Land to the North and East of Boorley Green and North of Pylands Lane and East of Dodwell Lane, Bursledon

Non-Technical Summary

October 2012
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Introduction

An Environmental Statement has been prepared which assesses the likely significant environmental effects of two separate outline planning applications that have been submitted to Eastleigh Borough Council in relation to the proposed development of land to the North and East of Boorley Green and North of Pylands Lane and East of Dodwell Lane, Bursledon.

MA Botley Ltd, Southern and Regional Developments Ltd and MacDonald Botley Park Ltd have applied for outline planning permission for the development of land to the North and East of Boorley Green, Hampshire. This scheme involves the development of 1,400 homes with access from Winchester Road and Maddoxford Lane (with upgrades to the Winchester Road/Woodhouse Lane Junction and Maypole Roundabout), extension to existing hotel (including new conference and leisure facilities, 48 no. additional bedrooms and car parking), creation of a new local centre (incorporating pub, assisted living accommodation, retail and employment floorspace), primary school, sports and open space facilities together with associated landscaping and diversion of electricity cables below ground.

Ashill Developments Ltd and Southern and Regional Developments Ltd have applied for outline planning permission for the development of land to the North of Pylands Lane and East of Dodwell Lane, Bursledon, Hampshire. This scheme involves the development of 250 dwellings, construction of Sunday's Hill bypass with new junctions to Heath House Lane and Dodwell Lane, open space facilities together with associated landscaping and diversion of electricity cables below ground.

Site and Surroundings

Land to the North and East of Boorley Green

The land to the North and East Boorley Green measures approximately 83.5 hectares and is of an irregular shape, located to the north and east of the existing residential properties within the settlement of Boorley Green and the existing Botley Park Hotel, approximately 1.6km north of the centre of Botley and around 6km south east of Eastleigh town centre.

The site is bounded to the south by Maddoxford Lane, Winchester Road along its western boundary and Chancellors Lane along its northern boundary and a watercourse named Ford Lake along its eastern boundary. A substantial part of the site comprises the golf course of the Macdonald Botley Park Hotel. The hotel complex is to remain and extended as part of the proposed development. To the south of the golf course and north of Maddoxford Lane comprises an area of agricultural land with hedgerow field boundaries. The eastern boundary of the site comprises mature woodland areas along the watercourse. Within the site to the north is Braxells Farm, which comprises the farmhouse and commercial units.

A public footpath runs north-south through the site, linking Chancellors Lane with Maddoxford Lane.

Figure 1 - Plan showing land to the North and East of Boorley Green
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Land North of Pylands Lane and East of Dodwell Lane, Bursledon

The proposed development site is irregularly shaped and measures approximately 20.9 hectares. This site is located to the north of Pylands Lane, which is characterised by frontage residential development, mature hedgerows and trees. To the west of the site is Dodwell Lane, which is also characterised by frontage residential development and north of the site is Heath House Lane. The site is located north east of M27 Junction 8. To the east of the site is existing mature woodland and open land towards Manor Farm Country Park, including a Scout campsite.

The site is steeply sloping towards the north, with a large change in levels between Heath House Lane and Pylands Lane. Pilands Copse, an area of mature woodland, stretches east-west across the site with hedgerow boundaries to the Heath House Lane frontage and residential properties, outside of the site area. The site contains relatively open land to towards the south, with hedgerow field boundaries, and is largely for the grazing of horses. The site's boundaries are marked by mature hedgerows and trees. The site also contains existing buildings and structures, including light industrial uses.
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Environmental Impact Assessment

Environmental Impact Assessment (EIA) is required for developments that have the potential to have significant environmental effects. The need for EIA is derived from the European Union Directive (EU Directive 85/387/EEC as amended by 97/11/EC), which has been incorporated into UK legislation by the latest version of the EIA Regulations, the Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

The EIA Regulations list those projects for which EIA may be required, these are divided into Schedule I (those projects where EIA is always required) and Schedule II (those projects where EIA will only be required if significant environmental effects are likely).

