

Environmental Impact Assessment (EIA)
Screening Report
Land North of London Road, Holybourne

May 2025

Turley

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Our reference

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1. Introduction

- 1.1 Turley is acting on behalf of Redbrown Limited (the ‘Applicant’) who are preparing to submit an outline planning application for up to 160 residential dwellings and associated infrastructure, a space for community use¹, open space and landscaping (the ‘Proposed Scheme’) located on land north of London Road, Holybourne, Alton (the ‘Site’, defined in **Figure 1**).
- 1.2 The Site is approximately 16 hectares (ha) and currently comprises several parcels of agricultural fields bordered by hedgerows and trees, a Play Area with play equipment and a section of highway in the south (London Road and Pentons Close).
- 1.3 This Environmental Impact Assessment (EIA) Screening Report has been prepared in order to obtain an EIA Screening Opinion from East Hampshire District Council (EHDC) in accordance with Part 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)² (the ‘EIA Regulations’).
- 1.4 In accordance with Regulation 6, Paragraph 2 of the EIA Regulations, this report includes the following information:
- A plan sufficient to identify the land (see **Figure 1**);
 - A description of the location of the Proposed Scheme, including in particular;
 - A high level description of the physical characteristics of the Proposed Scheme and, where relevant, of demolition works (set out within **Section 2**);
 - A description of the location of the Proposed Scheme, with particular regard to the environmental sensitivity of geographical areas likely to be affected (see **Section 3**);
 - A description of the aspects of the environment likely to be significantly affected by the Proposed Scheme (set out within **Section 6**);
 - To the extent that the information is available, a description of any likely significant effects of the Proposed Scheme on the environment resulting from;
 - The expected residues and emissions and the production of waste, where relevant (see **Section 6**);
 - The use of natural resource, in particular soil, land, water, and biodiversity (see **Section 6**); and
 - Such other information or representations as the person making the request may wish to provide or make, including any features of the Proposed Scheme or

¹ Use Class F2.

² The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). SI No. 571.

any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment (see **Section 6**).

- 1.5 Furthermore, this report has been prepared in line with Regulation 6, Paragraph 4 (including criteria set out in Schedule 3) of the EIA Regulations and covered the following steps:

Identification of the characteristics of the Proposed Scheme (**Section 2**)



Identification of the characteristics of the Site and surrounds (**Section 3**)



Taking into account the characteristics of the Proposed Scheme and the Site and surrounds, identification of how Schedule 1 or 2 of the EIA Regulations applies (**Section 4**)



An explanation of how the Proposed Scheme has been appraised within this report and how this report sets out the consideration of likely environmental effects and in-combination effects (**Section 5**)



An appraisal of whether there will be any likely environmental effects, including the identification of any plain or easily achievable mitigation to avoid significant effects (**Section 6**)



An appraisal of whether there will be any likely in-combination effects (**Section 7**)

- 1.6 Where, through the appraisal of likely environmental effects, mitigation has been identified, this has been collated and set out within a Schedule of Mitigation, provided in **Appendix 1**.

- 1.7 As such, the information provided within this report is considered sufficient to inform EHDC's Screening Opinion, in accordance with Regulation 6, Paragraph 2 of the EIA Regulations.

2. Characteristics of the Proposed Scheme

Site Boundary

- 2.1 The EIA Screening Report has been based upon the Site boundary defined within **Figure 1**, which accounts for all temporary and permanent works associated with the Proposed Scheme. This ensures the appraisal of environmental effects accounts for all aspects of the Proposed Scheme.
- 2.2 The Site extends to approximately 16 ha and is located on the north-eastern edge of the village of Holybourne in Alton. The Site currently comprises several parcels of agricultural fields bordered by hedgerows and trees, a Play Area with play equipment, and also includes a section of highway in the south (London Road and Pentons Close), to account for the proposed drainage infrastructure works.

Overview of the Site Preparation, Earthworks and Construction (Construction) Stage

- 2.3 The key activities during the construction stage are summarised below:
- Enabling works, including Site securement, establishment of construction access and set up of temporary construction compound(s) and infrastructure;
 - Utilities identification and disconnection / diversion works / capacity upgrades (as required) and made safe with appropriate notices / licenses sought, prior to commencement of construction and connection. It is assumed these works would be undertaken by the relevant district network operator (or their appointed contractor) and therefore do not form part of the Proposed Scheme;
 - Site clearance / implementation of protection measures around features to be retained;
 - Site preparation and appropriate surveys, including ground investigations and any remedial works, as required;
 - Groundworks, formation of drainage features and re-profiling to create development platform levels;
 - Construction of access, internal road network and new pedestrian / cycle routes;
 - Foundation preparation and installation;
 - Construction of buildings, including internal fit-out and external finishing; and
 - Implementation of hard and soft landscaping.
- 2.4 Temporary fencing / hoarding will be erected around the Site perimeter at the outset of enabling works and the Site will be secured, with no public access. Temporary secure access gates will be provided to manage the movement of vehicles, plant, equipment and personnel required for the construction. Welfare facilities and other temporary

infrastructure (e.g. construction compound, material laydown, storage areas, etc.) will be set up as determined by the appointed contractor(s). The Site will be kept secure in accordance with the Construction (Design and Management) Regulations 2015³ to minimise crime and anti-social behaviour. Temporary structures located within the land designated as a Scheduled Monument in the east of the Site⁴ will be provided as above ground structures with no anchoring penetrating below ground.

- 2.5 Construction access, routing and movements will be agreed with EHDC prior to construction as part of a Construction Environmental Management Plan (CEMP) which will be secured by an appropriately worded condition. At this stage, it is anticipated that construction traffic will access the Site from London Road on the southern boundary via a new vehicular access point that will be created early in the construction stage, and then used as a primary construction access, before becoming the permanent access for operation. Prior to the creation of this access, it is intended to use the existing farm access gate off London Road at the south-eastern corner of the Site. Full construction access and traffic arrangements will be captured within a Construction Traffic Management Plan (CTMP) as part of the CEMP.
- 2.6 Peak construction is anticipated to generate approximately 10 two-way daily large vehicle movements that will arrive / depart to the south via London Road for dispersion either east / west. No construction traffic movements will be permitted during school pick up and drop off times.
- 2.7 The majority of the Site will be cleared at the outset of the construction stage. Existing play equipment, present within the existing Play Area within the Site, will be taken down and relocated (with the potential for reuse/repurpose on-site, where possible). Features for retention include some of the hedgerows and trees along the boundaries and along the existing field boundaries. To facilitate the creation of the primary access point, some portions of existing hedgerows/trees will require removal to the south of the Site. The existing western access to the Play Area will be moved westward and become a pedestrian link from London Road. Vegetation removals within the Site may also be required for the internal roads and footpaths; however, where possible, this will utilise existing tracks and breaks in vegetation to minimise loss. Furthermore, as part of the Landscape Strategy, boundary hedgerows and trees will be retained and enhanced. Where such features are retained, appropriate protective measures (i.e. protective fencing or construction exclusion areas) will be put in place to ensure no damage occurs.
- 2.8 Further ground investigation(s) will be undertaken to determine the underlying ground conditions, the absence / presence, type and distribution of contamination, or other unexpected below-ground obstacles. These will be undertaken in line with relevant guidance, such as British Standard 3930:2015⁵ and BSEN1997: Part 2: 2007 Eurocode 7⁶. If required, appropriate remedial measures will be undertaken under construction-

³ Secretary of State (2015). Construction (Design and Management) Regulations 2015.

⁴ 'Cuckoo's Corner Roman site, Neatham' Scheduled Monument, see **Section 3**.

⁵ British Standard 5930: 2015 + A1:2020 Code of Practice for Site Investigations.

⁶ British Standards Institution (2006) Eurocode 7: Geotechnical Design (Report no. BSEN 1997).

specific method statements and agreed upon with EHDC in advance of works taking place.

- 2.9 To achieve appropriate development platform levels, it is anticipated that there will be both areas where levels will reduce (areas of cut) and areas where levels will increase (areas of fill). It is assumed at this stage that there will be a broad cut and fill balance across the Site and minor changes to topography. Due to the Site containing grassland, there will be a need to strip topsoil, a proportion of which will be retained and reused on-site for areas of strategic landscaping, however, any surplus of topsoil will be removed from the Site for resale rather than waste.
- 2.10 It is assumed that local excavation and trenching works will be required to install services, drainage runs and shallow foundations for structures. Information regarding the exact foundations has not been finalised and will be subject to the final building design and underlying ground conditions; however, it is assumed that conventional strip / shallow foundations will be a suitable solution to support the proposed structures. Basements are not proposed as part of the Proposed Scheme.
- 2.11 Temporary surface water drainage will be installed and maintained to mitigate flood risk and sediment loading in line with practice guidance such as CIRIA's Control of water pollution from construction sites⁷.
- 2.12 It is not anticipated that the use of mobile / tower cranes will be required during the construction stage.
- 2.13 Construction stage working hours will be 08:00 to 18:00 Monday to Friday, 08:00 to 13:00 on Saturday and it is anticipated that there will be no construction on Sundays or Bank Holidays. Exceptions may arise, for example, when abnormal loads are delivered / offloaded or to conduct specialist activities (e.g. service diversions) and appropriate permissions will be sought from EHDC should these circumstances arise.
- 2.14 All waste arisings will be separated to maximise material recycling and will be removed, handled, classified⁸ and disposed of in line with appropriate guidance and legislation⁹.
- 2.15 A CEMP will be developed and implemented by the appointed contractor(s). The CEMP will set out all the relevant environmental management measures and controls required during construction. The CEMP will be submitted to and agreed with EHDC and will be secured via condition.
- 2.16 All construction works will be undertaken in line with the requirements set out in the Construction (Design and Management) Regulations 2015¹⁰ and appropriate levels of security (e.g. personnel / CCTV) will be provided.

