

**LAND TO THE SOUTH OF ROMSEY  
AVENUE, FAREHAM  
UPDATED ENVIRONMENTAL STATEMENT  
FOREMAN HOMES LTD**

# **VOLUME 1: NON-TECHNICAL SUMMARY**

14 June 2021



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**Foreman Homes Ltd**

Land to the South of Romsey Avenue, Fareham  
Updated Environmental Statement Volume 1  
Non-Technical Summary

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## Document version control

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Version	Date	Authors	Reviewed by	Reviewed and approved by
1.0	14/06/2021	Neil Slattery	Tsz Kan Woo	James Sanders

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**Report for:** **Foreman Homes Ltd**

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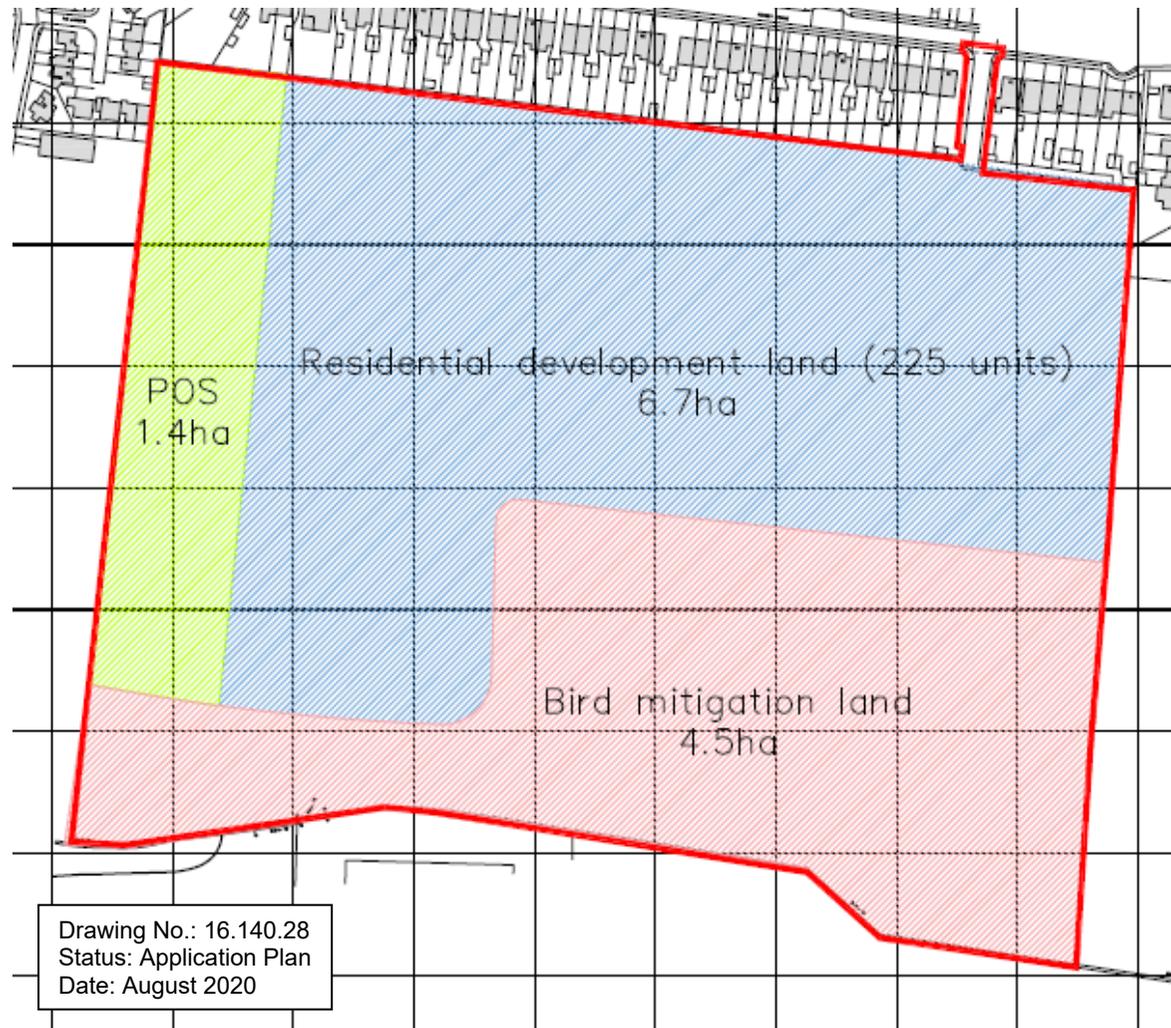
## 1.0 Introduction

- 1.1.1 This document is a Non-Technical Summary (NTS) of the Updated Environmental Statement (ES) prepared on behalf of Foreman Homes Ltd (“the Appellant”). The Appellant intends to appeal the decision regarding an outline planning application (“the Application”) with all matters reserved except for access for a residential led mixed-use development (“the Proposed Development”) on land to the south of Romsey Avenue, Fareham (“the Site”) in the administrative area of Fareham Borough Council (“FBC”), see **Figure 1.1** and **Figure 1.2**. The Updated ES replaces the ES that was prepared for the Application in its entirety.
- 1.1.2 The Site, shown in **Figure 1.1** is approximately 12.6 hectares (ha) in area. The location of the Site is shown by the redline boundary in **Figure 1.1**, centred on Ordnance Survey (OS) SU 60086 05560. The layout of the Proposed Development is shown in **Figure 1.2**, with the proposed (illustrative masterplan) layout shown in **Figure 1.3**.
- 1.1.3 The Site is located in the Portchester ward, to the southeast of the town Fareham, in the borough of Fareham. There are currently no buildings on-Site as the Site is currently used for arable agriculture.