As a proposal for large scale residential development, these developments fall within column 1 of Schedule 2 of the EIA Regulations which relates to ‘Infrastructure Projects’, with development 10(b) relating to “urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas”. Although the sites are not located in a sensitive area as identified by the Regulations, they exceed the indicative threshold of 0.5ha identified within the EIA Regulations for urban development projects.

A request for a Scoping and Scoping Opinion was submitted to Eastleigh Borough Council in May 2012 in order to agree the issues to be considered in the Environmental Statement. The Council formally responded to this request, with the Scoping Opinion dated 29th August 2012.

The Environmental Statement has been prepared by a team of specialist consultants. This is the non-technical summary of the information contained within the Environmental Statement.

Need for Development

Eastleigh Borough has a rising population that is predicated to continue to rise for the foreseeable future, with the latest and as such additional residential accommodation is required to meet the needs of the population. The housing targets in the South East Plan identified a requirement to provide an additional 7,080 dwellings 2006-2026 and 6,000 new dwellings in a Strategic Development Area (SDA) to the north and north-east of Hedge End.

Following the Government’s announcement to abolish regional spatial strategies (including the South East Plan) the Council announced that it would not proceed with the SDA. In order to plan for housing needs the Council has undertaken assessment work as part of the Local Plan preparation process and has adopted a housing requirement of 9,400 dwellings to be provided between April 2011 and March 2029 in its pre-submission draft Local Plan.

Alternatives Considered

An assessment of available land within the Borough has been undertaken and this has confirmed that there is a shortfall in urban land available to accommodate its development needs. As such it is necessary for sites to be identified for development outside of the urban areas in order to secure the long term delivery of housing and provide sufficient land to meet housing needs.

The overall strategy for large strategic development sites that is set out in Policy S3 of the pre-submission Local Plan is as follows:

- Approximately 4,700 dwellings within existing urban areas
- Approximately 3,700 dwellings on strategic sites; and
- Approximately 1,000 new dwellings on smaller greenfield sites

As part of the strategic site allocation process, the Council completed a thorough assessment of available land that could potentially meet development requirements within the Borough and assessed 16 sites in order to refine its site allocation process, identifying land South of Eastleigh (Stoneham Park) for 1,300 dwellings, land west of Woodhouse Lane, Hedge End for 1,000 dwellings and land North and East of Boorley Green for 1,400 dwellings.

The remainder of the housing requirement would be met on smaller scale greenfield sites, including land East of Dodwell Lane and North of Pylands Lane, Bursledon.

The land east of Dodwell Lane and North of Pylands Lane, Bursledon was selected as a preferred development site by the Council on the basis of being the only realistic site able to deliver the Sunday’s Hill Bypass and was selected following an assessment of possible alternative routes for the Sunday’s Hill Bypass to relieve traffic problems at the junction of Heath House Lane and Bursledon Road.
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In addition to an assessment of alternative sites through the site selection process, alternative site layouts have also been considered in refining the development proposals and taking account of comments made during public consultation events.

This process was commenced with a constraints mapping exercise for each site to identify key features of importance and other development constraints that would need to be considered in the design process. The site masterplans were then progressed and refined to consider other development issues.

Key consideration was given to highways and access issues for both sites to ensure that the sites integrated into their surroundings and minimised environmental impact.

At the land North and East of Boorley Green this considered whether Maddoxford Lane should be stopped up to prevent east-west links along Maddoxford Lane, with movements routed through the site, whether access should be restricted through traffic calming or remain open.

At the land North of Pylands Lane and East of Dodwell Lane, Bursledon this considered alternative alignments and construction methodologies for the delivery of the Sunday's Hill Bypass:

- Option 1: Western route (as shown on Draft Local Plan Proposals Map, October 2011)
- Option 2: Central Route
- Option 3: Eastern route

Following a review of the alternative routes available for the delivery of the Sunday’s Hill Bypass, option 2 was selected as the preferred option as it minimises disturbance and loss of the ancient woodland, is technically feasible to deliver given the topographic constraints of the site and is located entirely within the applicant’s landownership to enable its delivery.