⁷ CIRIA (2001) Control of water pollution from construction sites. Guidance for consultants and contractors (C532).

⁸ Waste Classification: Guidance on the classification and assessment of waste (1st edition v1.1 GB).

⁹ The Hazardous Waste (England and Wales) Regulations 2005 and CIRIA C741 (2015).

¹⁰ Construction (Design and Management) Regulations 2015.

- 2.17 The Site does not intersect a pipeline or hazard zone and does not lie within the HSE consultation distance of a major hazard site or major accident hazard pipeline¹¹. Appropriate management measures / controls will be adopted for works in proximity to the overhead pylons in the western part of the Site during construction, as required. Appropriate risk assessments and method statements will be prepared prior to the commencement of work. As above, it is assumed any works required, for example undergrounding of utilities, would be undertaken by the relevant district network operator (or their appointed contractor) and therefore do not form part of the Proposed Scheme.

Completed Development

Land Use and Quantum

- 2.18 The Proposed Scheme is for up to 160 homes, access, internal roads, footways, car and cycle parking, surface water drainage, public open/green space and landscaping. The Proposed Scheme also includes a 'hub' which will comprise up to 400sqm floorspace for community use.

Massing

- 2.19 The maximum height of the proposed homes on-site will be up to 2.5 storeys/11.5m to ridge above finished ground level¹². The maximum height of the proposed space for community use will be single storey/8m to ridge above finished ground level¹³.

Access and Parking (car and pedestrian)

- 2.20 Permanent vehicular and pedestrian access / egress for the operational stage of the Proposed Scheme will be via London Road at the southern Site boundary. Internal circulation roads will lead off this access and provide access for residents and visitors parking. The Proposed Scheme will incorporate new pedestrian and cycle accesses and routes which will provide connections between the areas on-site as well as to neighbouring residential areas to the south and west (towards Church Lane) and existing Public Rights of Way (PRoW) to the north, east and west. Secured cycle storage areas will be provided. Car parking will be provided as part of the Proposed Scheme in line with EHDC Residential Parking Standards.

Landscaping and Public Realm Strategy

- 2.21 Structural landscaping and green space will be provided within the Proposed Scheme, including tree planting, Sustainable Drainage Systems (SuDS) features, public open / green space, green walking routes, play areas and the retention and enhancement of existing features and boundary vegetation. These landscaped areas / green spaces will provide multi-functional areas for amenity use, ecological habitat and surface water drainage as well as landscape/ecological buffers and visual screening. An area of play provision and green open space will be provided in the south-east of the Site. Hard and soft landscaping will be incorporated within these areas, as appropriate, providing a comprehensive landscape strategy for the Proposed Scheme.

¹¹ Health and Safety Executive's Planning Advice Website (<https://pa.hsl.gov.uk/>) accessed 23/10/24.

¹² A tolerance of 1m has been assumed between existing floor level and finished floor level.

¹³ A tolerance of 1m has been assumed between existing floor level and finished floor level.

- 2.22 The Proposed Scheme will include on-site signage / interpretation board (or similar) to provide cultural experience enhancements for the appreciation of the Cuckoo's Corner Roman site, Neatham Scheduled Monument in the east of the Site.
- 2.23 The Proposed Scheme includes a number of biodiversity measures and enhancements, including the retention and buffering of green corridors to maintain green connectivity across the Site, in particular tree planting and a green buffer in the north; the provision of SuDS features, designed to benefit biodiversity through appropriate design, planting and management; and the creation of other ecologically valuable habitats such as species-rich wildflower grassland, scrub and trees within areas of informal green open space. Bat and bird boxes will be installed on suitably mature trees and integrated into new buildings (where appropriate). A wildlife-sensitive lighting scheme will be implemented to minimise the effects of artificial lighting on commuting and foraging bats and other nocturnal wildlife.

Lighting

- 2.24 There will be new lighting installations at the proposed access, along internal routes as well as within landscaping areas, where required. All future lighting installations will be designed to maintain a good level of illuminance across the Site and creating a safe environment whilst avoiding light pollution and light spill to surrounding areas. Lighting will also be designed sensitively for bats to maintain dark habitats, where required. All permanent lighting will be designed and installed in line with relevant standards and guidance¹⁴.

Surface Water and Foul Water Drainage Strategy

- 2.25 The proposed surface water drainage strategy aims to manage surface water run-off generated on-site without increasing the risk of flooding elsewhere following the Proposed Scheme. The strategy will incorporate a combination of SuDS features, including attenuation basins, swales, attenuation crates, and permeable paving. Details of the permeable paving will be confirmed at the detailed design stage; however, the proposed Site drainage network and SuDS features will be designed to cope with all rainfall events up to a 1 in 100-year storm, with an additional 45% allowance for the effects of climate change. The outfall will comprise a new surface water sewer in London Road, connecting into the existing Thames Water system that discharges to the River Wey, to the south of the A31 on Lower Neatham Mill Lane. The new sewer would be offered for adoption to Thames Water under Section 104 of the Water Industry Act.

Energy and Carbon Strategy

- 2.26 It is anticipated that the Proposed Scheme will be all-electric, achieving a 75% carbon reduction through measures which will likely be met through provision of Air Source Heat Pumps and Solar PV. The Energy and Carbon Strategy will also ensure that the Proposed Scheme will comply with the 2025 Future Homes Standard.

¹⁴ Including: CIE 150: 2017 – Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations, 2nd Edition; ILP GN01 - Guidance Notes for the Reduction of Obtrusive Light 2021; BS 5489-1 : 2020 – Code of Practice for the Design of Road Lighting; SLL Guide to Limiting Obtrusive Light 2012; SLL Lighting Handbook 2018; CIBSE LG 6 – The Exterior Environment 2016; and ILP Guidance Note 08/18 Bats and Artificial Lighting in the UK.

Waste

- 2.27 Waste streams generated by the Proposed Scheme during operation will primarily comprise residential waste (e.g. recyclables, food waste etc) with a small portion of green waste. It is anticipated that waste will be collected and disposed of in line with EHDC policy and existing practice using licensed waste contractors.

Operational Hours

- 2.28 Being residential led in nature, the Proposed Scheme will be operational 24/7.

Timescales

- 2.29 Construction is anticipated to commence on-site in 2026, subject to gaining planning permission. It is anticipated work will take approximately 4 years and be completed in 2030.

3. Characteristics of the Site and Surrounding Area

Location and Setting

- 3.1 The Site is located on land north of London Road, which lies to the north-east of the village of Holybourne. Holybourne is located on the north-eastern edge of the town of Alton, in East Hampshire.
- 3.2 The Site broadly includes the following uses and features:
- Gated farm access track in the south-east;
 - Agricultural fields / pastures bordered by vegetation, hedgerows and trees;
 - A Play Area named 'Holybourne Play Area' with play equipment, picnic benches, goal posts, post and wire fencing, signage, and metal entrance gates; and
 - A section of highway in the south (London Road and Pentons Close).
- 3.3 A part of the 002 501/3 Bridleway crosses the Site.
- 3.4 The Site is bound:
- To the north by the PRowS 002 32/2 Footpath and 002 505/1 Footpath (both PRowS border the northern Site boundary), and agricultural fields;
 - To the east by PRow 002 35/1 Footpath (which forms part of the eastern Site boundary), agricultural land and associated boundary vegetation;
 - To the south by a field parcel and residences along London Road, with PRow 002 35/1 Footpath located to the south-east part of the Site just beyond a field parcel; and
 - To the west by residential properties along Church Lane, beyond the PRowS 002 33/3 Footpath and 002 33/1 Footpath which borders the western Site boundary.
- 3.5 In addition, Holybourne Cricket Club lies to the south-east of the Site.
- 3.6 Beyond the Site in the wider surroundings, to the north lies open countryside with a mix of agricultural uses and ancient woodland, including an area of Ancient Woodland (which lies approximately 1.1km north). In addition, there are two PRowS (002 32/3 Footpath which connects to PRowS 002 32/2 Footpath and 002 505/1 Footpath, and 002 501/2 Bridleway which is a continuation of the 002 501/3 Bridleway (that crosses the Site) that travel north from the northern Site boundary.
- 3.7 To the west and south, the surrounding area is generally characterised by private residential dwellings and associated gardens, commercial and retail areas and warehouses, and community spaces and infrastructure (including the Holybourne

Village Hall and Holybourne Village Preschool) associated with the village of Holybourne. Holy Rood Church is located approximately 100m to the north-west of the Site.

- 3.8 There are large areas of agricultural land to the east and to the south of the Site beyond the A31. The River Wey is located approximately 240m to the west of the Site.
- 3.9 London Road continues into the towns of Alton (located circa 1.25km west of the Site) and Farnham (located circa 9km north-east of the Site). The A31 is located further south of the Site.

