in terms of existing noise and vibration, and the need to provide an adequate internal noise environment within the proposed development.
1.76 Potentially sensitive receptors in close proximity to the site have been taken into consideration when assessing the impacts associated with noise and vibration from the demolition and construction, and operational phases of the proposed development. These include:

- Residential dwellings to the east of the site at Port Solent (R1);
- Residential dwellings to the north side of Southampton Road, opposite the northern boundary of the site (R2);
- Residential dwellings to the west of the site, along Hamilton Road (R3); and
- Portchester Castle and surrounding recreational land (R4).

1.77 The noise surveys confirmed that the site is considered suitable for the proposed uses as, through the use of appropriate design measures, ambient noise and vibration affecting future occupants of the proposed development can be controlled to meet the target design criteria. Appropriate design measures include glazing specifications and façade insulation design, which will be determined during detailed design phases.

1.78 As this planning application is for outline permission, specific details of demolition and construction plant and phasing are not yet known. As such, the assessment of demolition and construction noise has been based on noise data taken from British Standard (BS) 5228: ‘Noise and Vibration Control on Construction and Open sites’, which provides a best practice guide for noise and vibration control. In addition, the assessment of likely noise impacts experienced at nearby receptors as a result of the demolition and construction works has taken into account the following factors:

- Duration of works stages;
- Distance between works location and receptor; and
- Screening between the noise sources and receptors.

1.79 The demolition and construction of the proposed development is likely to lead to short-term periods of elevated noise to the aforementioned properties of sensitive receptors. As such, demolition and construction noise from the proposed development is expected to have impacts ranging from negligible to minor adverse.

1.80 As details of construction activities are not yet available, indicative vibration levels for the proposed construction methods demonstrate that potential vibration levels are likely to have a minor adverse impact upon nearby residents and people. In addition, potential vibration levels causing cosmetic damage to structures are considered to be below the thresholds for causing cosmetic damage to structures. Therefore, vibration is expected to have a negligible impact with regards to cosmetic damage to on-site structures.

1.81 Demolition and construction noise and vibration will be managed to reduce impacts, and mitigation measures will be documented in a Construction Method Statement (CMS).

1.82 In comparison to specific traffic noise assessment criteria, demolition and construction traffic and operational traffic are predicted to be of negligible impact as measures will be implemented to ensure that deliveries and the use of cranes will take place during specific allocated time slots. This will ensure minimum impact on the locality.

1.83 As there are no operational vibration sources associated with the proposed development, operational vibration impacts are considered to be of negligible significance.

Ecology

1.84 Chapter 12: Ecology of the ES assesses the potential impacts of the proposed development on ecology and nature conservation. It assesses the likely significant impacts to ecology during the demolition, construction and operational phases of the proposed development.

1.85 The assessment primarily focuses on and is restricted to a specific area determined by the nature of the potential impacts on features within and adjacent to the site. The geographic scope of the assessment has been agreed with Hampshire County Council. The site is located adjacent to Portsmouth Harbour Ramsar site, Special Protection Area (SPA), Site of Special Scientific Interest (SSSI) and is in close proximity to Castle Shore Park Sites of Importance to Nature Conservation (SINC) and Urchins Copse SINC, Chichester and Langstone Harbours SPA and Ramsar, and Solent and Southampton Water Ramsar are also within 10km.

1.86 A Phase 1 habitat survey was undertaken on 2nd September 2011 and 2nd December 2011 to identify and map all habitats on and adjacent to the site and record any signs or potential for rare, notable or protected species. Additional inspections and surveys were also undertaken throughout September 2011 to June 2012, in relation to other species (e.g. bats, winter waterbirds and various protected species).

1.87 The ecological impact assessment focussed on impacts to statutory designated sites, non-statutory sites, breeding birds, bats, Dark-bellied Brent goose, Black-tailed godwit and Red-breasted Merganser.

1.88 Potential impacts from the demolition and construction activities include:

- Habitat loss;
- Disturbance (including physical disturbance, visual disturbance, noise and vibration);
- Pollution; and
- Direct killing and injury of animals.
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1.89 There is the potential for disturbance from demolition and construction activities on birds using the adjacent Portsmouth Harbour. At low tide Portsmouth Harbour provides an important feeding area for dark-bellied brent goose and black-tailed godwit. Almost all of this area would be subject to noise levels which are shown to disturb feeding birds at times during the demolition phase. However, it would be expected that these birds would be habituated to the noise of the existing industrial site and the traffic on Southampton Road and this would reduce the impacts of noise. In addition, industry recognised standards and good practice measures will be used to minimise impacts, e.g. site hoarding will reduce noise impacts, and therefore decrease the disturbance to feeding birds. The impacts on statutory designated sites is anticipated to be moderate adverse, temporary and seasonal on a receptor of international value.