Following an assessment of construction methods, including a cut and fill option, single span bridge, 4 span bridge, it was identified that the single span bridge would cause least harm and as such was identified as the preferred option.
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The Proposals

Land to the North and East of Boorley Green

- Residential – approximately 1,400 new dwelling units, including provision for the needs of the elderly population
- Employment – approximately 4,355sq.m of business floorspace including the retention and expansion of the existing Braxells Farm employment area.
- Retail – 375sqm of retail floorspace to meet local convenience need of the existing and future residents, together with a new community pub
- Hotel – existing hotel retained and expanded with more accommodation and improved leisure and conference facilities
- Primary Education – a site for a 3 form entry primary school as agreed with the Education Authority, to provide additional capacity to meet the primary education needs of the development and those of the Woodhouse Lane development.
- Community – provision for a Community Centre with associated car park
- Youth – a youth facility building with associated all weather multi-use games area
- Renewable Energy – a combined heat and power (CHP) plant
- Open space – a range of public open space, significantly in excess of required quantity standards, to serve both formal sports and informal recreation and leisure needs of the development comprising a mix designed in response to the specific environmental quality, character and location of the development
- Highways & Transportation Infrastructure – improvements to local highways network, including contributions towards the Sunday’s Hill Bypass and local footpath links

Figure 4 - Proposed Masterplan
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North of Pylands Lane and East of Dodwell Lane, Bursledon

- Residential – approximately 250 new dwelling units
- Open space – a range of public open space, significantly in excess of required quantity standards, to serve both formal recreation and leisure needs of the development comprising a mix designed in response to the specific environmental quality, character and location of the development
- Highways & Transportation Infrastructure – improvements to local highways network, including construction of the Sunday’s Hill Bypass and new junctions to Heath House Lane and Dodwell Lane.

Figure 5 - Proposed Masterplan
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Summary of the Environmental Impacts

Highways and traffic

The effects of the development on highways and traffic movements was assessed across the local road network. Where flows in traffic have increased above identified thresholds, further assessment has been undertaken in relation to the effect on Severance; Driver Delay; Pedestrian Delay and Amenity; Fear and Intimidation; Accidents and Safety; and Hazardous Loads.

The development is not considered to be contrary to any of the national, regional or local planning policies.

During construction it is anticipated that the increase in traffic flow associated with construction is below the assessment threshold or on links which are not considered to be sensitive and as such any effects are negligible in the short term and temporary.

Prior to any mitigation, changes in traffic flows, during the operational phase of the development, are predicted to range between Negligible and Substantial Adverse.

Mitigation, in the form of off-site junction improvements, the facilitation of the Sunday Hill Bypass, pedestrian and cycle improvements and a public transport strategy for the site, reduces the effects of development, so that overall the development has a negligible to substantial beneficial effect on the identified links.

Ecology

The sites at North and East of Boorley Green and North of Pylands Lane and East of Dodwell Lane, Bursledon have been subject to ecological surveys and assessment between December 2011 and September 2012. A number of species specific surveys and habitat surveys have been completed, and there has been ongoing consultation with Natural England and Eastleigh Borough Council. The findings and recommendations have been used to shape the masterplan for each site and reduce impacts on protected and notable habitats and species.

Potential impacts and mitigation, as well as enhancement measures are discussed in the main body of technical Ecology Chapter and assessed in accordance with methodology from the Institute of Ecology and Environmental Management in relation to both construction and operational phases.

A comprehensive ecological management and monitoring plan has been produced for each site to ensure appropriate habitat management and the avoidance of impacts during works and final use of the site. This includes measures for monitoring species population levels and habitat change, to inform the ongoing management of the sites.

With the embedded avoidance of ecological features, and additional mitigation and enhancement measures, the impacts on species and habitats at Boorley Green are considered to be not significant with near certainty.

Residual impacts at Pylands Lane are limited to loss of an area of locally designated woodland at Piland’s Copse, although the area to be lost has minimised as far as possible through road design, and additional woodland planting is included within the landscape plan.