Historic Land Use

- 3.10 Ordnance Survey (OS) Mapping from 1870¹⁵ shows the Site comprising multiple undeveloped open plots of land, likely agricultural land/fields. The Cuckoo's Corner Roman site (the Scheduled Monument) is noted on-site at the south-east. A footpath crosses the Site in a south-west to north-east alignment. In the surrounding area, an area of woodland can be seen at the eastern boundary. A line of small farms and houses, and a chapel were noted at the southern boundary, with the settlement of Holybourne located further to the west. London Road located further south of the houses.
- 3.11 No significant changes recorded on-site in later mappings. In the wider surroundings, increased residential development is noted nearby on mapping from 1956 – 1975, with development within the village of Holybourne having extended at the west of the Site by the 1980s.

Summary of Key Characteristics of the Site and Surrounding Area

- 3.12 **Table 3.1** provides a summary of the key characteristics of the Site and surrounding area and any notable sensitive receptors on a technical topic by topic basis.

Table 3.1: Summary of Key Characteristics of the Site and Surrounding Area

Technical topic	Summary
Transport and Access	<ul style="list-style-type: none"> • London Road is the nearest main road, adjacent to the south of the Site. London Road continues further east and connects with the A31 bypass, a major trunk road that runs from Guildford (Surrey) to Bere Regis (Dorset). • Church Lane is located approximately 115m west of the Site, connecting to London Road at its southern corner. Church Lane travels further north, becoming Brockham Hill Lane at a junction close to Holy Rood Church. • A number of Public Right of Ways (PRoWs) are located nearby, bordering the Site, as follows:

¹⁵ Hampshire and Isle of Wight XXXV.4. Surveyed: 1870, Published: 1871.

Technical topic	Summary
	<ul style="list-style-type: none"> <li data-bbox="751 282 1350 353">– 002 33/3 Footpath and 002 33/1 Footpath, at the western boundary; <li data-bbox="751 389 1337 461">– The 002 32/2 Footpath and the 002 505/1 Footpath at the north of the Site; <li data-bbox="751 497 1369 719">– 002 501/3 Bridleway cuts through the Site at the east and connects to the 002 501/4 Bridleway, which forms the Site’s eastern boundary. The 002 501/3 Bridleway extends further north, connecting with the 002 501/2 Bridleway; and <li data-bbox="751 754 1369 860">– In addition, the 002 35/1 Footpath is located along the eastern-most boundary of the Site. <ul style="list-style-type: none"> <li data-bbox="592 873 1235 904">• No formal cycle routes are noted near to the Site. <li data-bbox="592 918 1350 1061">• There are a number of bus stops near the Site, with ‘White Hart’ along London Road being the closest bus stop,. The stop (along London Road) is serviced by Bus 206 which has services to Alton. <li data-bbox="592 1075 1350 1218">• The nearest railway station is Alton, located approximately 1.8km to the west of the Site and is accessible within a 28-minute walk or a 6-minute cycle. There are regular services to Guildford.
Air Quality	<ul style="list-style-type: none"> <li data-bbox="592 1240 1337 1346">• The Site is not located within an Air Quality Management Area (AQMA)¹⁶. No AQMAs are located in the surrounding areas. <li data-bbox="592 1359 1305 1464">• Existing sources of air emissions in proximity to the Site include road traffic along the nearby road network (in particular, on London Road, and the A31). <li data-bbox="592 1478 1337 1778">• The estimated background air quality pollutant concentrations at the Site in 2023¹⁷ are as follows: <ul style="list-style-type: none"> <li data-bbox="751 1561 1337 1666">– 10.74 µg/m³ for particulate matter (PM₁₀) (below the current relevant air quality objective level (AQOL) of 40µg/m³); <li data-bbox="751 1702 1305 1778">– 6.20 µg/m³ for PM_{2.5} (below the current relevant AQOL of 20µg/m³); and

¹⁶ AQMAs are designated areas where the council have identified levels of pollutants above the objectives set by the Government.

¹⁷ DEFRA (n.d). UK Air GIS Tool. Available at: <https://uk-air.defra.gov.uk/data/gis-mapping/>.

Technical topic	Summary
	<ul style="list-style-type: none"> <li data-bbox="751 282 1356 394">– 7.62 µg/m³ for nitrogen dioxide (NO₂) (well below the current relevant AQOL of 40µg/m³). <li data-bbox="592 427 1356 719">• In EHDC’s Combined 2022 and 2023 Air Quality Annual Status Report (ASR)¹⁸, two sites were temporarily introduced near Alton in response to public and councillors concern regarding increased traffic along Alton High Street in relation to new local developments, however, they have since been decommissioned as of early 2023 due to consistently reporting NO₂ concentrations well below the AQO. <li data-bbox="592 730 1356 808">• There are no existing sources of odour within or within 1km of the Site.
Noise and Vibration	<ul style="list-style-type: none"> <li data-bbox="592 819 1356 976">• The existing noise environment at the Site is largely dominated by road traffic noise (in particular, road traffic along London Road to the south and the A31 dual carriageway further south). <li data-bbox="592 987 1356 1357">• The Noise Assessment¹⁹ prepared in support of the Application conducted a survey in December 2024 to record noise levels at two locations²⁰ near London Road in order to establish how noise from local transportation sources affect the Site. Overall, it was established that the average background noise levels at the locations ranged between 45 - 46 dB LA90 during the day and 31 - 34 dB LA90 at night. The assessment has also concluded that the road traffic noise from the A31 dual carriageway dominates ambient noise levels across the Site. <li data-bbox="592 1368 1356 1547">• In addition, the Noise Assessment notes that matches and training take place over the summer months at the Holybourne Cricket Club, which lies to the south-east of the Site and is therefore, a likely source of noise during this time.
Socio-Economics and Human Health	<ul style="list-style-type: none"> <li data-bbox="592 1559 1356 1637">• There are no existing jobs within the Site given the current use. <li data-bbox="592 1648 1356 1715">• The resident population of East Hampshire is 126,200 people and 59.4% of the population of East Hampshire is

¹⁸ East Hampshire District Council (2024). Combined 2022 and 2023 Air Quality Annual Status Report (ASR). March 2024. Available at: <https://www.easthants.gov.uk/sites/default/files/2024-07/Combined%20status%20report%202022%20and%202023.pdf>

¹⁹ Redbrown Limited (2024). Noise Assessment. Land North Of London Road, Holybourne, Alton.

²⁰ Location 1: to the south-east of the Site, approximately 20m from London Road. Location 2: to the east approximately 160m from London Road.

Technical topic	Summary
	<p>aged between 16 – 64 (working age), which is slightly below the Great Britain average of 62.9%²¹.</p> <ul style="list-style-type: none"> • Within East Hampshire, 87.6% of working age adults are economically active, which is above the Great Britain average of 78.4%. Employment in East Hampshire is dominated by ‘<i>Wholesale and retail trade; repair of motor vehicles and motorcycles</i>’ (15.9% of the employee jobs) followed by ‘<i>Manufacturing</i>’, ‘<i>Education</i>’, and ‘<i>Human Health and Social Work Activities</i>’ (each noted to comprise 11.4% of the employee jobs). • There are a number of existing social infrastructure (e.g. schools, GP surgeries, hospitals, leisure facilities and open/green space) present in the local areas surrounding the Site including in Holybourne and at Alton (approximately 1km to the west). • There are approximately 11 primary schools within 3 miles of the Site, the closest noted to be Andrews’ Endowed Church of England Primary School (noted to have capacity). 4 secondary schools are also located within 3 miles of the Site, the closest noted to be Treloar School and has been recorded to have capacity. • Two GP practices are noted to be within 3 miles, Wilson Practise (located 1.6km south-west) and Charton Park Surgery (3.7km south-east). Both are noted to be accepting new patients.
Biodiversity	<ul style="list-style-type: none"> • The South Downs National Park is located 2km east / south-east of the Site (at the closest point). • A number of designated sites are located within a 5km radius: <ul style="list-style-type: none"> – Upper Greensand Hangers : Wyck to Wheatley Site of Special Specific Interest (SSSI), located 2.6km south-east of the Site; – Upper Greensand Hangers : Wyck to Wheatley SSSI, located 3.4km east; – Binswood SSSI, located 4.4km south-east; and – East Hampshire Hangers Special Areas of Conservation (SAC), located 4km south-east.

²¹ NOMIS (2021). Labour Market Profile – East Hampshire. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157301/report.aspx?pc=GU34%204HA> (Accessed: 14/11/24).

Technical topic	Summary
	<ul style="list-style-type: none"> • In addition, nine Sites of Nature Conservation Interest (SNCI) are also located nearby (all located within 1km of the Site), including: <ul style="list-style-type: none"> – Row Wood SNCI; – Brockham Hill Down SNCI; – Holybourne Down North SNCI; – Round Wood SNCI; – Spollycombe Copse SNCI; – Peakham Copse SNCI; – Fielders & Shrub Croft Copses/Ham Wood SNCI; – Neatham Farm Manor Copse SNCI; and – Stirvill's Copse SNCI. • The Ecology Summary report prepared in support of the Application²² notes that there are a series of statutory, and non-statutory networks²³ within 1km and connecting to the surrounding environment, the closest being a core non-statutory network adjacent to the east of the Site connecting to Spollycombe Copse SNCI. • There are a range of habitats within the Site (identified in the Ecology Summary). The habitats on-site are dominated by arable habitats with an unmanaged grassland field in the south-west and a public play area in the southern corner and hedgerow habitats bounding and dissecting the Site. The southeastern corner of the Site is dominated by tall ruderal and ephemeral species. The hedgerows comprise native species with mature trees present around the majority of the Site. • The Ecology Summary has identified that protected / notable species that are likely to be present on-site include bats, dormouse, and nesting birds.