**Figure 1.1: Appeal Site Boundary**



**Figure 1.2 The Proposed Development – Site Areas Plan**



**Figure 1.3: The Proposed Development – Illustrative Masterplan Layout**



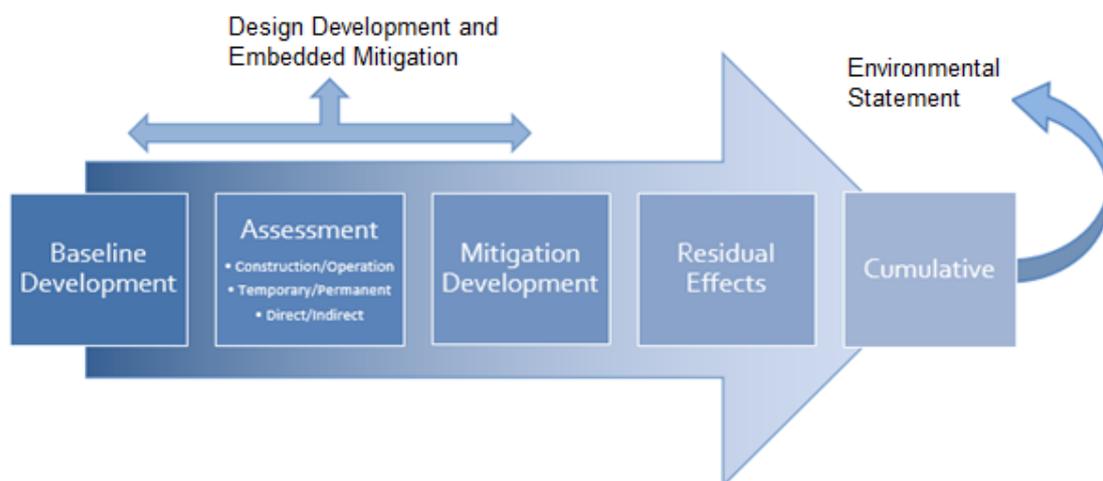
## 2.0 Environmental Impact Assessment

- 2.1.1 Under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, SI 2017/571 (“the EIA Regulations”) an Environmental Impact Assessment (EIA) is required to support the Appeal for a development of the Site and nature proposed.
- 2.1.2 EIA is a process used to ensure planning decisions are made with full knowledge of a proposed development’s likely significant effects. It helps to ensure that any effects are reduced or prevented, whilst encouraging the enhancement of positive effects. The Proposed Development has been assessed with particular consideration to the existing use of the Application Site, adjacent land uses, planning policies and law, the need for the development and the effects during construction and during use.
- 2.1.3 An ES is a report which describes the EIA process and its findings. The NTS (this document) is designed to convey key information to enable the public to understand and assess the Proposed Development and the potential impacts. It provides a non-technical summary of the ES (**Volumes 2 and 3**) that supports the Appeal.
- 2.1.4 The ES is split into four volumes as follows:
- Volume 1: Non-Technical Summary (NTS) – this document, which is provided as a standalone document but also forms Volume 1 of the ES.
  - Volume 2: Main Text – contains the main text of the ES and should be read in conjunction with Volume 3.
  - Volume 3: Landscape and Visual Impact Assessment (LVIA).
  - Volume 4: Technical Appendices and Annexes – the appendices to the ES, including additional information, data and figures.
- 2.1.5 Due to the coronavirus pandemic, temporary amendments have been to the Development Management Procedure Order 2015 and the 2017 EIA Regulations to enable planning and other applications to be advertised electronically.
- 2.1.6 The ES is available for viewing on the FBC planning portal, accessible at:  
[https://www.fareham.gov.uk/planning/applications\\_and\\_advice/onlineplandetails.aspx](https://www.fareham.gov.uk/planning/applications_and_advice/onlineplandetails.aspx)
- 2.1.7 Alternatively, it can be viewed in hard copy by the public during normal office hours at the Planning Department at Fareham Borough Council, Civic Offices, Civic Way, Fareham, Hampshire, PO16 7AZ.
- 2.1.8 Copies of the NTS, the main ES, and other associated documents are available (subject to availability) to purchase as either hard or digital copies from Temple Group Ltd., 21 Perrymount Road, Haywards Heath, West Sussex, RH16 3TP. Further details, including pricing, are available on request.

## 3.0 Assessment Approach

- 3.1.1 The general approach to assessing environmental impacts and effects is to consider the current conditions on and around the Site for each environmental issue, and then to compare them with the predicted conditions during the construction and operational phases of the Proposed Development. Where there are international, national or local standards, policies or guidelines of relevance to these proposals, these are also taken into account.
- 3.1.2 In order to assess the potential impacts and effects of the Proposed Development on the environment, the sensitivity of existing resources (or receptors<sup>1</sup>) are considered in conjunction with the scale (or magnitude) of the predicted impacts to establish the significance of the predicted effects.
- 3.1.3 Mitigation measures are proposed to reduce the significance of an effect. The effect is then reassessed to identify if the effect has been fully mitigated and the likely remaining (residual) effect, if any.
- 3.1.4 Each topic area takes this same general approach to assessment, as outlined in **Figure 3.1**.

**Figure 3.1: The Assessment Process**



- 3.1.5 Section 6 sets out the findings of the EIA process. The order of topic sub-sections matches the order in which they have been considered in **Volume 2** of the ES.
- 3.1.6 The Proposed Development is subject to an EIA Screening Opinion, issued by FBC (12<sup>th</sup> October), which required an EIA on the basis of likely significant effects on ecology, hydrology, agriculture and transport. A previous ES to support the planning application submitted in 2018 included assessments for these topics. The Updated ES has scoped in additional topics to support the Appeal, following an internal scoping process and a review of the objections to the Proposed Development. The topics which were identified as having

<sup>1</sup> Receptors could include people and ecological receptors (both animals and plants). They are evaluated in terms of their value and their sensitivity or susceptibility to likely changes.

the potential to generate significant effects and, therefore, scoped into the EIA are as follows:

### ***Scoped In***

- Transport and Access;
- Noise and Vibration;
- Agriculture and Soils;
- Water Resources, Drainage and Flood Risk;
- Ecology; and
- Landscape and Visual Impact Assessment.

3.1.7 The scope of the ES was extended to include Noise and Vibration to provide an assessment of site suitability and to understand the potential effects on existing businesses surrounding the Site. Objections were received prior to the determination of the application, in relation to the potential noise levels from the AFC Portchester Football Stadium and the potential for them to affect the Proposed Development's new residential dwellings. Concern was expressed to the potential of restrictions being imposed on the operations of the AFC Portchester Football Stadium. Therefore, a Noise and Vibration assessment has been undertaken which looks at the Site suitability and the potential effects of surrounding business on the proposed new residential development.

3.1.8 The scope of the ES was also extended to include a Landscape and Visual Impact Assessment (LVIA) (**Volume 3**). Following a review, it was identified that there would be potential for the Proposed Development to generate significant effects upon landscape and visual sensitive receptors so, to fully understand the potential for likely significant effects, a LVIA should also be included.

### ***Scoped Out***

- Socio-economics;
- Archaeology;
- Built Heritage;
- Climate Change;
- Microclimate; Daylight, Sunlight and Overshadowing & Wind;
- Ground Conditions and Contamination;
- Human Health;
- Major Accidents and Disasters;
- Telecommunications; and
- Waste and Recycling.

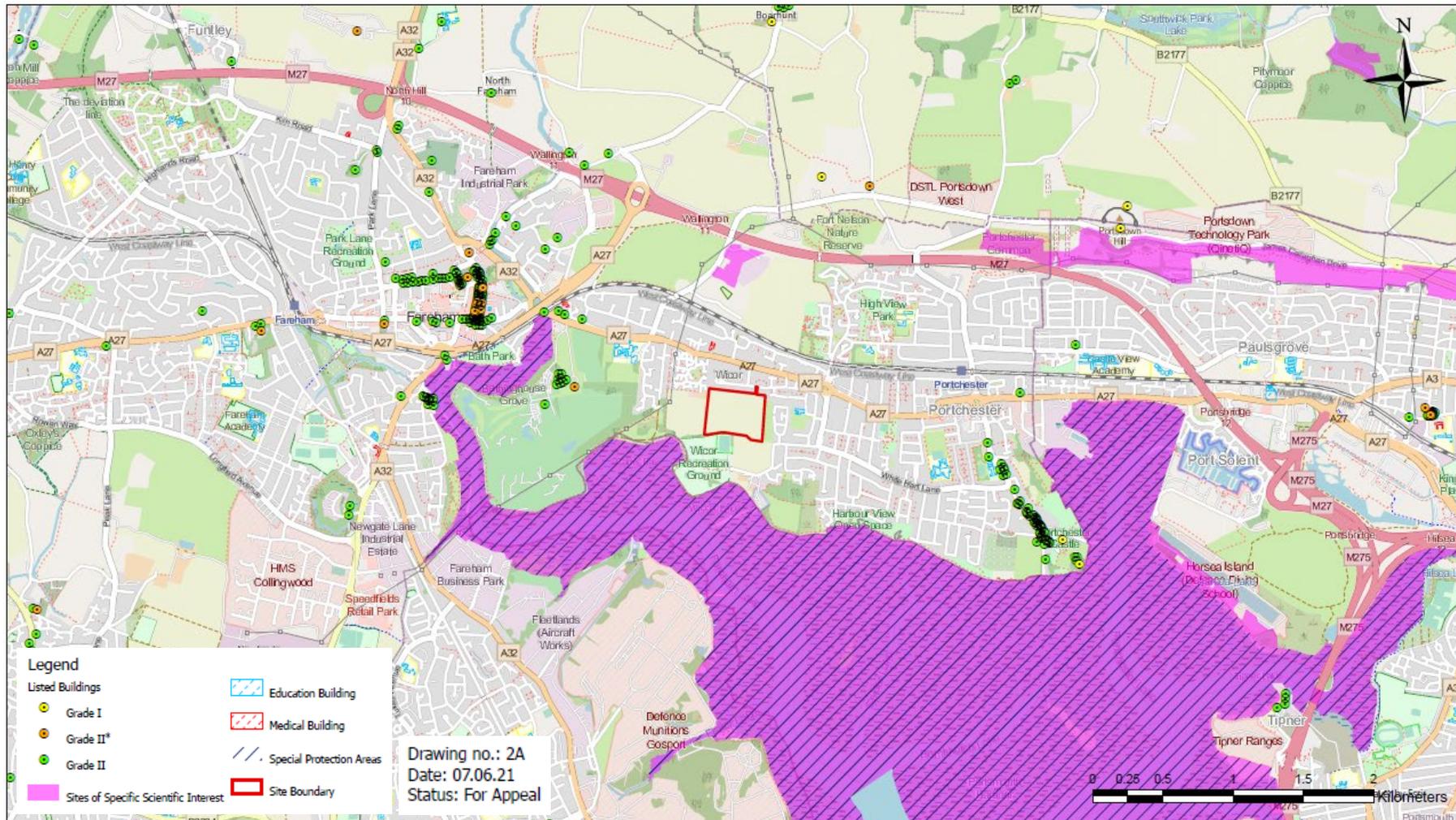
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- 3.1.9 Topics were scoped out of the ES on the basis that they are unlikely to result in significant environmental effects. Further detail can be found in **Volume 2, Chapter 3**.
- 3.1.10 In addition to assessing the effects arising from the Proposed Development in isolation, those additional effects (referred to as cumulative effects) arising from the Proposed Development in conjunction with other committed developments in the vicinity of the Site have also been assessed.