1.90 During demolition and construction, there would be no direct impact upon the plant species for which Castle Shore Park SINC and Urchins Copse SINC are designated. However, these sites may experience a slight decrease in visitors during this phase; therefore, this would result in a minor beneficial and temporary impact on non-statutory sites.

1.91 Once mitigation measures (e.g. vegetation removal outside of the bird nesting season and applying for a bat development licence) are agreed with Portsmouth City Council and Natural England and implemented, the impact to breeding birds and bats during the demolition and construction phase is expected to be of negligible significance.

1.92 During high tides, dark-bellied Brent goose generally roost near to Castle Shore Park in an area approximately 130m from the site. Here it is estimated that the noise level would be at a level which may deter birds from using these areas during the demolition and construction phase. However, other major roost sites including Farlington Marshes, Southsea Common and Horsea Island lie sufficiently far from the site to be unaffected by noise and it is likely that some of the birds would move to these roosts. Furthermore, a reduction in visitor pressure around the site may offset the impacts of noise by reducing physical disturbance at the roost sites in the survey area.

1.93 Low numbers of bar-tailed godwit were recorded feeding close to the site in an area which will experience a small increase in shading from the proposed development. However, bar-tailed godwit feed largely on invertebrates such as the mud snail. Mud snails feed mainly on detritus and prefer open habitats with less vegetation and therefore the shading is unlikely to have any negative impacts.

1.94 The proposed tower will be up to 45m in height and recent studies of waterbird flight lines in the Solent indicate that the majority of birds follow the coast or river corridors and do not cross urban areas and therefore it is unlikely that the proposed tower will obstruct bird flight lines.

1.95 The impacts on dark-bellied Brent geese and black-tailed godwit are anticipated to be minor adverse, temporary and seasonal on a receptor of county value.

1.96 Potential impacts associated with the operational phase of the proposed development include:

- Habitat creation;
- Habitat degradation;
- Disturbance (including visitor pressure, physical disturbance, visual disturbance, noise and lighting);
- Predation from domestic pets and vermin; and
- Pollution.

1.97 The Applicant’s financial contribution towards the offsite flood defences will help support the Environment Agency’s Medmerry project which will create a new area of wetland between Selsey and Bracklesham, in West Sussex.

1.98 The scheme will create new areas of intertidal and freshwater habitats as well as islands suitable for roosting birds. This will reduce the pressure on feeding and roosting areas within the Solent, including Portsmouth Harbour, Chichester and Langstone Harbours and Solent and Southampton Waters. The creation of a new wetland at Medmerry will have a minor beneficial impact on statutory designated sites and waterbird roost sites by creating alternative feeding and roosting opportunities for birds and therefore reducing the pressure on resources at existing sites. This will also compensate for the disturbance of dark-bellied Brent goose roosts around Portsmouth Harbour, resulting in negligible residual impact on dark-bellied Brent goose.

1.99 Due to the proximity of Castle Shore Park SINC and Urchins Copse SINC to the site, it is likely that the increase in dwellings will result in an increase in visitor numbers to both of these sites. Furthermore, the upgrade of the footpath which leads from the site to the SINC may encourage more visitors from outside the site. However, the path associated with the new flood defences will encourage visitors to walk around the edge of the park, away from more sensitive areas, and this would offset some of the increase in visitor numbers. Impacts on Castle Shore Park SINC and Urchins Copse SINC are predicted to be minor adverse.

1.100 The landscape planting will create new opportunities for food sources and nesting sites for breeding birds and bats during the operational phase. However, predation from domestic pets and vermin may reduce the breeding success of birds nesting on and near to the site and increased lighting may deter bats from using some areas, thereby offsetting the benefits of the landscaping.
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Therefore, the residual impacts on breeding birds and bats on the site will be negligible.

1.101 Due to the mitigation embedded within the scheme, the residual impacts on black-tailed godwit and red-breasted merganser are negligible.