²² Ethos Environmental Planning (2024). Ecology Summary. London Road, Holybourne. November 2024.

²³ A series of ecological networks identified by the Hampshire Biodiversity Information Centre (HBIC).

Technical topic	Summary
Archaeology	<ul style="list-style-type: none"> • The ‘Cuckoo’s Corner Roman site, Neatham’ Scheduled Monument is partially located within the south-east of the Site. • The Site is also noted to be a locally designated Archaeology Area of High Importance, associated with the Scheduled Monument. • The results of an initial archaeological evaluation and trenching works undertaken at the south of the Site (noted in the Historic Environment Desk-Based Assessment (HEDBA) prepared in support of the Application²⁴) notes a number of potential remains / assets in the wider surrounding area (identified through HER records, survey work, Site visits, etc), with particular reference to the following evidence: <ul style="list-style-type: none"> • Evidence consistent with human occupation of the Site in the Neolithic and Romano-British periods, which was also noted during previous archaeological investigations (noted to be of medium – high significance); • Findings during the archaeological evaluation and trenching works includes ditches, pottery assemblages, flint, animal bone, shells, etc.; • The assessment also identified evidence of a Roman road to Silchester continuing north of the Scheduled Monument in the eastern part of the Site; and • The HER records a scatter of Roman material in the north-eastern part of the Site (suggested to be evidence of a Roman building close to the alignment of the Roman road to Silchester).
Built Heritage	<ul style="list-style-type: none"> • The Holybourne Conservation Area²⁵ is located adjacent to the Site to the east/south-west. There are also a number of listed buildings nearby associated with the Holybourne Conservation Area. The nearest listed buildings to the Site are:

²⁴ Landgage Heritage Ltd. Historic Environment Desk-Based Assessment. Land at Holybourne, near Alton. October 2021.

²⁵ EHDC. Holybourne Conservation Area. Available at: <https://www.easthants.gov.uk/media/3110/download?inline>

Technical topic	Summary
	<ul style="list-style-type: none"> <li data-bbox="751 277 1359 389">– ‘Holybourne Forge’ and ‘Oak Cottage’, both Grade II listed buildings and located adjacent to the south; <li data-bbox="751 427 1359 495">– ‘Holybourne House’, located adjacent to the west; <li data-bbox="751 533 1359 600">– Holy Rood Church, Grade II* listed and located 100m west; <li data-bbox="751 638 1359 705">– Bonham’s Farm, Grade II* listed and located 350m east; and <li data-bbox="751 743 1359 891">– A number of Grade II listed buildings along London Road to the south (including Mapeys, Anne’s Cottage, and 124 And 126, London Road, etc.). <ul style="list-style-type: none"> <li data-bbox="592 929 1359 1077">• The HEDBA notes that the tower/spire of Holy Rood Church is visible from a number of locations within the Holybourne Conservation Area and from the wider surroundings (including from within the Site).
Landscape and Visual	<ul style="list-style-type: none"> <li data-bbox="592 1077 1359 1144">• As noted above, the South Downs National Park is located 2km east of the Site. <li data-bbox="592 1182 1359 1384">• The Site is within the National Character Area (NCA) 130: Hampshire Downs²⁶, an area where <i>‘the majority of the area is an elevated, open, rolling landscape dominated by large arable fields with low hedgerows on thin chalk soils, scattered woodland blocks (mostly on claywith- flint caps) and shelterbelts’</i>. <li data-bbox="592 1422 1359 1624">• The Landscape and Visual Impact Assessment - Scoping Note²⁷ states that the Site falls within the Hampshire County Council Landscape Character Type 3f: Wey Valley and with respect to the Landscape Character Areas (LCA): the East Hampshire Landscape Character Assessment Type 3: Chalk Valley Systems and LCA3a: Northern Wey Valley. <li data-bbox="592 1662 1359 1684">• There are no tree preservation orders (TPO) within the Site. <li data-bbox="592 1722 1359 1765">• As noted under ‘Transport and Access’, a number of PRoWs are located within and bordering the Site.
Water Environment and Flood Risk	<ul style="list-style-type: none"> <li data-bbox="592 1765 1359 1850">• The River Wey, an Environmental Agency designated Main River, is located approximately 240m west of the Site.

²⁶ Natural England. National Character Area 130. Hampshire Downs. Available at: <https://nationalcharacterareas.co.uk/hampshire-downs/>

²⁷ Edla (2024). Landscape and Visual Impact Assessment - Scoping Note. Land at HOLYBOURNE. October 2024.

Technical topic	Summary
	<ul style="list-style-type: none"> • No waterbodies are located within the Site. • The Environment Agency Flood Map²⁸ (flood risk from rivers and seas) confirms that the Site is located within 'Flood Zone 1' which has a low probability of flooding (defined as 'land having a less than 1 in 1,000 annual probability of river or sea flooding'). • The entire Site is shown to have very low risk (less than 0.1% annual probability) of surface water flooding. However, areas along the east/north-eastern boundary and areas to the south along London Road are noted to have a low flood risk from surface water (0.1% - 1% each year). • The Site is not at risk of flooding from reservoirs and groundwater. Groundwater monitoring and investigation has been undertaken on-site which has confirmed there is no risk of groundwater flooding. • According to the Groundwater Vulnerability Map²⁹, the Site is noted to have a mix of high and medium-high groundwater vulnerability.
Ground Conditions and Contamination	<ul style="list-style-type: none"> • There are no designated geological sites within or adjacent to the Site. • The British Geological Society's (BGS's) Geology of Britain map³⁰ indicates that the Site is underlain by bedrock geology, comprising the Zig Zag Chalk Formation - Chalk, with a small area along the southern boundary noted to comprise West Melbury Marly Chalk Formation - Chalk. With respect to superficial geology, no superficial deposits recorded underlying a majority of the Site, with a small area along London Road noted to have River Terrace Deposits, 2 - Sand and gravel. • The Site is located within an area classified as having radon potential³¹, with 5-10% of homes at or above the Action Level. Some areas nearby to the south-west of the Site are noted to be high (i.e. 10 – 30% of homes at or above the Action Level). A BGS Radon Report (which was prepared as part of the Phase 1 Desk Study³² prepared for the Application) which notes that a majority of the Site is in an area of 1 – 3% radon potential; however, the northern and

²⁸ Environment Agency Flood Map. Available at: <https://flood-map-for-planning.service.gov.uk/>

²⁹ MAGIC. Available at: <https://magic.defra.gov.uk/MagicMap.aspx>

³⁰ British Geological Society (no date). Geology of Britain viewer. Available at: <http://mapapps.bgs.ac.uk/geologyofbritain/home.html> [Accessed: 21/12/2024].

³¹ UK maps of radon. Available at: <https://www.ukradon.org/information/ukmaps>

³² Ground and Water Limited (2024). Phase I Contamination Based Desk Study. Land North of London Road, Holybourne, Hampshire GU34 4ES.

Technical topic	Summary
	<p>northeastern portions of the Site are covered by an area of 5 – 10% of radon potential.</p> <ul style="list-style-type: none"> The Phase 1 Desk Study also noted that there could be some on-site sources of contamination, such as isolated leaves from farm machinery and storage containers, which may have resulted in fuel/lubrication oil contamination.
Agriculture and Soils	<ul style="list-style-type: none"> The Agricultural Land Classification (ALC) of the Site is not specified on Post 1988 mapping; however the Natural England’s Provisional ALC map³³ classifies the Site as Grade 2 agricultural land (‘very good quality’), which is considered ‘Best and Most Versatile’ (BMV) agricultural land as set out in the MAFF revised guidelines and criteria for grading the quality of agricultural land (1988)³⁴.
Artificial Lighting	<ul style="list-style-type: none"> The Site does not contain existing lighting installations, albeit there are existing lighting sources surrounding the Site largely associated with the residential properties nearby (i.e. on Church Lane to the west and London Road to the south), and street lighting along the local road network. Given the location of the Site and the presence of street lighting along London Road to the south, the lighting environment at the Site is anticipated to be either E2 (‘low district brightness’) or E3 (‘suburban district brightness’) Environmental Zone³⁵.
Major Accidents and/or Disasters	<ul style="list-style-type: none"> The Site does not intersect a pipeline or hazard zone and does not fall within any Health and Safety Executive (HSE) Consultation Zones of a major hazard site or major accident hazard pipeline, according to the HSE Planning Advice App³⁶. There are no Control of Major Accident Hazards (COMAH) sites³⁷ within 3 miles or 4.8km of the Site. The Site is classified as having a ‘low’ risk level relating to the potential presence of unexploded ordnances (UXO)³⁸.

³³ <https://naturalengland-defra.opendata.arcgis.com/datasets/Defra::provisional-agricultural-land-classification-alc-england/explore?location=51.319963%2C-0.356159%2C14.41>

³⁴ MAFF (1988). Agricultural Land Classification of England and Wales. Revised guidelines and criteria for grading the quality of agricultural land. MAFF Publications.

³⁵ Institution of Lighting Professionals (2021). Guidance Note 01/21: The Reduction of Obtrusive Light.

³⁶ HSE (n.d.). HSE's Planning Advice Web App. Available at: <https://pa.hsl.gov.uk/Menu>.