Impacts of the road on foraging and commuting bats have been minimised through road design, planting and ensuring that the road through the road through the woodland remains unlit. As such the residual impacts are considered to be not significant, with probable certainty.

Landscape and visual

Landscape Appraisal

The Landscape Character Assessment (LCA) for the Eastleigh Borough was published in December 2011. Within the LCA the North and East of Boorley Green site is located entirely within the ‘South Hampshire Lowland and Heath’ landscape character area. The main characteristics of the area are generally low-lying undulating small-scale landscape with numerous ancient woodlands and hedgerows which create a strong sense of enclosure. Within the LCA the North of Pylands Lane of East of Dodwell Lane, Bursledon site is located in the Landscape Character Area 12: Farmlands and Woodlands. The key characteristics of this area are farmland and woodlands and a gently undulating landform. There are large areas of ancient woodland and weak visual separation between Hedge End and Botley, due to proximity of the urban edge and development within the character area.

Visual Appraisal

The visual appraisal identified broad zones of visibility through the use of a computer-generated Zone of Theoretical Visibility (ZTV). A total of twenty publicly available and representative views were selected to illustrate the appearance of the Boorley Green site. A similar exercise for the Pylands Lane site identified seven publicly available and representative views.

Impacts on Landscape Amenity

A number of potential landscape impacts are identified for the proposed development at Boorley Green and Pylands Lane. Negative impacts on landscape character and vegetation pattern would occur during site establishment and soil stripping. The proposed landscape strategy would reverse the majority of the negative impacts in the long-term. The development would result in the creation of a network of diverse, interconnected areas of public open space and routes. These would benefit future residents of the site and existing residents of the area.
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Visual Effects

Visual impacts at both sites are generally adverse due to the scale of the changes proposed and the sensitivity of receptors. Visual impact mitigate measures are incorporated into the green infrastructure strategy for each site. The extent of development, form and arrangement of buildings also helps to mitigate potential adverse visual impact. Variety in arrangement and form of the buildings, particularly along the edges of the green space networks would create visual interest in the view and reduces the apparent scale of development. Proposed planting incorporated into the masterplan helps to integrate the development into views by supplementing existing vegetation patterns within and outside the site boundary. A reduction in the impacts reflects the additional screening provided by the planting which would better integrate the development into its landscape context.

Cumulative Impacts

Cumulative landscape and visual effects result from additional changes to landscape and visual amenity caused by the proposed development in conjunction with other development. The effects on landscape and visual amenity resulting from the proposed developments at North and East of Boorley Green and North of Pylands Lane and East of Dodwell Lane, Bursledon are not considered to be significant.

Trees

The development sites include existing trees, with the North and East of Boorley Green site including pre and post golf course construction trees, with an area of woodland included centrally within the site that is protected by a tree preservation order, a woodland buffer area to Ford Lake and other individual and linear tree groups. There are a range of trees of varying categories on site.

The North of Pylands Lane and East of Dodwell Lane, Bursledon site includes a an east-west woodland area towards the north of the site that is designated as ancient woodland and subject to a tree preservation order. There are other trees on site subject to a tree preservation order as well as other trees.

The proposals have been prepared following an initial tree survey and the layout seeks to retain existing good quality trees wherever possible, including appropriate root protection areas. The proposals however do require the removal of some trees, including trees within the woodland area at the North of Pylands Lane and East of Dodwell Lane, Bursledon site in order to facilitate the development of the Sunday’s Hill Bypass and other trees on site. The route of the bypass however has been selected in order to minimise impacts on the woodland and the proposals include appropriate replacement planting in order to restore the east-west woodland and minimise the impacts of the development.

At North and East of Boorley Green the majority of trees to be removed are low quality golf course trees, which are not significant. The proposals also require the removal of a small number of good quality trees. The proposals however also include tree planting to mitigate for the loss of trees and minimise impacts. The woodland areas and trees along the boundary of Ford Lake will be retained to maintain the visual character of the site.