Archaeology and Cultural Heritage

1.102 Chapter 13: Archaeology and Cultural Heritage of the ES assesses the impacts of the proposed development on elements of the buried archaeological resource and cultural heritage which are, or may be, present within the site. The possible effects of the proposed development on designated heritage assets are presented in ES Volume II: Townscape and Visual Assessment.

1.103 There are no designated heritage assets within the site; however, key sensitive receptors identified with high or medium value include (but are not limited to): Portchester Castle (and the Church of St. Mary) and Fort Southwick Scheduled Monument and Grade I Listed Buildings, and the Portchester Conservation Area.

1.104 The introduction of the 12 storey apartment block into the skyline may distract from the designated heritage asset of Portchester Castle from the elevated area on Ports Down. As a result, structures such as Portchester Castle will become more subservient in the landscape. However, the Townscape and Visual Assessment (see Townscape and Visual Assessment section) has indicated the inter-visibility between the heritage assets will not be affected. Therefore, the significance on the setting of Portchester Castle is considered to be minor adverse.

1.105 The tree covered ground to the northeast of the Conservation Area provides an effective screen to the site and views from within the Conservation Area, especially along Castle Street, are limited. Therefore it is considered the impact on the setting of the Conservation Area is negligible.

1.106 It is proposed that the preserved elements of built heritage within the site directly affected by the development during demolition will be subject to archaeological building recording prior to demolition. Buried archaeological deposits, features and finds directly affected by the proposed development will be subject to archaeological mitigation ensuring preservation by record of all sites, features and deposits. This mitigation will comprise archaeological monitoring (watching brief) during below ground construction works. This ensures full preservation by record of the structures associated with wartime heritage. Therefore, the impact to built heritage assets within the site has been assessed as a minor adverse impact.

Socio-Economics

1.107 Chapter 14: Socio-Economics of the ES presents the socio-economic impacts of the proposed development and the extent to which the proposed development conforms to relevant socio-economic planning policy.

1.108 It is estimated that up to a net total of 105 construction workers will be employed by the scheme per year, for a period of 5 years. Therefore, the proposed development is likely to have a minor beneficial, short-term impact on the Portsmouth and South East regional economy.

1.109 No additional workspaces will be created by the proposed development. The proposed development could create up to 749 gross jobs with a total loss between the existing and proposed sites of 8, however, it is known the existing site is currently not operating to full capacity. All existing premises will be upgraded with modern units. Therefore, it is considered that there will be a negligible impact on permanent employment by the proposed development.

1.110 The proposed development will provide a positive step towards meeting the Council’s new build housing targets and the demand for high quality residential accommodation in Portsmouth. The proposed development will contribute 22.2% towards the annual housing target for Portsmouth. Improved flood defence will reduce the flood risk for up to 700 homes adjacent to the development. Impacts on housing are therefore considered to be moderate beneficial.

1.111 The proposed development has a number of positive impacts on the surrounding neighbourhoods that include new high quality open space and additional housing. The estimated 383 residents of the proposed development are estimated to increase expenditure in the local area by approximately £5,300,000 and this is considered to be a minor beneficial impact.

1.112 The proposed development will see a loss of 15 affordable homes, however on-site provision or contribution to off-site provision will make the impact negligible.

1.113 The proposed development will require an additional 100 nursery, primary and secondary school places. Existing available information indicates that existing facilities could accommodate this demand and therefore is considered to be a negligible impact.

1.114 There is a predicted increase of approximately 383 residents as a result of the proposed development. With the existing provision of GPs within PCC being above the national average, the proposed development will have a negligible impact.

1.115 The proposed development includes and additional 5415m² of public open space for residents and workers of the proposed development to use along with visitors to the area.
and this will result in a negligible impact on open space provision in the local area.