³⁷ HSE (n.d). COMAH 2015 Public Information Search. Available at: <https://notifications.hse.gov.uk/COMAH2015/Search.aspx>

³⁸ ZeticaUXO. Risk Maps. Available at: <https://zeticauxo.com/guidance/risk-maps/>

Technical topic	Summary
Climate Change	<ul style="list-style-type: none">Given the existing land uses within the Site (i.e. as agricultural land), there is likely to be minimal greenhouse gas emissions (GHG) within the Site.
Waste and Resources	<ul style="list-style-type: none">Given the current use at the Site, there are unlikely to be significant volumes of waste produced.

4. Schedule of the Proposed Scheme

- 4.1 In line with the EIA Regulations, the Proposed Scheme has been appraised against the development descriptions contained within Schedule 1 and Schedule 2.
- 4.2 Based on the characteristics of the Proposed Scheme (**Section 2**), it is not considered that the Proposed Scheme would constitute Schedule 1 development.
- 4.3 Following an appraisal against Schedule 2 of the EIA Regulations, the Proposed Scheme could be considered to fall under Schedule 2, 10(b)(ii) and (iii): ‘urban development projects’ as over 150 dwellings are proposed and the Site is over 5 ha. However, as established in **Section 3**, the Site is located within a ‘Sensitive Area’³⁹, within the meaning of the EIA Regulations (as the Scheduled Monument ‘Cuckoo’s Corner Roman site, Neatham’ is located within the Site). Therefore, the thresholds in Schedule 2 are not applicable regardless of where the Proposed Scheme sits in Schedule 2.
- 4.4 As outlined within the EIA Regulations and Planning Practice Guidance (PPG), the exceedance of the threshold/criteria does not automatically determine that the Proposed Scheme is ‘EIA Development’, but rather that the “...*proposal needs to be screened by the local planning authority to determine whether significant effects on the environment are likely and hence whether an Environmental Impact Assessment is required*”⁴⁰.
- 4.5 The selection criteria for Schedule 2 development are detailed within Schedule 3 of the EIA Regulations and are as follows:
- Characteristics of development;
 - Location of development; and
 - Types of characteristics of the potential impact.
- 4.6 The characteristics of the Proposed Scheme were set out in **Section 2** and the location of the Site in **Section 3**. The following sections consider the types and characteristics of the potential impact, termed as an appraisal of likely environmental effects.

³⁹ Sites of Special Scientific Interest (SSSI), European Sites (i.e. Special Areas of Conservation (SAC), Special Protection Areas (SPA), Ramsar); National Parks, the Broads, Areas of Outstanding Natural Beauty; World Heritage Sites and Scheduled Monuments.

⁴⁰ Planning Practice Guidance Paragraph: 017 Reference ID: 4-017-20170728.

5. Approach

Appraisal of Likely Environmental Effects

- 5.1 The appraisal of likely environmental effects, set out within **Section 6**, has been based on baseline information presented within **Section 3** and has considered likely environmental effects arising from the Proposed Scheme, as detailed within **Section 2**. The appraisal has focused on environmental effects and whether any of these are considered *'likely'* and *'significant'* at receptors.
- 5.2 In accordance with Regulation 4, Paragraph 2 (and expanded on in Schedule 4, Paragraph 4) of the EIA Regulations, the following environmental 'factors' have been considered:
- Population and human health;
 - Biodiversity;
 - Land, soil, water, air and climate;
 - Material assets, cultural heritage and the landscape; and
 - The interaction between the above factors.

Mitigation

- 5.3 Regulation 6, Paragraph 2(e) allows for the discussion and identification of project specific measures to avoid and/or prevent significant adverse environmental effects, specifically stating;

"A person making a request for a screening opinion in relation to development where an application for planning permission has been or is proposed to be submitted must provide the following-...

...(e) such other information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment".

- 5.4 As part of this appraisal, mitigation measures have only been considered if they are specific, easily achievable and if there is a high degree of confidence in their effectiveness and implementation.
- 5.5 As such, as part of the review of likely environmental effects set out in **Section 6**, measures have been considered in order to mitigate the environmental effects associated with the Proposed Scheme. Where mitigation has been identified at this stage, this has been clearly identified for the benefit of EHDC with the use of a reference system within the text whereby the prefix links to the technical topic as defined in **Table 5.1**. The prefix is followed by a numerical system depending on the

amount of mitigation proposed (i.e. T1, T2). This excludes mitigation relating to the Construction Environmental Management Plan (CEMP) that incorporate measures that cross a number of topic areas and have the prefix of ‘**CM1**’.

Table 5.1: Mitigation Prefix Glossary

Prefix	Technical Topic
‘ TA ’	Transport and Access
‘ AQ ’	Air Quality
‘ NV ’	Noise and Vibration
‘ SE ’	Socio-Economics and Human Health
‘ BD ’	Biodiversity
‘ WE ’	Water Environment and Flood Risk
‘ GC ’	Ground Conditions and Contamination
‘ AG ’	Agriculture and Soils
‘ AR ’	Archaeology
‘ BH ’	Built Heritage
‘ LV ’	Landscape and Visual
‘ AL ’	Artificial Lighting
‘ MD ’	Major Accidents and/or Disasters
‘ CC ’	Climate Change
‘ WR ’	Waste and Resources

- 5.6 The reference system stated above links to the Schedule of Mitigation (**Appendix 1**) that contains a summary of all mitigation identified to date⁴¹.

Appraisal of In-Combination Effects

- 5.7 In line with Schedule 3 of the EIA Regulations, the “*cumulation of the impact with the impact of other existing and/or approved development*” has also been taken into consideration and is set out in **Section 7**.

- 5.8 This is further supported in PPG⁴², which states:

“Each application (or request for a screening opinion) should be considered on its own merits. There are occasions, however, when other existing or approved development may be relevant in determining whether significant effects are likely as a consequence

⁴¹ In accordance with IEMA’s 2024 Guidelines, ‘Implementing the Mitigation Hierarchy from Concept to Construction’, primary (inherent), secondary (foreseeable) and tertiary (inexorable) mitigation has been considered.

⁴² Paragraph: 024 Reference ID: 4-024-20170728.

of a proposed development. The local planning authorities should always have regard to the possible cumulative effects arising from any existing or approved development”.

- 5.9 To identify ‘existing and/or approved development’ (‘Cumulative Projects’) for consideration of in-combination effects with the Proposed Scheme, a review of the EHDC planning portal⁴³, the Nationally Significant Infrastructure Project (NSIP) register⁴⁴, Transport and Works Order Act application register⁴⁵ and Parliament Hybrid Bill registers⁴⁶ has been undertaken.
- 5.10 This review took into consideration the geographical extent and temporal scope of the effects associated with the Proposed Scheme and those from Cumulative Projects to determine whether in-combination effects are likely and warrant consideration as part of this report. The search has been based on the following criteria:
- Applications submitted within the last 5 years⁴⁷;
 - Projects within 2km of the Site boundary;
 - Submitted applications not yet determined but which have the potential to be determined prior to the determination of the application for the Proposed Scheme;
 - Applications with a resolution to grant planning permission;
 - Refusals subject to appeal procedures not yet determined;
 - Approved applications either under construction or not yet implemented; and
 - Projects of a pertinent scale which has been determined using professional judgment, but informed by their scale, perceived impact, or complexity, and are present near the Site ⁴⁸.
- 5.11 Projects identified, which met these criteria have been considered against the following points (where sufficient information allows):
- Is there or is there likely to be a concurrent construction or operational stage with the Proposed Scheme?
 - Is there potential that the Proposed Scheme shares common sensitive receptors with the identified Cumulative Projects?

⁴³ EHDC Planning Portal. Available at: <https://planningpublicaccess.easthants.gov.uk/online-applications/search.do?action=simple&searchType=Application>

⁴⁴ <https://infrastructure.planninginspectorate.gov.uk/projects/>

⁴⁵ <https://www.gov.uk/government/collections/twa-inspector-reports-and-decision-letters>

⁴⁶ <https://infrastructure.planninginspectorate.gov.uk/projects/>

⁴⁷ It is assumed applications submitted prior to this have been built out and are operational.

⁴⁸ As listed in the 2017 EIA Regulations, as there is a potential for ‘likely significant effect(s)’ to occur. This has been informed by the definition of major development by NPPF; the definition of Schedule 1 and Schedule 2 developments set out within the EIA Regulations; and developments that do not fall into the above but have notable implications due to location or scale.

- 5.12 The list of Cumulative Projects identified for appraisal is outlined in **Section 7**.
- 5.13 At present, there is no widely accepted methodology or best practice for the assessment of cumulative effects (especially at the EIA Screening stage). Therefore, in order to determine the likelihood of possible in-combination effects, a high-level appraisal has been completed, the result of which is set out in **Section 7**.
- 5.14 The appraisal identifies the potential for in-combination effects using receptors categories, defined by the 'factors' categories⁴⁹ outlined in Regulation 4, Paragraph 2 (expanded on in Schedule 4, Paragraph 4) of the EIA Regulations. The appraisal is not a complete in-combination assessment, nor does it define if the in-combination effect(s) is significant; rather it identifies where a potential in-combination effect may be present between the Proposed Scheme and the identified Cumulative Projects. In order for there to be a potential in-combination effect, there needs to be more than one potential effect on the same receptor at the same time.
- 5.15 In **Table 7.2**, where a potential in-combination effect between the Proposed Scheme and an Cumulative Project is considered to be possible this has been identified with (✓). In contrast, where a potential in-combination effect is considered unlikely, this has been identified with a cross (X). Where it is uncertain if a potential in-combination effect is likely, this has been identified with a question mark (?). Where there is a potential in-combination effect (✓) or where there is uncertainty (?) a qualitative appraisal has been undertaken.