## 4.0 The Site

### 4.1 Site Context

- 4.1.1 The Site is approximately 12.6 hectares (ha). It is located at Ordnance Survey (OS) SU 60086 05560. The location of the Site can be seen in its wider geographical context in **Figure 4.1**.
- 4.1.2 The Site is located on an area of arable farmland to the south of Romsey Avenue and to the east of Fareham and west of Portchester, under the administrative area of FBC. The surrounding land uses to the Site are predominantly agricultural and residential. Residential properties of Romsey Avenue run along the northern boundary of the Site, with Beulieu Avenue and Portchester Road (A27) beyond. To the east of the Site lies a strip of open land, with residential properties and Wicor Primary School beyond. The west of the Site is bound by arable land and open space, with residential properties, Cams Hill School, Cams Hall Estate and Cams Hall Estate Golf Course beyond. To the south of the Site lies arable land and football fields of AFC Portchester, with Wicor Recreation Ground and Wicor Marina beyond.
- 4.1.3 There are no heritage assets situated within the Site, and no listed buildings within 500 m of the Site. Within 1 km, there are approximately 3 listed buildings located approximately 990 m to the west of the Site, as follows:
- Grade II\* listed Cams Hall;
  - Grade II listed Orangery at Cams Hall; and
  - Grade listed screen wall and attached former farmhouse, outbuildings and yard wall forming the east side of Home Farm Yard at Cams Hall.
- 4.1.4 There are no Scheduled Monuments on-site, with the closest (Fort Nelson and a World War II Heavy Anti-aircraft gun-site) located 1.5 km to the north of the Site.
- 4.1.5 The Site is not located within an area with archaeological potential of a Conservation Area. The closest point of archaeological significance is approximately 500 m to the northwest of the Site. The closest Conservation Area (Cams Hall) is approximately 500 m to the west of the Site.
- 4.1.6 Within 1 km of the Site there is a designated Ramsar Site (Portsmouth Harbour 200 m southwest of the Site). Portsmouth Harbour is also a designated Site of Special Scientific Interest (SSSI) and a Special Protection Area (SPA). Additionally, the Downend Chalk Pit SSSI is 740m north of the Site, with Portsdown SSSI located approximately 1.82 km northeast of the Site. The closest Special Area of Conservation (SAC) is 6.9 km southeast of the Site. There are no Areas of Outstanding Natural Beauty (AONB), Ancient Woodlands, Registered Parks and Gardens, or country parks within 1 km of the Site.
- 4.1.7 The site is located in Flood Zone 1, which is the lowest flood zone possible. Here there is less than a 0.1% (1:1000) chance of fluvial (river) flooding in any given year.
- 4.1.8 **Figure 4.1** shows the Site location, the surrounding context and site constraints.

**Figure 4.1: Site Context (site constraints map)**



## 5.0 Proposed Development

### 5.1 Alternatives Considered

- 5.1.1 Alternative locations for the Proposed Development have not been considered. The Site is in an ideal location for residential use, as it is situated in close proximity to surrounding facilities (medical, educational and recreational, as noted in **Volume 2, Chapter 2: The Site**) and has good transport links, being approximately 2 km to the southwest of Portchester Railway Station and approximately 200 m to the south of the nearest bus stop.
- 5.1.2 Additionally, given that the Site is the only location in close proximity that is under the Appellant's control, and was identified as Development Allocation HA5 in the Draft Local Plan 2036 (2017), no other sites have been considered. Although the Site's Development Allocation was removed from the Draft Local Plan, the Appellant has promoted that it be re-included.
- 5.1.3 In these circumstances, whereby alternative locations are not explored, it is an accepted approach to look at the reasonable alternatives studied by the Appellant on the Site; this can include design options and iterations.

#### ***'Do Nothing' Scenario***

- 5.1.4 The consideration of alternatives, as required by the EIA Regulations, should address the evolution of the Site in the absence of the Proposed Development in question. This is known as the 'do nothing' scenario.
- 5.1.5 In the absence of the Proposed Development, it is reasonable to assume that the Site would remain in agricultural use as arable farmland, and continue to be cropped with spring barley (as has been done over the past few years).
- 5.1.6 The continued use of the Site as arable farmland would mean that the Site would fail to contribute to key housing policy aspirations for the Borough of Fareham.
- 5.1.7 The Site was identified as Development Allocation HA5 in the Draft Local Plan 2036 (2017), which states that the Site has an indicative capacity of 225 dwellings. Whilst this Development Allocation was removed from the Draft Local Plan 2036 (2017), the Appellant has promoted that it be re-included.
- 5.1.8 The Proposed Development would comprise of 225 dwellings, of which 40% are affordable (in alignment with the draft allocation). If this Site were not to come forward, it would not contribute towards achieving their housing and affordable housing targets.
- 5.1.9 Consequently, it is reasonable to assume that should the Proposed Development not be successful, this Site would remain as an agricultural field in the future.

#### ***Design Evolution***

- 5.1.10 The Proposed Development has undergone several design iterations. The key developments or changes in design with each iteration are summarised in **Table 5.1** below. Further information can be found in **Volume 2, Chapter 4: Alternatives Considered and Design Evolution**.

**Table 5.1: Design Evolution of the Proposed Development**

Design Iteration	Key Development or Changes
Initial Design (Pre-August 2018 Planning Application Design) Layout	<ul style="list-style-type: none"> <li>• A 10m landscape buffer between properties along the north of the Site and those neighbouring properties along Romsey Avenue;</li> <li>• A road layout which matched surrounding context; and</li> <li>• Surface water attenuation in the south west corner of the Site, due to the topography of the land; it being the lowest point on site.</li> </ul>
August 2018 Planning App Design	<ul style="list-style-type: none"> <li>• Number of dwellings provided reduced to 225 (from 250);</li> <li>• Open space proposed was re-located to the western boundary of the Site, allowing for greater quantum of open space; and</li> <li>• Removal of existing trees along the south western boundary.</li> </ul>
Amended Layout 1	<ul style="list-style-type: none"> <li>• Layout of proposed dwellings re-formed to an 'L' shape, resulting in greater open space provision;</li> <li>• Retention of existing trees along the south western boundary of the Site; and</li> <li>• SuDS ponds were removed.</li> </ul>
Amended Layout 2	<ul style="list-style-type: none"> <li>• A Bird Conservation Area was incorporated;</li> <li>• Re-introduced the SuDS ponds to the south west of the Site; and</li> <li>• Loss of open space provision.</li> </ul>
The Proposed Development (Illustrative Masterplan) Layout and the Proposed Development - Land Use Plan	<ul style="list-style-type: none"> <li>• A Bird Conservation Area within the south and southeast of the Site;</li> <li>• An integrated SuDS solution within the Bird Conservation Area; and</li> <li>• Open space along the western boundary of the Site, including provision of play space.</li> </ul>

5.1.11 **Figures 5.1 to 5.6** below show the design layout evolution from the initial design layout to the current Proposed Development.