Sustainability

1.116 The key beneficial impacts of the proposed development in relation to sustainability can be summarised as follows:

- Use of a previously built site;
- Provision of high quality, sustainable scheme in an area with excellent access to public transport;
- Provision of building visually integrated in the surroundings;
- Good practice environmental design, including good daylight, ventilation and acoustics;
- Use of sustainable, energy efficient building techniques to reduce CO₂ emissions by a predicted 26% below the Building Regulations Part L 2010 requirements;
- Incorporation of low or zero carbon technologies, i.e. Air Source Heat Pumps, Photo Voltaics and Solar Hot Water panels;
- Minimisation of noise and air quality impacts during demolition/construction and operation;
- Provision of publicly accessible open space and ecological enhancements;
- Provision of a site that is accessible to all, including the disabled and promotes pedestrian and bicycle access;
- Maximisation of recycling and implementation of the best practicable environmental options for non-recyclable residual waste;
- Incorporation of ‘Secured by Design’ principles in the design process;
- Provision of safe, waterproof bicycle storage space;
- Implementation of a travel plan;
- Contractual commitment by constructor to:
  - Source timber from reclaimed, reused or responsible sources;
  - Develop and implement an Construction Management Plan, Environmental Management Plan and Site Waste Management Plan;
  - Sign up to the Considerate Constructors Scheme and go beyond best practice; and
  - Reduce construction site impacts.

1.117 The proposed development is also aiming to achieve a

1.118 Environmental Assessment Method (BREEAM) rating for the commercial spaces.

Townscape and Visual Impact Assessment

1.119 Volume II: Townscape and Visual Impact Assessment of the ES assesses the effect of the proposed development on townscape and visual receptors within the identified study area. In particular, it considers the potential impacts on the following factors, which may arise as a result of the proposed development:

- Existing topography;
- Drainage;
- Land cover;
- Vegetation;
- Open space;
- Built scale and mass;
- Urban grain;
- Landscape / townscape features; and
- Townscape character; and visual receptors.

1.120 The suitability of the design of the proposed development in its location has been tested using 14 viewpoints. This includes the additional view from the M275 at Tipper, requested by Portsmouth City Council. The field assessment work was carried out in February 2012 and considers winter views and therefore the worst case scenario.

1.121 With the exception of an employment allocation and the Coastal Zones Line, there are no other townscape or landscape designations which cover the site. The site lies on the north-western edge of Portsmouth Harbour, and as a result, the site is predominantly flat. The land rises steadily beyond the site to the north to the steep slopes of Portsdown Hill which provides the setting and visual enclosure to the north of the site.

1.122 The land uses of the local area are predominantly residential (at generally two storey and including terraces and semi-detached) to the north and commercial / industrial to the west. The land uses associated with the site itself include a mix of residential, offices, a restaurant / cafe, a range of ship building sheds and marine related workshops / office buildings, boat storage, shipyard, wet docks and slipways.

1.123 The built form within the site ranges in height and scale from two storey residential uses, to large scale industrial ship building sheds up to 27.69m above ground level, interspersed by a range of workshops. The buildings are separated either by extensive areas of hardstanding used for boatyards, car parking and circulation space, or by docks.
During the demolition and site preparation phase, the most significant impacts occur as a result of the removal of the existing built form. This represents a temporary, short-term, indirect impact of minor to moderate beneficial significance (depending on the sensitivity of the specific receptor being affected) on the existing heritage assets; however, there will be a temporary, short-term, indirect moderate adverse impact on the existing townscape. Impacts on landscape / townscape character will range from either minor beneficial to minor adverse. In terms of the site landscape, impacts at this stage on the existing land use and vegetation will result in impacts of minor to major adverse significance (depending on the sensitivity of the specific receptor being affected). The change in the character of the views from the identified key viewpoints will result in impacts which will range between major beneficial to major adverse (depending on the sensitivity of the specific receptor being affected).

At the construction phase, impacts will have already commenced at the site demolition stage. The most significant impacts at this stage are therefore anticipated to be of moderate beneficial significance on the building orientation and pattern, where the new development will begin to emerge. The change in the character of the views due to the emerging proposed development from the key viewpoints will range between minor and major adverse depending on the key viewpoint being considered.

The implementation of the landscape proposals for the operational phase will result in impacts ranging from moderate to major beneficial on the local land use, local and site built form, scale and mass and local heritage assets. However, where there will be a loss of some of the commercial and industrial land use area, the impacts on the site land use will ranging between minor and moderate adverse significance.

Impacts on the site vegetation are considered to be of major beneficial significance where new tree planting is proposed within the site. The change in the character of the views from the agreed viewpoints will range between major beneficial to minor and moderate adverse significance depending on the key viewpoint being considered. The most significant impacts on visual receptors occur in terms of the visual relationship with the existing heritage asset and the replacement of the landmark features.