⁴⁹ Population, human health, biodiversity, land, soil, water, air, climate, material assets, cultural heritage, and landscape.

6. Appraisal of Likely Environmental Effects

Preliminary Appraisal

- 6.1 Given the nature of the Site and the Proposed Scheme, a number of environmental effects are considered to be unlikely and thus 'not significant' due to an absence of receptors or are not considered relevant to the Proposed Scheme. Such effects and reason for their exclusion from further appraisal are listed below.

Transport and Access

Increased demand on public transport

- 6.2 The Proposed Scheme will result in an increase in population using local public transport. However, as stated in **Section 3**, the Site is served by various bus services along London Road to the south and is within 2km of the nearest train station (Alton). Furthermore, the Proposed Scheme is of a relatively modest scale (as only up to 160 dwellings are proposed) and this is not considered to generate a demand for public transport above existing services or lead to capacity issues. Therefore, this effect is unlikely to be significant.

Changes to pedestrian and cycle movements during operation

- 6.3 Sustainable travel will be encouraged for new residents of the Proposed Scheme. As part of the proposed operational access (as set out in **Section 2**), the Proposed Scheme will provide connections to the existing footpath network (i.e. the nearby PRoWs) to enable future Site users to access/egress the Site via active travel methods and access services and amenities provided within the surrounding areas. Furthermore, pedestrian / cycle improvements are proposed as part of the Proposed Scheme to help shift to more sustainable modes of transport. In addition, the surrounding road network (in particular, London Road) has sufficient space to accommodate both pedestrians with pedestrian paths already provided alongside the road and the Proposed Scheme will result in an improvement in this provision. Therefore, this effect is unlikely to be significant.

Air Quality

Disturbance from dust and particulate matter emissions during construction

- 6.4 Such emissions will be short-term and temporary and can be managed through the implementation of a CEMP [**CM1**], inclusive of a Dust Management Plan (DMP) prepared in line with the Institute of Air Quality Management (IAQM) guidance⁵⁰. The DMP will include measures such as providing screening for dust generating activities, covering any material stockpiles, implementation of a wheel washing system, regular site inspections and liaison with the local community. In addition, as set out in **Section 3**, the air quality pollutant concentrations in the area surrounding the Site are well

⁵⁰ Institute of Air Quality Management, (2024). Assessment of dust from demolition and construction V2.2. Available: <https://iaqm.co.uk/wp-content/uploads/2013/02/Construction-Dust-Guidance-Jan-2024.pdf>. [Accessed: 31/12/2024].

below the relevant air quality objectives. Therefore, this effect is unlikely to be significant.

Exposure of new residents to existing poor air quality

6.5 As stated in **Section 3**, the Site is not located within an AQMA, and no AQMAs are located nearby. The estimated background air quality pollutant concentrations at the Site are noted to be well below the annual mean objective for NO₂ (40 µg/m³). In addition, as noted in **Section 3**, the monitoring sites introduced to monitor the increase in traffic in Alton were decommissioned later on due to the downward trend in NO₂ concentrations, therefore showing a downward trend in background air quality pollutant concentrations for the wider area. Therefore, this effect is unlikely to be significant.

Socio-Economics and Human Health

Changes to access to open space

6.6 The Proposed Scheme will lead to the temporary loss of existing open space land (as a part of the Site contains a Play Area). However, the Proposed Scheme will include the re-provision of the existing open space land. In particular, an area of play provision and green open space will be provided in the south-east of the Site, with hard and soft landscaping incorporated, where appropriate. In addition a range of new green/open spaces as part of the design of the Proposed Scheme for use by both future residents and the wider community, connecting to the wider existing network of formal and informal routes and PRowS. Therefore, this effect is unlikely to be significant.

Expenditure by new residents in the local economy

6.7 New residents of the Proposed Scheme will spend money in the local economy. Whilst up to 160 homes are proposed, which will result in a benefit to the local economy, such as modest number of homes are unlikely to result in a significant effect in the local economy. In addition, other uses (such as the provision of the Hub) are included as part of the Proposed Scheme which will help supplement the local economy, but will not be of a sufficient scale to have a likely significant effect. Therefore, this effect is unlikely to be significant.

Changes to economic productivity and creation of additional jobs

6.8 During construction, there may be beneficial effects from the creation of temporary jobs and changes in economic productivity as a result of the Proposed Scheme, however the appointed contractor is unlikely to need to take on significant additional staff in order to complete the works, nor will the activities result in a noticeable induced effect on the local community, therefore such beneficial effects are unlikely to be significant. Additionally, whilst the Proposed Scheme will not give rise to jobs (given its residential nature), as noted in **Section 2**, the Proposed Scheme will also include a 'hub' which will comprise space for community use which has the potential to create jobs. However, the increase in the number of jobs (due to the proposed community use) is considered to be limited given the modest scale (i.e in the context of EHDC) of the Proposed Scheme. Therefore, this effect is unlikely to be significant.

Community safety

- 6.9 Security measures will be put in place as part of the construction of the Proposed Scheme (in line with the Construction (Design and Management) Regulations 2015) [CM1], including fencing / hoarding and security lighting (where appropriate). Once operational, the Proposed Scheme will incorporate design elements to help 'design out' crime, again minimising the potential for crime and anti-social behaviour, including lighting and natural surveillance from properties. Therefore, this effect is unlikely to be significant.

Biodiversity

Spread of non-native invasive plant species e.g. presence of Japanese knotweed

- 6.10 No invasive species were identified within the Site. Therefore, this effect is unlikely to be significant.

Ground Conditions and Contamination

Exposure/release/accidental migration of contaminants from construction activities

- 6.11 Given the agricultural use of the Site, the Phase 1 Desk Study notes that there is the potential for some on-Site sources of contamination, such as isolated leaves from farm machinery and storage containers, which may have resulted in fuel/lubrication oil contamination (as noted in **Section 3**). In addition, the construction activities on-Site have the potential to cause the mobilisation of existing contaminants or the release of physical and chemical contaminants into surface water. An intrusive ground investigation will be undertaken within the Site to determine the presence, nature and extent of any contamination [GC1]. This will also help fully determine the type and extent of any contamination [GC1]. Nevertheless, the appointed contractor(s) will be required to identify appropriate safe working standards and methodologies during construction works taking account of Construction (Design and Management) Regulations 2015 and guidance within CIRIA C741 (2015) Environmental Good Practice on Site Guide and C670 (2008) Site Health Handbook and Guidance for Pollution Prevention (GPPs), all of which will be included/managed as part of the CEMP [CM1]. Effects in relation to accidental migration / release of existing on-site contamination or contamination can also be controlled through best practice measures, including (where applicable) bunded storage, designated wheel washing areas, screening stockpiles of materials and dampening exposed soils. These measures will be defined within a CEMP [CM1]. Therefore, the effect is unlikely to be significant.

Potential risks associated with unstable ground conditions

- 6.12 In order to understand the foundations for the Proposed Scheme, further intrusive ground investigations will be undertaken to determine the depth of, and condition of the underlying natural subsoils and bedrock and confirm a suitable foundation bearing horizon [GC1]. All necessary groundworks will be implemented in order to provide suitable development platforms (i.e. removal of any compressible / unstable ground encountered, appropriate foundation typology or shoring of ground) during enabling works and / or construction, in line with relevant standards and building regulations including CIRIA Report C572: Treated ground engineering properties and performance, British Research Establishment (BRE) document FB75: Building on Fill Geotechnical Aspects and British Standard 6031:2009: Code of Practice for Earthworks [CM1].

Therefore, potential risks associated with unstable ground conditions is considered unlikely to be significant.

Exposure to ground gas

6.13 During construction, workers could be exposed to ground gases and vapours that may be present in the ground beneath the Site. Whilst the Phase 1 Report has confirmed that there is a low risk from ground gases at the Site, relevant measures will be implemented (if required), including the use of Personal Protective Equipment (PPE)/Respiratory Protective Equipment (RPE) as part of a CEMP [CM1]. With respect to radon levels, the Site is located in an area with an elevated potential for radon (as noted in **Section 3**). Basic radon protection measures will be necessary for the Site and these measures will be implemented in line with standard guidance e.g. BR211 Radon: Guidance on protective measures for new buildings (2023 Edition)⁵¹ [GC2]. Therefore, this effect is unlikely to be significant.

Water Environment

Changes to groundwater recharge

6.14 The Proposed Scheme is not of a scale whereby it would significantly influence the recharge of groundwater sources locally. Therefore, this effect is unlikely to be significant.

Risk of flooding from rivers, sewers, groundwater, reservoirs, and tidal sources

6.15 As stated in **Section 3**, the Site is located within Flood Zone 1 (low probability of flooding), and is also not located within an area that is tidally influenced nor is at a risk of sewer, groundwater or reservoir flooding. As such, effects are not considered to be significant.