**Figure 5.1: Initial Design Layout**



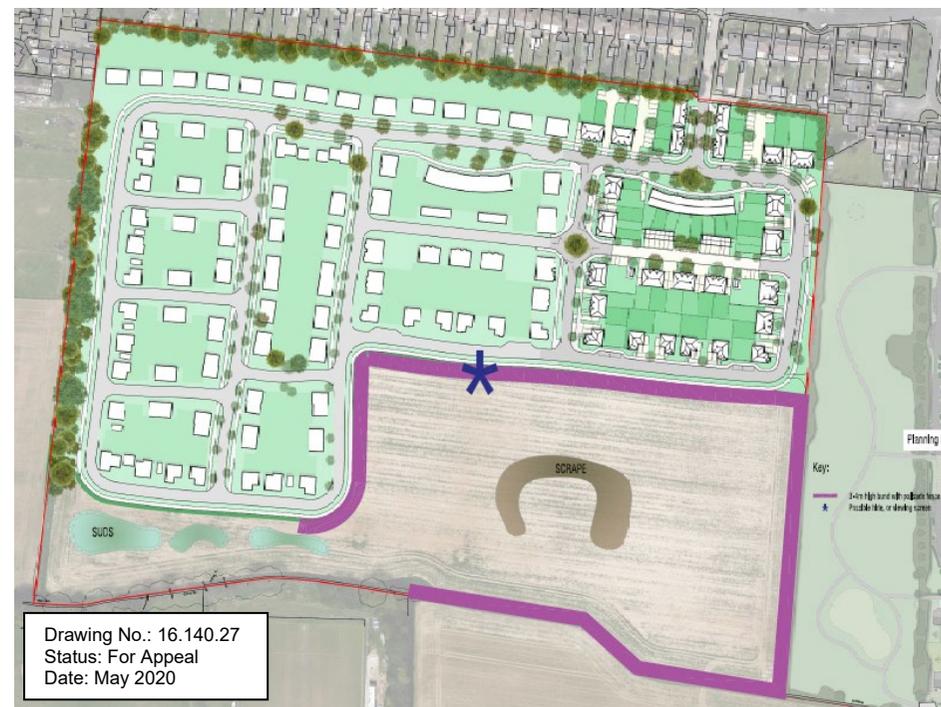
**Figure 5.2: August 2018 Planning Application Design Layout**



Figure 5.3: Amended Layout 1



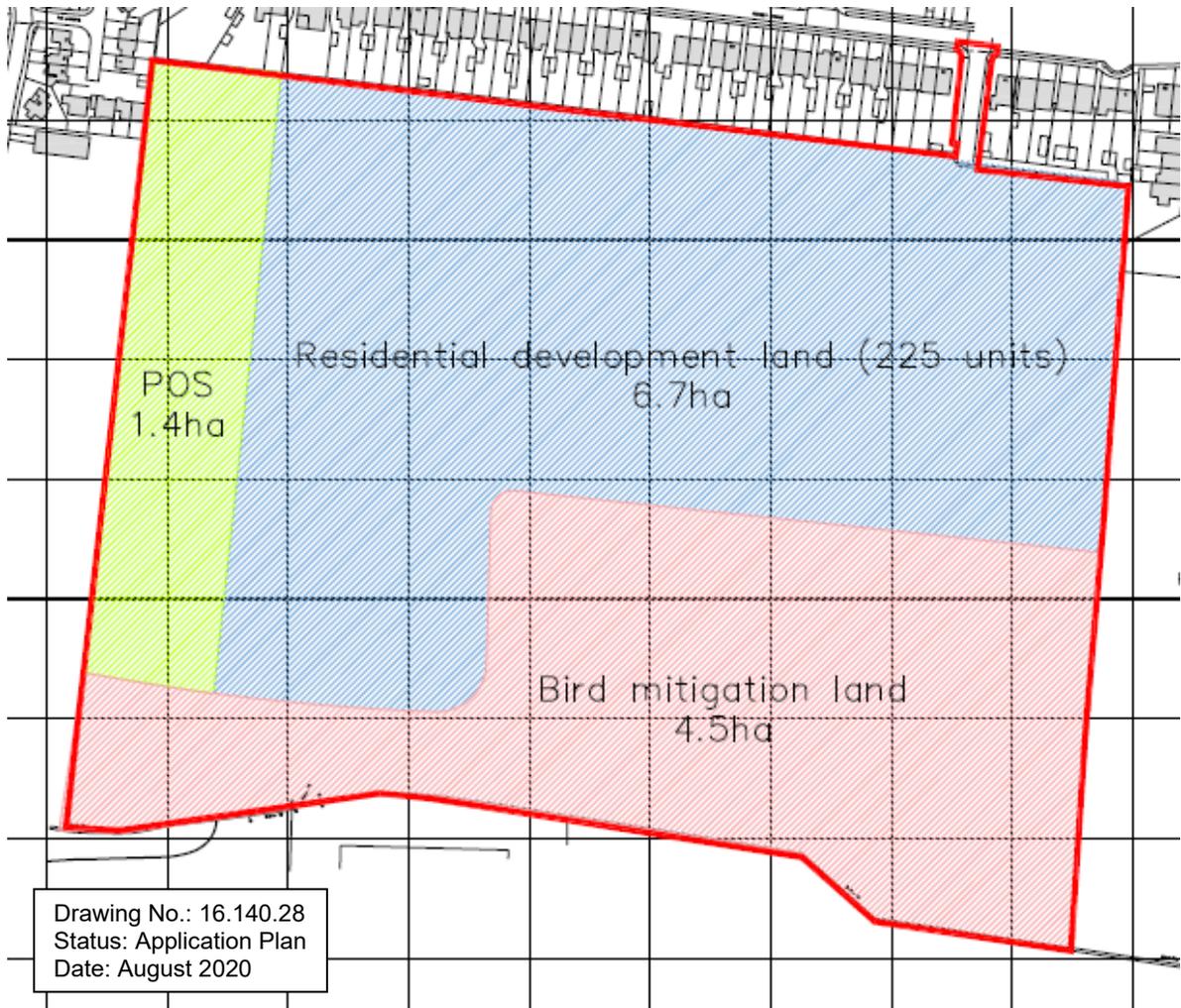
Figure 5.4: Amended Layout 2



**Figure 5.5: The Proposed Development – Illustrative Masterplan Layout**



**Figure 5.6: The Proposed Development – Site Areas Plan**



### Environmental Considerations

- 5.1.12 The design evolution described was explored to allow sufficient potential of the Site, whilst retaining key landscape and enhancing the Site for nature conservation whilst minimising environmental effects.
- 5.1.13 The initial layout was designed from a practical viewpoint to allow maximum development of the Site. However, initial designs were reviewed and amended to provide an increased area of open amenity space, encouraging the health and wellbeing of residents, whilst improving ecological linkage across the Site.
- 5.1.14 Consultation with specialists on ecology and drainage enabled the introduction of a Bird Conservation area and integrated SuDS. This reduced the impact of the Proposed Development on surface water run-off. The revised layout also provided habitat and foraging areas for Brent Geese and waders, and greater ecological connectivity reducing the impacts of the Proposed Development on ecological receptors of importance.