It is not considered that with the proposed mitigation, comprising replacement tree planting and tree protection measures for retained trees, that the proposals will have any significant impacts.

Water, Drainage (surface and foul) and Flood Risk

The proposed developments are not expected to give rise to any significant environmental impacts to water resources or drainage infrastructure if appropriate mitigation measures are implemented during both the construction and operational phases.

Potential direct impacts to surface and groundwater are considered to be minor after mitigation which includes the attenuation and treatment of generated surface water run-off.

The potential impact to the public sewer network is considered major for both sites without the necessary public sewer system upgrades. Following requisition and construction of public sewer improvements to provide the necessary capacity increase there would be no residual impact.

The Flood Risk Assessments conform to National Planning Policy Framework and demonstrate that the proposed developments are at low flood risk without increasing the flood risk to surrounding areas.

The proposed development design meets the requirements of all water resource related legislation and policy.

The existing ordinary watercourses and main rivers are seen as important and sensitive watercourses and the proposed developments would protect these watercourses.
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Noise

A noise and vibration assessment has been undertaken to assess the potential noise and vibration impacts of the proposed development schemes during both the construction and operational phases. The baseline noise environment has been established with existing and proposed receptors identified.

Assuming a worst case scenario, potentially significant noise impacts associated with the proposed development schemes during the construction and operational phases could occur. During the construction phases however a range of mitigation measures are proposed to minimise noise impacts on nearby receptors and following the adoption of these measures potentially significant noise effects are predicted to be reduced, to minimise potential adverse impacts such that it is not anticipated that significant impacts would arise. The implementation of these measures can be controlled by planning conditions.

In the longer term operational phase, noise associated with proposals such as building services plant, deliveries and road traffic have been assessed. It is widely accepted that if it is determined that an unacceptable impact could occur, the impact from building services plant can be controlled to an acceptable noise level through consideration within the detailed design and consent conditions. Through the adoption of such controls no significant effects would occur from this source.

With regard to road traffic noise, the change in noise level as a result of the Boorley Green, Pylands Lane and Sunday’s Hill bypass developments in 2022 and 2037 have been assessed as well as the cumulative effects relating to other committed and non-committed developments. The change in road traffic noise level as a result of the proposals will be generally barely, if at all, perceptible. Due to the very low change in road traffic noise level, it is considered that the effect will typically not be significant.

Significant adverse effects are predicted at a very small number of properties as a result of the change in noise level due to the proposals located adjacent to the Sunday’s Hill bypass on Dodwell Lane. The adverse effects however are proposed to occur to the rear of these properties, whilst noise levels at the front of the properties are predicted to decrease. Furthermore, as a result of the bypass beneficial significant effects are also predicted for receptors located on Heath House Lane.

No significant vibration impacts are predicted during the construction or operational phases.

Air Quality

Air quality effects of the proposed development was predicted at sensitive receptor locations along road-links in the vicinity of the development sites. The suitability of the site for residential use was also assessed.

Detailed dispersion modelling determined that the sites are suitable for residential use and that the National Air Quality Objectives are not exceeded at any existing or proposed residential receptor location.

The development is not considered to be contrary to any of the national, regional or local planning policies.

During construction it is anticipated that dust sensitive receptors experience elevated levels of dust and particulate matter during calm weather conditions. However, these are predicted to be short term and temporary effects. Any impacts however will be mitigated through good practice construction methods and will be detailed in a site construction environmental management plan in order to reduce the significance of any impacts.

In the longer term, operational phase, the impacts on air quality at both sites is likely to be limited to impacts from traffic emissions, these are predicted to range between slight adverse to slight beneficial at identified road vehicle exhaust emission sensitive receptor locations. Mitigation measures however will be implemented where necessary to address impacts.
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**Lighting**

WA Lighting Constraints Assessment has been completed to assess the potential impacts associated with the proposed developments.

A site survey was undertaken in order to quantify existing baseline light levels at sensitive receptor locations within the vicinity of the sites. Based upon the subsequently identified ILP Environmental Zone, an assessment of the maximum permissible obtrusive light levels at local sensitive receptors as a result of the proposed development has been carried out.