Changes to surface water flows and increase in flooding during construction

6.16 As described in **Section 3**, no waterbodies are located within the Site. The Site is located within Flood Zone 1 (i.e. low probability flooding) with the majority of the Site is also at very low risk of surface water flooding, with areas to the south along London Road at low risk. Nevertheless, a temporary drainage system [CM1] will be installed during construction to manage the surface water until the operational drainage strategy [WE1] has been completed/implemented. In addition, appropriate measures will be implemented as part of a CEMP [CM1] in line with relevant standards and guidance, including British Standard 8582:2013 – Code of practice for surface water management for development sites⁵² and CIRIA C532⁵³. Therefore, this effect is unlikely to be significant.

Increased demand on foul water network

⁵¹ BRE (2023). Radon: Guidance on protective measures for new buildings (including supplementary advice for extensions, conversions and refurbishment projects) 2023 edition. Available at: <https://bregroup.com/store/bookshop/radon-guidance-on-protective-measures-for-new-buildings-2023-edition>

⁵² British Standard 8582:2013 – Code of practice for surface water management for development sites.

⁵³ CIRIA (2001) C532 Control of water pollution from construction sites. Guidance for consultants and contractors.

- 6.17 The Proposed Scheme will connect to the existing foul water sewer network in London Road. Given the modest scale of the Proposed Scheme, there is unlikely to be a substantial increase above the requirement for foul water infrastructure in the area. Therefore, this effect is unlikely to be significant.

Increased demand for potable water

- 6.18 The Proposed Scheme will result in the increased demand for potable water. Processes during the construction stage of the Proposed Scheme, which may require water supply, include sanitary facilities for workers and water supply for wheel washing and washing down of construction areas. However, the increased demand will only be short-term and temporary. The operation of the Proposed Scheme will also result in the increased demand for potable water due to an increase in future Site users (e.g. residents and visitors). However, due to the modest scale of the Proposed Scheme, the increase in the number of people on-site is not considered likely to result in a substantial increase above the existing levels of potable water usage in the area. Therefore, this effect is unlikely to be significant.

Agricultural Land

Loss of agricultural land

- 6.19 As noted in **Section 3**, the Site is classified as Grade 2 agricultural land ('very good quality'), which is considered 'Best and Most Versatile' (BMV) agricultural land. However, the area to be lost is approximately 16 ha, which is below the 20ha threshold that triggers consultation with Natural England (as noted in Natural England's Technical Information Note TIN049⁵⁴). Therefore, this effect is unlikely to be significant.

Damage/compaction of soils

- 6.20 To minimise the loss or degradation of soil on-site due to construction stage activities, it is assumed a Soil Management Plan will be in place (which will be managed as part of the CEMP [CM1]). This will ensure the re-use of soils on-site, where feasible, as well as the provision of protection for in-situ subsoils to be retained from compaction damage and methods for stripping, stockpiling, re-spreading and improving soils. Therefore, this effect is unlikely to be significant.

Artificial Lighting

Disturbance associated with light spill/glare during construction

- 6.21 Artificial lighting will be required during construction to provide a safe working environment. Although new lighting will alter the lighting environment on-site, the change is not considered to result in a substantial change in the lighting environment experienced by nearby receptors given the existing lighting. Measures will be implemented as part of the CEMP [CM1] to avoid unnecessary light spill outside of the construction areas, such as switching off lighting when not required and use of light shields/baffles to control upward light. Therefore, this effect is unlikely to be significant.

⁵⁴ Natural England (2012) Agricultural Land Classification: protecting the best and most versatile agricultural land. Technical Information Note TIN049.

Disturbance associated with light spill/glare during operation

6.22 The Proposed Scheme will introduce lighting, associated with the Site accesses and internal roads within the Site. Although new lighting will alter the lighting environment on-site, the change is not considered to result in a substantial change in the lighting environment experienced by nearby receptors, given the existing lighting as well as the retention / improvement of vegetation and the use of green infrastructure that will provide screening. The permanent lighting installations will be designed and installed in line with relevant standards and guidance [AL1]. Therefore, this effect is unlikely to be significant.

Increase in sky glow

6.23 The Proposed Scheme is for up to 160 dwellings and will form an extension to the village of Holybourne. Therefore, considering its scale and commitment to the relevant design standards and guidance [AL1], nature and location, it is not considered there will be significant increase in the level of sky glow.

Climate Change

Release of GHG emission through embodied carbon, construction activities/plant/traffic

6.24 The exact emissions from construction is unclear without full knowledge of materials, their origins and machinery/plant being used as well as the origin/destination of construction vehicles. Possible emissions can be mitigated through careful sourcing of construction materials to reduce associated GHG emissions as well as direct emission reducing practices on-site. Such measures will be detailed within the CEMP [CM1]. In addition, given the modest scale of the Proposed Scheme, such emissions are likely to be modest in the context of local, national and construction sector targets/carbon budgets. Therefore, this effect is unlikely to be significant.

Release of emissions during operation

6.25 Operational GHG emissions are likely as a result of energy used for heating/cooling, lighting, etc., as well as traffic movements to/from the Site. The Proposed Scheme is all-electric and the proposed residential dwellings will be required to meet specific standards covered within Building Regulations, which are focused on the conservation of fuel and power in order to improve building efficiency (and therefore require less energy and generate less indirect GHG emissions) [CC1]. In addition given the modest scale of the Proposed Scheme such emissions are likely to be modest in the context of local, national and residential sector targets/carbon budgets. Therefore, this effect is unlikely to be significant.

Climate change resilience

6.26 The impacts of a changing climate on the Proposed Scheme (e.g. overheating) are largely dealt with by Building Regulations and appropriate design of the Proposed Scheme [CC1]. In addition, the proposed surface water drainage system [WE1] will be designed in line with national policy requirements/guidelines to accommodate an appropriate climate change allowance of 45% for the more extreme rainfall event of a 1:100 year storm event. Therefore, this effect is unlikely to be significant.

Waste and Resources

Construction waste

6.27 There is no requirement for demolition as part of the Proposed Scheme. Existing play equipment, present within the existing Play Area within the Site, will be taken down and relocated, with the potential for reuse/repurpose on-site, where possible. Whilst there will be earthworks, it is assumed that a broad cut and fill balance will be achieved. General construction waste can occur from a number of sources, including over ordering of construction materials, accidental damage of materials during transit/movement and more general construction waste (i.e. material off-cuts, packaging, etc.). However, it is assumed that the appointed contractor(s) will manage such waste in line with The Waste (England and Wales) Regulations 2011⁵⁵ and adoption of best practice to minimise waste that will be documented in a Site Waste Management Strategy that forms part of the CEMP [CM1]. Therefore, this effect is unlikely to be significant.

Operational waste

6.28 The residential use proposed will generate waste during operation, albeit this is not considered to be a substantial volume given the scale of the Proposed Scheme (i.e. up to 160 dwellings). Appropriate waste storage facilities will be provided and refuse collection will be in accordance with EHDC requirements [WR1]. Therefore, this effect is unlikely to be significant.

Resource use during construction

6.29 The Proposed Scheme will require a quantity of steel, aggregate, cement, concrete, bitumen, wood and plastic. However, this is unlikely to substantially deplete the availability of non-renewable resources and affect the national demand for materials given the scale of the Proposed Scheme. However, measures to reduce material resource use will be implemented throughout the design process including a reduction in the material requirements in the design itself and an increase in the use of recycled materials and materials with a high proportion of recycled content [CM1]. Therefore, this effect is unlikely to be significant.

Resource use during operation

6.30 It is anticipated that maintenance work (i.e. building maintenance) would be infrequent and the required material volumes will be small, given the scale of the Proposed Scheme. Therefore, this effect is unlikely to be significant.

Daylight, Sunlight and Overshadowing

Changes to existing daylight and sunlight hours and levels of shadowing

6.31 The maximum height of the Proposed Scheme (2.5 storeys) is not considered to be a scale to reduce the level of daylight / sunlight of any surrounding receptors. Therefore, this effect is unlikely to be significant.

⁵⁵ The Waste (England and Wales) Regulations 2011 No. 988.

Wind Microclimate

Changes to the existing wind microclimate conditions

6.32 The maximum height of the Proposed Scheme (2.5 storeys) is not considered to be a scale to increase wind microclimate to unacceptable conditions for surrounding receptors. Therefore, this effect is unlikely to be significant.

Major Accidents and / or Disasters

Major accidents on the local road network

6.33 The management of the road network and the enforcement of stringent safety standards reduce the risk, both in terms of the frequency and likelihood to a low level. In addition, the Proposed Scheme will deliver new pedestrian connections (as outlined in **Section 2**). As such, pedestrian safety is considered to be well defined and controlled in line with standard highways requirements.

A major accident as a result of fire

6.34 All construction works will be undertaken in line with relevant guidance, such as Fire Prevention on Construction Sites: Joint Code of Practice⁵⁶ [**CM1**]. During operation, the design of the proposed buildings will be in accordance with all relevant Building Regulations; BS9991 and BS9999⁵⁷ to reduce the risk of fire [**MD1**]. As such, effects are unlikely to be significant

Major accidents associated with utility strikes

6.35 Whilst there are utilities (i.e overhead power lines) in the west of the Site, as noted in **Section 3**, these are anticipated to be undergrounded. All works will be undertaken in accordance with relevant legislation, standards and guidance as part of a CEMP [**CM1**]. Therefore, this effect is unlikely to be significant.

Major accidents associated with COMAH sites or major hazard sites / pipelines

6.36 The Site is not noted to have any HSE consultation zones are located associated with major accident hazard pipelines. In addition, no COMAH sites are located within a 3-mile radius. Therefore, this effect is unlikely to be significant.