5.1.15 The final layout, as shown in **Figure 5.5** and **Figure 5.6**, re-introduced an area of open amenity space along the western boundary of the Site, re-introducing the potential for greater health and wellbeing among residents using such open space.

## 5.2 Proposed Development

5.2.1 The Proposed Development (**Figure 5.5** and **Figure 5.6**) will include:

- Up to 225 new residential dwellings (Class C3);
- A Bird Conservation Area (BCA); and
- Public Open space.

5.2.2 **Table 5.2** below, sets out how the 225 dwellings would be divided by home size and type. The Proposed Development is anticipated to provide 40% affordable homes, which is in accordance with Policy CS18: Provision of Affordable Housing, which states sites with 15 or more dwellings will be expected to provide 40% affordable dwellings. This Proposed Development, is, therefore, aiming to provide 90 affordable dwellings.

5.2.3 The Proposed Development will comprise a range of dwelling types, from 2-bed to 4-bed houses. The houses will be detached and semi-detached, or terraced houses and it is expected that these will be no more than 2 storeys in height, to be sympathetic to the surrounding area. It is intended that the anticipated heights of the Proposed Development will form a planning condition, should the Appeal be successful. The total residential area of the site is 6.7 ha, resulting in a housing density of 33.5 dwellings per hectare (dph).

**Table 5.2: Residential Accommodation for the Proposed Development**

Home size and type	Number of homes (Total)
1-Bed house	0
2 Bed house	78
3-Bed houses	112
4-Bed houses	35
<b>Total</b>	<b>225</b>

### Access and Parking

5.2.4 Access to the Site will be via Romsey Avenue on the northern boundary of the Site.

5.2.5 Parking management on Beaulieu Avenue will be put in place. This will allow the rationalisation of existing on street parking on Beaulieu Avenue, by positioning the parking within a layby without any loss of parking spaces (based on the existing demand) but ensuring that the parking is only permitted in the bays provided. This then ensures that two-way working is possible on Beaulieu Avenue, unhampered by parked cars, as currently occurs. Existing parking on the bellmouth of Beaulieu Avenue and Romsey Avenue, prohibited under the Highway Code / Road Traffic Act 1988, will be removed through the provision of double yellow lines, improving visibility and manoeuvrability around the junctions. Parking for the prohibited parked vehicles will be provided further along Romsey Avenue.

5.2.6 The Proposed Development will provide car and cycle parking in line with FBC's Local Development Plan Residential Car and Cycle Parking Standards.

- 5.2.7 Specific details regarding the number of car and cycle parking spaces will be set out at the Reserved Matters stage, should the Proposed Development achieve approval.

### ***Open Space***

- 5.2.8 In total, the Proposed Development would provide 1.4 ha of public open space, located along the western edge of the Site. This includes:

- A formal open space area;
- A children's play area;
- A landscape buffer;
- A native hedge to provide natural physical separation between the proposed residential dwellings and the Bird Conservation Area; and
- Native tree and shrub planting to provide visual and ecological mitigation.

### ***Bird Conservation Area***

- 5.2.9 The land for the BCA is to be located towards the south and southeast of the Site and will be 4.5 ha in size. The BCA, as shown in **Figure 5.6**, will primarily provide:

- A protective fence to prevent people and predators such as foxes entering the conservation area. This will protect foraging geese and waders in the winter and ground nesting birds in the summer;
- A ditch line along the length of the fence on the inside of the brent geese conservation area, to provide additional habitat and further increase site security;
- The retention of a permeable boundary between the BCA and the remainder of the F21 Primary Support Area;
- A bird viewing screen in the centre of the northern boundary to encourage public engagement with the conservation area;
- Improved Grassland, with a rye grass and clover rich sward, to create a high value foraging site for brent geese;
- A scrape, to provide a freshwater source and additional foraging habitat for geese and waders;
- An integrated SuDS area forming a network of waterbodies, which will provide a water resource and breeding habitat for a variety of wetland species; and
- A sand martin and kingfisher nesting bank on the edge of one of the waterbodies.

**Figure 5.6: Bird Conservation Area Proposal**



### ***Biodiversity Net Gain***

- 5.2.10 A Biodiversity Net Gain Assessment has been produced (presented in **ES Volume 4, Appendix F**), which has identified the following net gain on-Site:
- +5.95% in habitats; and
  - +132.56% in hedgerows.

- 5.2.11 Whilst the gain for habitats is below 10% target for best practice, the Proposed Development will provide a greater gain to the overall ecology and biodiversity of the Site.

### ***Energy Strategy, Drainage Strategy and Waste Strategy***

- 5.2.12 An Energy Statement for the Proposed Development has been prepared and is provided in **ES Volume 4, Appendix A**.
- 5.2.13 Energy targets will be met via a mixture of passive energy measures, energy efficient fixed services and Low or Zero Carbon (LZC) Technologies.
- 5.2.14 Emission reductions will be targeted through the implementation of the following:
- Enhanced Building Fabric - Low U value construction materials, low target air permeability & enhanced thermal bridging details;
  - Energy Efficient Systems - Including high efficiency mechanical ventilation with heat recovery (MVHR) systems and LED lighting externally and internally; and
  - LZC Technologies - ASHPs and roof mounted solar photovoltaic panels are proposed.
- 5.2.15 The Proposed Development will incorporate water efficiency measures including water efficient fittings in accordance with current and emerging Building Regulations and consideration to utilising rainwater harvesting at detailed design stage. Information on recycling and composting facilities will be provided to new residents.
- 5.2.16 Preliminary Standard Assessment Procedure (SAP) calculations have been undertaken for a representative sample of dwellings. These energy performance calculations have demonstrated that the proposed energy efficiency strategy would meet and exceed the requirements of Part L of the Building Regulations, in line with the sustainable design aspirations of FBC.
- 5.2.17 Detailed calculations regarding energy demand and carbon dioxide emissions will be undertaken at the detailed design stage, alongside opportunities to reduce the resource intensity and maximise the end-of-life potential of the architectural proposals.
- 5.2.18 The Proposed Development will use permeable driveways and shallow soakaway systems to increase infiltration rates and reduce run-off. Vegetated verges will increase interception' further measures to increase interception such as bio-retention strips, rain gardens, tree pits and/or shallow vegetated swales will be incorporated wherever practicable during the detailed design stages to reduce surface water runoff from the estate roads.
- 5.2.19 A network of dry swales along the northern and western perimeters of the BCA will collect surface water from residential roads in the eastern and central portions of the Site. A permanently wet pond provided as part of the ecological mitigation within the BCA will provide emergency storage for extreme weather events.

- 5.2.20 There is sufficient storage volume within the proposed strategic SuDS scheme to attenuate surface water runoff to allow infiltration into the ground.
- 5.2.21 An operational waste management strategy which provides details on operational waste generated by the Proposed Development and how that will be managed will be developed at the Reserved Matters stage, should the Proposed Development achieve approval.

### 5.3 Construction Programme

- 5.3.1 It is anticipated that construction of the Proposed Development will take approximately 4 years and 8 months to complete, starting in January 2023 and reaching completion in August 2027.
- 5.3.2 The construction of the Proposed Development is not expected to be undertaken in distinct phases. It is assumed that one development phase will work progressively from the western boundary of the Site, working eastwards over the 4 years and 8 months.
- 5.3.3 The key dates for each phase of construction are listed below in **Table 5.3**. Further information on the construction phase can be found in **Volume 2, Chapter 5: The Proposed Development and Construction Overview**.

**Table 5.3: Periods of Development for the Construction Phase**

Construction Phase	Period of Development
Construction	2023-2027
Operation:	2027 onwards

#### **Site Working Hours**

- 5.3.4 Site working hours are expected to be between 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays. Restricted operations are proposed to continue outside of these hours in line with the appropriate approvals.