It is considered that the location and height of the proposed building (which has been subject to an iterative design process in discussion with Portsmouth City Council and the public alike) replacing an existing large scale, landmark industrial building, with a new taller building of slender proportion, defining and positively addressing the waterside, is consistent with the relationship of tall buildings to the harbourside and is therefore acceptable in townscape terms.

Overall, the proposed development meets the aspirations of the current national, regional and local development control policies in relation to landscape, townscape and visual issues. However, significant impacts will occur on several of the identified key views as a result of the tall building being more prominent than the existing heritage and built form landmarks.

Cumulative Impact Assessment

Typically, cumulative impacts are those that result from incremental changes caused by other past, present or reasonably foreseeable actions together with the development. It is recognised that cumulative impact interactions occur as either interactions between impacts associated with just one project or between the impacts of a number of projects in an area. As a result, two types of cumulative impact interaction have been considered for the construction and operational phases of the proposed development within Chapter 15: Cumulative Impacts of the ES as follows:

- Type 1: The combined effect of individual impacts arising as a result of the proposed development, for example impacts in relation to noise, airborne dust or traffic impacting on a single receptor; and
- Type 2: The combined impacts of several development schemes (see Table 1 for the schemes included in the cumulative impact assessment and Figure 6 for their location) which may, on an individual basis be insignificant but, together (i.e. cumulatively), could have a significant effect.
## Table 1 Schemes Included in the Cumulative Impact Assessment

<table>
<thead>
<tr>
<th>Key</th>
<th>Site</th>
<th>Description</th>
<th>Planning Application Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Paulsgrove</td>
<td>Approximately 80 residential units</td>
<td>Application not yet submitted</td>
</tr>
<tr>
<td>2</td>
<td>Port Solent</td>
<td>Approximately 500 dwellings, a local centre, and 3.4ha for marina related operations</td>
<td>Application not yet submitted</td>
</tr>
<tr>
<td>3</td>
<td>Tipner</td>
<td>Approximately 1,250 dwellings and 25,000m² of B1 office development could be delivered up to 2027</td>
<td>Approved (10/00849/OUT)</td>
</tr>
<tr>
<td>4</td>
<td>St Mary's Hospital</td>
<td>Approximately 200 residential units</td>
<td>Application not yet submitted</td>
</tr>
<tr>
<td>5</td>
<td>Site of the former Saxon Shore School at Jubilee Avenue</td>
<td>Approximately 80 residential units</td>
<td>Application not yet submitted</td>
</tr>
<tr>
<td>6</td>
<td>Development at Lakeside</td>
<td>Comprises 69,030 m² of gross external floorspace for Class B1(a) offices and 21,140 m² of other development (all gross external) to include: shops (Class A1) up to 1160 m², restaurants/cafes (Class A3) up to 680 m², 150-bedroom hotel and 40-suite aparthotel (Class C1) up to 6500 m² &amp; 3000 m² respectively, private hospital (Class C2) up to 7000 m² and car dealership (mixed use for car display/sales showroom and servicing/repair workshop) up to 2800 m², with access roads/footways, landscaping and associated plant</td>
<td>Approved (08/02342/OUT)</td>
</tr>
</tbody>
</table>
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Figure 6 Location of Schemes included in the Cumulative Impact Assessment
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Combined Effect of Individual Impacts

1.131 Potential adverse impact interactions during construction are largely related to air quality (construction dust), pedestrian/cyclist amenity, noise and vibration and ground conditions impacts. These will vary in intensity and duration over the 60 month construction programme depending upon the site activities of each key stage, with noise, vibration and traffic impacts predominantly occurring during the piling/substructure phase. A range of mitigation measures are proposed to minimise potential impacts. Examples of the mitigation measures include:

- Minimising dust emitting activities and covering all stockpiles of materials;
- Using water as a dust suppressant;
- Providing hoarding around the site;
- Lighting levels would be minimal and lights will be directed away from Portsmouth Harbour;
- HGV movements along the Castle Trading Estate access road will be managed to ensure that disruption to existing businesses served by the road will be kept to a minimum; and
- The site will be subject to quiet working hours.

1.132 During the operational phase, there are primarily beneficial impact interactions that exist for the sensitive receptors. Beneficial impacts largely relate to flood risk, transportation and access for example pedestrian and cyclist amenity, socio-economic benefits such as housing provision and additional local spend and ecological benefits to statutory designated sites.