The assessment concludes that the risk of light trespass associated with the proposed scheme directly resulting in exceedances of the pre-curfew and post-curfew ILP criteria will be low. Additionally, through good design and the adoption of appropriate mitigation measures, light trespass at the proposed properties is unlikely to cause a significant detrimental impact of the amenity of users of the site. Where the ILP E2 Environmental Zone is likely to be exceeded, consideration should be given to the need for a safe and secure environment.

Following the adoption of mitigation measures designed to minimise light obtrusion at local sensitive ecological receptors, the risk of significant detrimental impacts on bat commuting/foraging corridors is considered to be low, assuming no lighting is installed through the woodland North of Pylands Lane and East of Dodwell Lane to address potential impacts on teaturs of ecological importance.

**Archaeology and Cultural Heritage**

The proposed development sites do not contain any Scheduled Ancient Monuments, are not located within a conservation area and do not contain any listed buildings. They however have the potential to contain archaeological remains.

The land to the north and east of Boorley Green has a medium to high potential for archaeological remains of Romano-British date, a low to medium potential for the prehistoric period, a medium potential for the early modern period, and a low potential for remains of Anglo-Saxon, medieval and post-medieval date.

The land to the north of Pylands Lane and East of Dodwell Lane, Bursledon has a medium potential for archaeological remains dating the prehistoric and Romano-British periods and a low potential for remains of later periods.

The construction works have the potential to damage or destroy any archaeological remains that may be present. In order to mitigate for this potential impact, the character and extent of any archaeological remains should be evaluated through the excavation of trial trenches distributed across the two sites.

If significant remains are present appropriate methods, including archaeological excavation or archaeological watching briefs, can be employed to ensure that a permanent record of them is created in order to reduce the significant of any impact. This information will then be made publicly available, so that it can be studied by anyone who has an interest in it. As such the overall impact on archaeology is considered to be low.

**Solid Waste Management**

The assessment of waste impacts arising from the proposed North and East of Boorley Green and North of Pylands Lane and East of Dodwell Lane, Bursledon developments considers waste generated during the construction and operational phases of each development.

The assessment identifies the key sensitive receptors to impacts arising from waste generation as waste infrastructure capacity and people. It is assumed that all legal requirements would be met when carrying out the developments and that all waste would be handled in a manner that would not impact upon human health.

A review of local facilities for the management of waste shows that sufficient capacity exists to cater for the predicted levels of construction and municipal waste. As such no significant impacts are predicted.

A shortfall in the capacity at local HWRCs (Household Waste Recycling Centres) is however identified. As a result, prior to any mitigation, a significant impact upon HWRC capacity is predicted to arise.

Mitigation in the form of a financial contribution by the developer to expand local HWRC capacity and to establish a network of ‘bring facilities’ is proposed. The adoption of these mitigation measures will ensure that no significant adverse impacts will arise through waste generation associated with the developments.
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**Ground Conditions**

A Preliminary Site Investigation and Risk Assessment, including a desk-based assessment and walkover survey, has been carried out for the purposed development sites to consider the extent and nature of any land pollution. This has been supplemented by intrusive site investigation work where this has been recommended.

The investigation works have confirmed that the existing ground conditions at both sites are such that they are suitable for residential development, especially as no residential development is proposed within the areas of existing landfill sites at the land to the North of Pylands Lane and East of Dodwell Lane, Bursledon, as such the risks associated with interaction with natural soils on both sites is considered negligible and will have no adverse impacts on the receptors.

Mitigation measures will be implemented during the construction and operational phases to reduce the risks and impacts of activities such as spillage of fuels etc that could impact on ground conditions to reduce the risks of pollution events occurring.

**Energy and Climate Change**

The development has been considered in terms of their energy demand generation and the associated Green House Gas emissions. Greenhouse gases include carbon dioxide, methane and nitrous oxide amongst others.