#### **Construction Traffic**

- 5.3.5 It is anticipated that construction traffic will travel down the A27 (Portchester Avenue) from each direction (east and west), to access the Site via Beaulieu Avenue and then Romsey Avenue. **Volume 2, Chapter 5: The Proposed Development and Construction Overview** provides estimates average daily construction traffic movements.

#### **Construction Traffic – Access and Management**

- 5.3.6 All entrances to Site will be managed by trained traffic marshals to segregate and organise all vehicle movements on and off the Site. This will involve the segregation of pedestrians using physical barriers to ensure vehicle movements are separated from members of the public. Full details of construction vehicle access to the Site will be confirmed within a Construction Logistics Plan, which will be the subject of a Planning Condition as part of any planning approval.
- 5.3.7 Further information on construction related traffic impacts and mitigation can be found in **Volume 2, Chapter 6: Transport and Access**.

## 6.0 Summary of Topic Assessments

### 6.1 Introduction

- 6.1.1 Environmental effects have been assessed for the construction phase and operational phase. Operational effects describe those that would exist after the Proposed Development has been built and is occupied and in use.

### 6.2 Transport and Access

- 6.2.1 The Site is located within an approximate 1.9 km distance walk from Portchester Town Centre (located to the east of the Site) and 2.8 km distance cycle from Fareham Town Centre (located to the west of the Site) via existing cycle routes. Existing bus services are accessible from the A27, Portchester Road and within reasonable walking distance from the Site. The Site is accessible from Romsey Avenue, which connects to Beaulieu Avenue, which provides access to the A27. The A27 provides access to Fareham in the west, Portsmouth to the east and the M27.
- 6.2.2 During the construction of the Proposed Development, it is anticipated that there will be a significant increase from the baseline traffic flows on Romsey and Beaulieu Avenue. This has the potential to generate temporary effects in regards to pedestrians and cyclists (severance, delay, amenity, fear and intimidation, safety) and drivers (driver delay, safety).
- 6.2.3 Embedded mitigation measures during construction include a Construction Traffic Management Plan (CTMP); the CTMP will set out agreed HGV routes, measures to prevent the transport of mud and debris onto the external highway network, measures to ensure that loose material is transported in sheeted or sealed containers, working hours and restrictions on types of vehicles used. Further embedded measures include off-Site measures such as parking management, cycle improvements and a live document managed by a Site manager who will be contactable by local residents.
- 6.2.4 Parking management will be put in place on Beaulieu Avenue, to assist as embedded mitigation measures during the construction of the Proposed Development. The parking management will allow the rationalisation of existing on street parking on Beaulieu Avenue, by positioning the parking within a layby without any loss of parking spaces (based on existing demand) but ensuring that the parking is only permitted in the bays provided. This will then ensure that two-way working will be possible on Beaulieu Avenue, unhampered by parked cars, as currently occurs. Existing parking the bellmouth of Beaulieu Avenue and Romsey Avenue, prohibited under the Highway Code / Road Traffic Act 1988, will be removed through the provision of double yellow lines, improving visibility and manoeuvrability around the junction. This parking management will not only bring a benefit to existing residents by ensuring free flowing movement, but also to construction traffic associated with the Site, which will be able to safely manoeuvre.
- 6.2.5 Anticipated effects during operation of the Proposed Development include temporary effects in regards to pedestrians and cyclists (severance, delay, amenity, fear and intimidation, safety) and drivers (driver delay, safety) along Beaulieu, Romsey Avenue and Hatherley Crescent. However, all these effects are considered to be Minor Adverse - negligible (not significant).

- 6.2.6 Embedded mitigation measures during operation include a Travel Plan, which will provide a package of measures to efficiently and sustainably manage the transport impact of the Proposed Development, through measures such as, a travel information pack, personalised travel planning, vouchers towards public transport & cycle purchase, bus and train timetable data and newsletters and updates. Off-site mitigation measures include junction improvements and cycle lane improvements at A27 / Beaulieu Avenue junction, footway widening in the vicinity of the Site, and a School Travel plan for nearby Wicor Primary School.
- 6.2.7 As outlined in paragraph 6.2.4, off-site works associated with the Proposed Development will include parking management, which will benefit existing to existing residents and also operational traffic associated with the Site, to improve parking conditions on local roads and allow for improved two-way working. This in turn will improve link capacity and the local highway network has adequate capacity to accommodate the potential anticipated traffic flows.
- 6.2.8 Once mitigation measures outlined above have been implemented, residual effects during construction include Minor adverse to negligible effects on pedestrians and cyclists (severance, delay, amenity, fear and intimidation, safety) and drivers (driver delay, safety) along Beaulieu and Romsey Avenue. However, as construction will be short-term and temporary, effects will be removed on completion of the Proposed Development and therefore no residual effects are considered significant in EIA terms.
- 6.2.9 Residual effects during operation include Minor adverse to negligible effects on pedestrians and cyclists (severance, delay, amenity, fear and intimidation, safety) and drivers (driver delay, safety) along Beaulieu, Romsey Avenue and Hatherley Crescent. However, these are not considered significant in EIA terms.
- 6.2.10 As there are no significant residual effects during construction or operation, there are no additional mitigation measures above what has been proposed and outlined above considered for the Proposed Development.
- 6.2.11 Traffic generated by the cumulative schemes identified in **Volume 2, Chapter 3: Methodology, Table 3.9** have been factored into traffic survey flows for future years 2023 and 2027. As such, it is considered that all cumulative effects have been duly considered and assessed and no significant cumulative effects in relation to Transport and Access are expected.

### 6.3 Noise and Vibration

- 6.3.1 The main sources of noise incident on the Site and surrounding receptors are birdsong, outdoor activity noise from Wicor Primary School, domestic noise, infrequent road traffic noise from A27 Portchester Road, Romsey Avenue and Cranleigh Road, and light aircraft noise.
- 6.3.2 Prior to any embedded mitigation being implemented, there is a Moderate adverse (significant) effect anticipated during construction, due to construction noise impacting residential receptors within 10 m of the Site perimeter. Other anticipated effects during construction such as construction noise on other residential and non-residential receptors and construction traffic are deemed Minor adverse to negligible, which is not significant.

- 6.3.3 Embedded measures to mitigate potential noise effects during construction include screening such as noise barriers (in the form of Site hoarding) being used. Impacts during the noisiest periods will be considered through 'Best Practicable Means; and controlled and managed through the Section 61 process of the Control of Pollution Act 1974. A Construction Environmental Management Plan (CEMP) will also be implemented which will deliver general noise and vibration mitigation.
- 6.3.4 Once the Proposed Development is operational and prior to any mitigation, there is a Minor adverse impact anticipated due to operational traffic noise impacting existing residential receptors on Romsey and Beaulieu Avenue, however this is not significant. There is a negligible impact on internal and external noise exposure on existing and future receptors.
- 6.3.5 Embedded measures to mitigate impacts during operation include a design layout and sound insulation.
- 6.3.6 After implementation of the embedded mitigation measures described above, there will be Minor adverse effects due to construction noise on existing residential receptors within 10m of the site perimeter and due to construction traffic along Romsey and Beaulieu Avenue, however this is not considered significant. All other construction effects are negligible.
- 6.3.7 During operation, a short-term Moderate adverse (significant) effect is anticipated due to operational traffic noise along Romsey and Beaulieu Avenue. In the long-term this effect is considered Minor adverse (not significant). There is a negligible (not significant) effect on all other road links. The effect on internal and external noise exposure is considered negligible (not significant).
- 6.3.8 Additional mitigation measures during construction include engagement and prior warning to local residents during periods of high noise incident. There are no additional mitigation measures required during the operational phase.
- 6.3.9 Due to limitations imposed by COVID-19, it was not possible to measure the noise levels of the AFC Portchester Football Stadium's club activities to inform the Site suitability assessment, as activities at the football grounds were not operating under typical conditions. Within this limitation, a worst-case qualitative assessment was completed. It was identified that should mitigation be required, measures are likely able to be incorporated into the Proposed Development design, so that future residents of the Proposed Development will not be exposed to any greater noise exposure than existing residential receptors. Should mitigation measures be necessary, they will be defined at the Reserved Matters stage, once details of layout, building orientation and specification of building fabric of the Proposed Development are known. Therefore, it is considered unlikely that noise impacts will occur on the Proposed Development or that noise restrictions will be imposed on the operations of the AFC Portchester Football Stadium.
- 6.3.10 A cumulative effects assessment considered the combined impact of developments within 3.5 km of the Proposed Development. However, due to the large distance between the Proposed Development and the other developments identified, cumulative construction and operational impacts of an adverse nature are considered highly unlikely.