1.133 Adverse impacts during this phase relate to impact upon local, middle and distant views and ecological impact to non-statutory sites. Impacts to views relate to the visual relationship with the existing heritage asset and the replacement of the landmark features. Impacts to non-statutory sites relates to increased visitor numbers to Castle Shore Park and this will be offset to some extent by the creation of a new path associated with the new flood defences which will encourage visitors to walk around the edge of the park, away from more sensitive areas.

Combined Effects with Other Developments

1.134 When considering the combined effects of the proposed development in conjunction with the cumulative schemes detailed within Figure 6, it is acknowledged that some adverse impacts will be experienced during construction activities (i.e. minor adverse temporary impacts in relation to construction traffic, noise and cultural heritage assets); however, during the operation of the proposed development the cumulative impacts are expected to be major to minor beneficial in nature. Such impacts will largely relate to:

- A reduction in the stock of contaminated land within Portsmouth (moderate beneficial);
- Reduction in flood risk to surrounding existing properties (major beneficial); and
- Improvements to the housing stock and the provision of additional commercial, retail, and leisure space (moderate beneficial).

Summary and Conclusions

1.135 Throughout the demolition and construction phase, a number of short-term (temporary) adverse impacts could potentially occur. These specifically relate to the existing built form, landscape and townscape character, existing land use and vegetation, change in character from certain viewpoints, impacts on statutory designated sites, dark-bellied brent geese, black-tailed godwit, human exposure to contaminated soils, dusts and gases, driver delay during construction at Southampton Road, impact to pedestrian cyclist amenity, construction noise and vibration and impacts upon monument listed buildings. Beneficial impacts anticipated during this stage relate to removal of the existing built form, changes to landscape / townscape character, change in character of specific views, non-statutory designated sites as well as for the creation of employment.

1.136 A principal contractor will be appointed by the Applicant to develop and implement a site-specific Environmental Management Plan through which mitigation measures will be implemented. This will be a contractual document, prepared in consultation with Portsmouth City Council and will identify the measures that will be implemented on site to reduce the potential for significant adverse impacts.

1.137 During the operational phase, minor adverse impacts are anticipated in relation to; the ecological impact upon non-statutory designated sites and views of Portchester Castle. A number of beneficial impacts are anticipated during the operational stage that range from minor to major significance and specifically relate to; implementation of the landscaping proposals, impacts on the site vegetation where new tree planting is proposed, change in character of certain key viewpoints, flood risk to properties adjacent to the site, pedestrian and cyclist amenity, statutory designated sites, additional local spend generated by the proposed development and the provision of housing.

1.138 The proposed development is assessed as appropriate in terms of local, regional and national policy and is considered to be of a design that addresses and responds to both environmental and socio-economic considerations. The proposed development is considered to have an overall positive impact on the Portsmouth economy, through the provision of employment and through associated multiplier effects. The proposed development
will provide a positive step towards meeting the new build housing targets of Portsmouth City Council and in meeting the demand for high quality residential accommodation in Portsmouth. Furthermore, the proposed development will have a number of positive impacts on the surrounding neighbourhoods that include additional housing.

1.139  A new flood defence barrier will be built to protect the site from coastal flooding. Once complete, the barrier will implement the local flood and coastal erosion risk management strategy. The proposed new defences, including off-site defences for which the developer is proposing to make a significant contribution, will lead to significant reductions in flood risk for both existing residents and commercial properties.

1.140  A new waterside boulevard will be located behind the flood defence barrier and will open the site to members of the public, linking public space together and forming a walk through to Portchester Castle and the surrounding open space of Castle Shore Park. On the site itself, a significant amount of public will be strategically placed to create a network of hard and soft landscaped accessible areas that create a high quality sense of place and character throughout.

1.141  The EIA process ensures that mitigation has been built into the design to ensure minimal adverse impacts.

Contacts and Availability of the Environmental Statement

1.142  The ES is available for viewing by the public during normal office hours at the Portsmouth City Council Planning Department. Comments on the planning application should be forwarded to Portsmouth City Council at the following address:

Planning Services
Portsmouth City Council
Floor 2, Civic Offices
Guildhall Square
Portsmouth
PO1 2BG

1.143  Additional copies of this NTS (this document) are available free of charge in electronic form, while copies of the full ES (Volume I, II and III) are available for purchase from:

Lucken Beck
30 Carlton Crescent
Southampton
SO15 2EW