The completed developments will generate a significant demand for energy in the form of heating, cooling and power. To a lesser extent carbon dioxide (CO2) emissions will also be generated during the construction process and will be embedded within construction material manufacture. The generation of energy to meet this demand using fossil fuels will increase Green House Gas emissions and will therefore have a climate change impact. The scale of development dictates that an effective strategy is required in order to reduce energy demand where possible and that supply solutions are, where possible, renewable and sustainable.

The selection of materials with low embodied energy carbon content will be prioritised at both sites to mitigate the impact of embodied energy and emissions. The BRE Green Guide to Specification (BRE 2010) rates each product on an A+ to E ranking system, where A+ represents the best environmental performance/least environmental impact, and E the worst environmental performance/most environmental impact. The Green Guide, and the related Certified Environmental Profiles, for specific materials also form the basis of material credits used in BREEAM assessment and the Code for Sustainable Homes.

Energy consumption and emission impacts from construction will be further mitigated through the use of recycled and reclaimed materials, using energy efficient equipment and modern construction techniques, using local contracting firms during the construction process where practical, use of and application of site waste management plans to minimise waste of materials, local treatment and management of contaminated land.

It is also proposed that the design of individual buildings will look to enable adaptation to changes in both climatic conditions and changes in use through optimising benefits of passive solar gain whilst designing out overheating risks, providing flexible and adaptive services that are able to meet the need of changes in occupancy and demands, the use of sustainable and good quality construction methods and materials that enables renewal and adaptation of buildings over their anticipated lifetime.
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Energy Statement

The developers will work in close cooperation with Eastleigh Borough Council to establish a positive energy strategy for the sites that enhances the sustainability of the development proposals.

The developments will be built to achieve National Standards in respect of carbon reduction and renewable energy provision. The detailed designs and subsequent reserved matters applications will not prejudice the achievement of C for Sustainable Homes Level 5 for post 2016 applications. The applicants are committed to providing a targeted reduction in carbon emissions, supplemented with low and zero-carbon generation technologies. This approach is compatible with the energy and resource management hierarchy associated with truly sustainable development, i.e. energy conservation, then energy efficiency, then low-carbon energy and finally renewable energy. Effectively an overall reduction in carbon emissions and the construction of a highly efficient buildings are weighted much higher than the generation of low-carbon or renewable energy.

Based on the initial estimated emissions for the developments, it may be possible to meet the Pre-Submission Draft Local Plan C for Sustainable Homes and CO2 emission requirements through a building integrated approach with a combination of fabric improvement and micro generation. Any reserved matters application issued after January 2016 will investigate the possible utilisation of district or community energy. This might be established before 2016 should the economics of this system prove beneficial or should this system be of technical or economic benefit to the hotel, commercial or other community development with the site.

Cumulative Impacts

This ES has considered possible cumulative effects of the proposed developments in combination with other developments within the local area, where there is a reasonable likelihood that these projects will be delivered e.g. a development with an extant consent or consent that is under construction and where there is a sufficient level of environmental information available to enable consideration of any cumulative effects. Development aspirations that are set out in emerging planning policy have been considered where there is appropriate information available, however there is no certainty that these sites will be delivered or the timescale for delivery. No significant in combination effects have been identified.

Conclusions

The Environmental Statement has demonstrated that the proposed developments are necessary in order to meet the housing needs of the Borough and its increasing population. As part of the development process a range of alternative sites have been considered and the development sites have been selected as preferred options, with the Sunday's Hill Bypass necessary in order to address current deficiencies in the highway and to relieve congestion at the junction of Heath House land and Dodwell Lane and to help to improve accessibility to Junction 8 of the M27.

The proposals have been prepared in consultation with the community, Officers at Eastleigh Borough Council and other key stakeholders. As part of this process a range of alternative development options, layouts and construction methodologies have been considered to minimise impacts on the environment, with mitigation measures designed into the schemes wherever possible.

A range of technical issues have been considered and assessed within the Environmental Statement and it has been concluded that with the appropriate mitigation that the proposals are unlikely to have significant environmental impacts and they accord with planning policy.