## **6.4 Agriculture and Soils**

- 6.4.1 The Site is approximately 12.6 ha in size and comprises agricultural land in arable use. An Agricultural Land Classification of the Site has determined that the Site comprises a mixture

of Grades 1 and 2 agricultural quality. This is considered excellent to very good quality agricultural land. This is also defined as “*best and most versatile*” (BMV) land by the National Planning Policy Framework (NPPF).

- 6.4.2 During construction of the Proposed Development, there are Minor adverse effects anticipated due to the loss of BMV land and the loss of agricultural land, impacting agricultural land resources and local farm businesses, respectively. There is also a negligible effect anticipated on farm businesses, due to construction traffic disruption.
- 6.4.3 The adverse effects of non-agricultural development on land resources and farm businesses are generally incapable of being mitigated. Soil resources, however, can be managed and handled for future use through the Construction Code of Practice guidance for using soil sustainably on construction sites. Furthermore, dust mitigation and best practice measures will mitigate potential construction impacts.
- 6.4.4 During operation, there is a negligible impact anticipated due to disruption on farm businesses; for example, from walkers.
- 6.4.5 Open space will be carefully designed in order to mitigate the potential impact walkers have on farmland, through measures such as vegetation buffers and limiting access to neighbouring farmland.
- 6.4.6 Once embedded mitigation measures described above have been adopted, there are Minor adverse (not significant) impacts anticipated due to the loss of BMV land and agricultural land during construction, impacting agricultural land resources and farm businesses, respectively. All other impacts during construction and operation are considered to be negligible (not significant).
- 6.4.7 No additional mitigation measures have been proposed to mitigate potential agricultural impacts.
- 6.4.8 A cumulative effects assessment has been carried out, giving consideration to schemes located within 3.5 km of the Site boundary. The cumulative impact of these schemes will take the area of BMV land being lost due to these developments to over 20 ha but less than 50 ha; this would result in a Moderate adverse effect during the construction of these schemes. This is considered significant in EIA terms; however, this cumulative effect is considered disproportionate as it is a consequence of other development schemes and planning policy to provide housing (necessitating the use of agricultural land), rather than as a result of the Proposed Development.

## **6.5 Water Resources, Drainage and Flood Risk**

- 6.5.1 The Site is currently used as arable farmland and comprises permeable land which generally infiltrates surface water run-off into the ground or is routed via overland flow towards the Portsmouth Harbour, located approximately 200 m to the southwest of the Site. Portsmouth Harbour is a designated RAMSAR site, Site of Specified Scientific Interest (SSSI), and a Special Protection Area (SPA). The Site lies entirely within Flood Zone 1, which is the lowest risk area for river or sea flooding.
- 6.5.2 Prior to any embedded mitigation being implemented, there are anticipated effects during the construction phase which include, the clearance of vegetation, topsoil stripping and stockpiling and further site preparation increasing the extent of impermeable surfaces impacting the surface water drainage regime, as well as contamination of surface water

and groundwater due to the potential spilling of hydrocarbons and petrochemicals. These potential effects are considered to be negligible and therefore not significant.

- 6.5.3 There are numerous embedded mitigation measures during construction which include but are not limited to, best practice measures to prevent water pollution and adverse impacts on the surface water regime, appropriate storage of oil and chemical tanks, passing any potentially contaminated water through oil/grit interceptors and a CEMP. A CEMP will be provided mitigation measures such as installation of construction site drainage and siting stockpiles away from watercourses.
- 6.5.4 The operational Proposed Development would give rise to an increase in the impermeable area within the catchment of Portsmouth Harbour, which in the absence of mitigation has the potential to increase surface water run-off to the harbour and associated drains and tributaries. This has the potential to increase flood risk in the surrounding area and downstream.
- 6.5.5 Embedded mitigation measures during operation include a detailed drainage strategy that creates a surface water regime that replicates that existing prior to the development, implementation of SuDS (including features such as interceptors and silt traps) and ensuring the increased wastewater discharge will not impact the local sewer system.
- 6.5.6 After implementation of embedded mitigation measures during construction and operation which are outlined above, all residual effects are considered to be negligible, which is not significant in EIA terms.
- 6.5.7 Due to all residual effects being negligible and not significant, there is no requirement for additional mitigation measures over and above measures already identified.
- 6.5.8 The cumulative effects assessment considered other development schemes within a 3.5 km radius of the Site. The surface water run-off from the Proposed Development will be controlled and attenuation will be provided within the Site to prevent flooding from the Site. Therefore, the Proposed Development will have no cumulative effect on the surrounding area, in relation to surface water run-off. The foul drainage strategy proposes the Proposed Development connects to the public foul drainage network. Therefore, the cumulative effect from the Proposed Development and other development schemes will be an increase in flow within the foul sewer network. However, following the implementation of embedded mitigation measures (such as reducing water consumption in line with FBC's Core Strategy), it is anticipated that this cumulative effect will be negligible (not significant).

## 6.6 Ecology

- 6.6.1 The Site currently supports habitats including arable, improved grassland, hedgerows and bramble scrub. Overall, these are of low biodiversity value based on the habitat condition alone.
- 6.6.2 The habitats do however support protected species including slow worm, bats, badgers and breeding birds. The Site forms part of an area that is designated as a Primary Support Area for brent geese under the Solent Wader and Brent Goose Strategy network; however, as outlined in the Shadow Habitat Regulations Assessment (**Volume 4, Appendix F**), it is highly unsuitable and does not act as such.

- 6.6.3 Surveys for protected habitats and species were undertaken in 2017 and 2018 and have been fully updated in 2021 (with the exception of bat activity surveys and dormice surveys, which are currently being updated). A new desktop study has also been undertaken.
- 6.6.4 Natural England and FBC have been consulted on the potential impacts of the Proposed Development on protected sites and species and were in agreement that an adequate case had not yet been presented for the 2018 scheme to be approved. This decision is being appealed by the Appellant.
- 6.6.5 In the absence of mitigation, the following potential impacts were predicted as a result of the construction of the Proposed Development:
- Visual and noise disturbance of the Portsmouth Harbour SPA bird species, and dust and chemical pollution of the Portsmouth Harbour SSSI from construction;
  - The direct loss of part of the area designated as a Primary Support Area, visual and noise disturbance of and creation of dust on on-Site habitat;
  - The disturbance or loss of badger setts and killing of/injury to badgers;
  - The loss of foraging and commuting habitat for bats;
  - The removal of vegetation suitable for the support of nesting birds;
  - The removal of vegetation suitable for the support of Hazel dormice;
  - The removal of habitat suitable for the support of reptiles; and
  - The removal of habitat for other priority species (hedgehog and toads).
- 6.6.6 The following embedded mitigation methods have been proposed to remove or reduce the effect of the above impacts:
- The implementation of an Ecology Management Strategy for Construction;
  - The implementation of a CEMP, including an Ecological Avoidance and Mitigation during Construction Plan;
  - The erection of fencing and signage;
  - The retention of hedgerows, reduction of light spill, and siting of the construction compound away from sensitive habitat;
  - The removal of any vegetation suitable for the support of nesting birds outside of the bird breeding season; and
  - The removal of grassland habitat to be conducted under the protected species method statement.
- 6.6.7 With the relevant embedded mitigation applied, the predicted impacts from the construction of the Proposed Development are likely to be **negligible** on all ecological features at all levels.
- 6.6.8 In the absence of mitigation, the following potential impacts were predicted as a result of the operation of the Proposed Development:

- Recreational disturbance to the Portsmouth Harbour SPA and Solent and Southampton Water SPA;
- Loss of supporting habitat from the Portsmouth Harbour SPA Brent Goose population and Solent Wader and Brent Goose Strategy Network;
- Recreational disturbance to SSSIs;
- Recreational disturbance to non-statutory protected sites;
- Effects from the operational management and maintenance of retained and newly created habitat; and
- General recreational pressure on all Site habitats.

6.6.9 The following embedded mitigation methods have been proposed to remove or reduce the effect of the above impacts:

- Financial contribution to the Solent Bird Aware mitigation scheme, following Policy NE3 of the Local Plan;
- The provision of public open space in the Proposed Development design, to take some recreational activity away from local protected sites;
- A bespoke brent goose enhancement reserve, which maintains connectivity and sightlines to the remaining Primary Support Area to the south of the Site;
- A Brent Goose Mitigation Management and Monitoring Plan to condition the specification, management and monitoring of the Site in perpetuity;
- A Landscape Environmental Management Plan for specifying mitigation and enhancement features for biodiversity within the Proposed Development; and
- The incorporation of a low fence and hedgerow along the boundary of the bird reserve and brent goose mitigation area.

6.6.10 With the relevant mitigation applied, the predicted impacts from the operation of the Proposed Development are likely to be **Minor adverse to negligible** on all ecological features at all levels.

6.6.11 No cumulative effects are likely to arise from the Proposed Development. Mitigation applied to on-Site and off-Site impacts will ensure there are no effects on protected sites or species and, therefore, no cumulative effects are possible.

## 6.7 Landscape and Visual Impact Assessment

6.7.1 Published landscape character assessments have been reviewed; at the local level, the Site lies within the Open Coastal Plain Farmland: Fringe Character Landscape Character Type and the Cams / Wicor Coastal Fringe Landscape Character Area. At the county level, the Site lies within Hampshire Landscape Character Area 9f: Gosport and Fareham Coastal Plain and Coastal Plain Open Landscape Character Type.

6.7.2 A mix of visual receptors were identified, including users of local public rights of way, users of major and minor roads, users of recreational ground, a number of residential receptors located on the northern and south eastern edge of the Site and within the wider landscape

to the northeast and southwest, users of Cams Hall Golf Club and Conservation Area, and users at Portsmouth Harbour and Royal Naval Armaments Depot (RNAD) Gosport.

- 6.7.3 During construction of the Proposed Development, it is considered that there will be Moderate / Minor adverse to negligible (not significant) effects on the local and county level landscape features identified and Moderate to negligible (not significant) effects on the visual receptors identified.
- 6.7.4 It is considered that the operation of the Proposed Development will have a Minor adverse to negligible (not significant) effect on the local and county level landscape features identified and Moderate to negligible (not significant) effects on the visual receptors identified.
- 6.7.5 Whilst adverse effects will occur during both construction and operational phases of the development, none of these effects will be significant.
- 6.7.6 The highest adverse effects during construction of the Proposed Development will be of moderate adverse for residential receptors in the immediate vicinity of the Site. All other construction landscape and visual effects will be less than moderate adverse. Once the Proposed Development is operational, a limited number of residential receptors around the proposed Site access will still experience moderate effects (not significant) due to their proximity to the Proposed Development. All other receptors will experience operational effects which are less than moderate adverse.
- 6.7.7 The cumulative effects assessment considered other development schemes within a 3.5 km radius of the Site, which identified that the Proposed Development and other development schemes are unlikely to result in cumulative effects on landscape features and visual receptors identified within the assessment.
- 6.7.8 The landscape and visual impact assessment has demonstrated that the Proposed Development could be assimilated on the Site assessed without an unacceptable level of harm in landscape and visual terms.

## 6.8 Cumulative Effects

- 6.8.1 There are two types of cumulative effects: Type 1, Intra-Project effects which result from the interaction of individual effects from the Proposed Development on a particular receptor and Type 2, Inter-Project effects which result from the combined effects of other projects alongside the Proposed Development. Details of the committed developments considered within the assessment of inter-project effects can be found in **Volume 2, Chapter 3: EIA Methodology, Table 3.9**.

### *Intra-Project Effects*

- 6.8.1 Individual impacts that have the potential to interact during this period are related to noise and vibration and traffic and transport as a result of construction activities.
- 6.8.2 When these impacts are combined, they have the potential to create a combined nuisance effect on the closest sensitive receptors. Residential receptors on Romsey Avenue and those residential receptors on the construction traffic route (Romsey and Beaulieu Avenue) could be subject to an interactive effect from construction noise and traffic however this would be temporary.

- 6.8.3 Impacts during the noisiest periods would be addressed in the form of “Best Practicable Means” and controlled and managed through the Section 61 process of the Control of Pollution Act 1974. This combined with the implementation of the Construction Traffic Management Plan (CTMP), which will manage construction traffic, routes and delivery periods, would reduce the potential interactive effect.
- 6.8.4 As works progress across the Site, the magnitude of the resultant impact will vary. The different stages of the construction works will generate different impact magnitudes.
- 6.8.5 Whilst there is the potential for combined adverse (i.e. nuisance) impacts throughout the construction stages of the Proposed Development, the magnitude of the impacts will vary depending on the type and location of works. These impacts are therefore temporary and transient in nature.
- 6.8.6 No interactive effects are anticipated during the operational phase of the Proposed Development.

### ***Inter-Project Effects***

- 6.8.7 Cumulative effects resulting from the in-combination impacts from other projects alongside the Proposed Development have been considered by each discipline in their respective chapters. The list of committed developments assessed is included in **Volume 2, Chapter 3: EIA Methodology, Table 3.9** of this ES.
- 6.8.8 The only changes to the significance of residual effects of the Proposed Development arising from the consideration of other committed development schemes would be:
- An increase in the loss of Best and Most Versatile agricultural land from minor adverse to moderate adverse.
- 6.8.9 This is considered significant in EIA terms; however, this cumulative effect is considered disproportionate as it is a consequence of other development schemes and planning policy to provide housing (necessitating the use of agricultural land), rather than as a result of the Proposed Development.
- 6.8.10 All other significant residual effects would remain the same as for the Proposed Development.

## 7.0 Conclusions

7.1.1 **Table 7.1** outlines the effects which have been considered likely to occur during both construction and operation, once measures have been put in place to minimise any likely adverse environmental effects, and in some cases, enhance the benefits from the Proposed Development.

**Table 7.1: Significant Residual Effects**

Topic	Residual Effect
<b>Transport and Access</b>	
Construction	None.
Operation	None.
<b>Noise and Vibration</b>	
Construction	None.
Operation	<ul style="list-style-type: none"> <li>Short-term effect due to operational traffic noise along Romsey Avenue and Beaulieu Avenue (<b>Moderate adverse</b>) (reduced to Minor Adverse (long term)).</li> </ul>
<b>Agriculture and Soils</b>	
Construction	None.
Operation	None.
<b>Water Resources, Drainage and Flood Risk</b>	
Construction	None.
Operation	None.
<b>Ecology</b>	
Construction	None.
Operation	None.
<b>Landscape and Visual Impact Assessment</b>	
Construction	None.
Operation	None.
<b>Cumulative Effects</b>	
Construction	<b>Agriculture and Soils</b> <ul style="list-style-type: none"> <li>Loss of BMV land impacting on agricultural land resources (<b>Moderate adverse</b>).</li> </ul>
Operation	None.