Major accidents caused by ground subsidence and associated structural/building collapse

6.37 As part of the CEMP [**CM1**], good practice working measures and emergency measures will be put in place in accordance with the Construction (Design and Management) Regulations 2015. All earthworks and foundation design will be in accordance with relevant industry guidance, including but not limited to CIRIA C572: Treated ground engineering properties and performance⁵⁸ and British Standard 6031:2009: Code of Practice for Earthworks⁵⁹. Therefore, this effect is unlikely to be significant.

⁵⁶ RISC Authority and The Fire Protection Association (2022) Fire Prevention on Construction Sites: The Joint Code of Practice on the Protection from Fire of Construction Sites and Buildings Undergoing Renovation (10th Edition).

⁵⁷ BS 9991:2015 Fire safety in the design, management and use of residential buildings and BS 9999: Code of practice for fire safety in the design, management and use of buildings

⁵⁸ CIRIA (2002) Treated ground engineering properties and performance (C572).

⁵⁹ British Standard 6031:2009: Code of Practice for Earthworks.

Natural Disasters

6.38 The probability, frequency and likelihood of natural disasters arising from climatic occurrences (i.e. hurricanes) are considered to be very low due to the natural climatic condition of the UK within the global climate system. Specific geological events (i.e. earthquakes, tsunamis, volcanic incidents, etc.) are also considered to be very low due to the general absence of required geological conditions (i.e. area of tectonic plate interaction) within or in proximity to the UK. Although earthquakes have occurred within the UK, the magnitude of such events has generally been low. Therefore, this effect is unlikely to be significant.

Major accidents associated with Unexploded Ordnance (UXO)

6.39 As stated in **Section 3**, UXO Mapping notes that the Site has a 'low' UXO bomb risk. Therefore, this effect is unlikely to be significant.

Table 6.1: Appraisal of Likely Effects

*C = Construction; O = Operational

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
Transport and Access			
C	Changes to traffic flows on the local road network as a result of construction traffic	Drivers, pedestrians and cyclists	<p>The construction of the Proposed Scheme will lead to a temporary increase of approximately 10 HGV movements per day on London Road. When compared to the thresholds set out in the IEMA Guidance⁶⁰ this is not considered to be a significant increase.</p> <p>In order to reduce adverse impacts associated with construction traffic, the CEMP will include a Construction Traffic Management Plan (CTMP) [CM1] that will be prepared in line with best practice guidelines. Specifically, the CTMP will set out the following:</p> <ul style="list-style-type: none"> • Proposed routing for all construction related traffic; • Management of all construction related traffic, including details of HGV Booking/management systems; • Delivery of large, oversized plant/machinery to the Site will take place outside of peak highway hours (where possible); and • Vehicular parking, within the Site. <p>With the adoption of the identified best practice measures above in conjunction with the expected relatively low levels of construction traffic, effects are considered unlikely to be significant.</p>
O	Changes to traffic flows on the local road network as a result of operational traffic	Drivers, pedestrians and cyclists	The operational stage will result in additional long-term and permanent increases in traffic flows on the local road network.

⁶⁰ Threshold set out in IEMA’s Environmental Assessment of Traffic and Movement (2023).

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			<p>The Proposed Scheme is anticipated to generate approximately 704 Annual Average Daily Traffic Movements (AADT) car driver trips during its operation, with 570 trips (of the total 704 AADT trips) heading south on London Road and 134nos. heading north on London Road⁶¹.</p> <p>In a 2029 (anticipated completion year) + Proposed Scheme and cumulative projects scenario, the road that will experience the highest increase is London Road, given the main Site access is on this route. Beyond this route, the traffic will disperse across the local road network. It was calculated that in the context of existing background flows, such flows are anticipated to be limited and less than the thresholds as set by IEMA Guidelines for the Environmental Assessment of Traffic and Movement⁶². The Project's Transport Consultant has confirmed that whilst there is one link (London Road) where the traffic impact would be 30% in the vicinity of the Site access, this decreases to 23% further down London Road (vicinity of Holybourne Shops) with the percentage likely to decrease further by the schools (circa 18%).</p> <p>. As such, it is considered that the impacts of operational traffic on severance, driver delay, pedestrian delay, pedestrian amenity, fear and intimidation and accidents and safety would not be significant.</p> <p>In addition, a Travel Plan [TA1] will be produced which will set out measures to encourage public modes of transport as well as sustainable modes of travel such as walking and cycling, with the intention of reducing the reliance of future residents on private car use and minimising the impact of the Proposed Scheme on the highway network.</p> <p>Given the above, effects related to change to traffic flows on the local road network as a result of operational traffic are considered unlikely to be significant.</p>

⁶¹ Calculated using the AADT data received from the Project's Transport Consultant.

⁶² IEMA (2023). Environmental Assessment of Traffic and Movement. Available online: IEMA-REPORT-Environmental-Assessment-of-Traffic-and-Movement-Rev07.pdf [Accessed 28/12/2024]. The IEMA Guidelines set out rules for determining when highway links within the study area should be considered for detailed assessment:

- Rule 1 Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%); and
- Rule 2 Include highway links of high sensitivity where traffic flows have increased by 10% or more.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
Air Quality			
C	Changes in air quality pollutant concentrations due to exhaust emissions from construction traffic generated by the Proposed Scheme	Residential Properties Ecological sites	<p>The Proposed Scheme will result in additional vehicular traffic movements to and from the Site, which in turn has the potential to increase pollutant concentrations (NO₂, PM₁₀ and PM_{2.5}) associated with exhaust emissions, especially Heavy Good Vehicles (HGVs). However, construction will not result in significant additional / changes to traffic flows on the surrounding road network given the modest scale of the Proposed Scheme. The changes in number of vehicles are likely to be well below the relevant criteria (i.e. 100 Heavy Duty Vehicles (HDV) Annual Average Daily Traffic (AADT) movements and 500 Light Duty Vehicles (LDVs) AADT movements) outlined in the Environmental Protection UK and IAQM guidance⁶³. In addition, as set out in Section 3, the air quality pollutant concentrations in the area surrounding the Site are well below the relevant air quality objectives.</p> <p>Furthermore, as part of the CEMP, best practice measures will be set out in accordance with relevant guidance⁶⁴ [CM1] in order to reduce vehicle emissions on-site (i.e. no idling vehicles).</p> <p>Therefore, given the above and with best practice measures in place, exposure to elevated pollutant concentrations from construction vehicle emissions are unlikely to be significant.</p>
O	Changes in air quality pollutant concentrations due to exhaust emissions from operational traffic generated by the Proposed Scheme	Residential Properties Ecological sites	<p>The Proposed Scheme will result in additional vehicular traffic movements to and from the Site, which in turn has the potential to result in an increase in pollutant concentrations (nitrogen oxides (NO_x), NO₂, and PM₁₀) from exhaust emissions. However, as described above under 'Transport and Access', traffic generation from the Proposed Scheme is not expected to be significant.</p> <p>As set out in Section 3, the existing pollutant concentrations at and in the vicinity of the Site are well below the air quality objective levels. Whilst the additional traffic generated by the Proposed Scheme may increase the overall concentrations on-site/on the road network, given the existing conditions and</p>

⁶³ IAQM and EPUK (2017) Land-Use Planning & Development Control: Planning for Air Quality. Available: <https://iaqm.co.uk/guidance/> [Accessed: 16/11/2024].

⁶⁴ IAQM (2024) Guidance on the Assessment of Dust from Demolition and Construction.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			<p>the relatively modest scale of the Proposed Scheme, changes in pollutant concentrations are unlikely to cause an exceedance of the air quality objective levels at nearby sensitive receptors.</p> <p>As a result, changes in pollutant concentrations due to exhaust emission from traffic generated by the Proposed Scheme are considered unlikely to be significant.</p>
Noise and Vibration			
C	Disturbance from noise and vibration generated by temporary on-site construction activities	Local Community	<p>During construction, noise will be generated by activities which has the potential to have a temporary effect on surrounding receptors. Vibration may also be generated from certain activities on-site (e.g. construction plant, tools, etc). Construction noise and vibration can generally be controlled by measures included as part of the CEMP [CM1] through adherence to Best Practicable Means and methods set out in BS5228:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites⁶⁵.</p> <p>Therefore, noise generated by temporary on-site construction activities is unlikely to be significant.</p>
C	Nuisance and disturbance due to noise generated by construction traffic	Local community	<p>Noise will be generated by construction traffic movements on the local road network which has the potential to impact surrounding receptors. However, it is unlikely the temporary increase in traffic (10 HGV movements per day) would exceed the generally applied above 25% threshold⁶⁶ used to define the instance a notable change in noise levels is perceived by a receptor (1dB)). As such, it is unlikely that the additional noise generated by construction traffic movements will lead to a significant increase above the existing noise levels.</p>
O	Changes to noise environment as a result of traffic generated by the	Local community	<p>During operation, the Proposed Scheme will lead to an additional 704 AADT which has the potential to increase the level of noise experienced from nearby residential receptors. Whilst this represents an increase in traffic currently observed on the Site access road (from London Road), it is likely that the increase of traffic of this volume is not anticipated to represent a noticeable overall change in road</p>

⁶⁵ BSI (2014). Code of practice for noise and vibration control on construction and open sites – Part 1: Noise. BS 5228-1:2009+A1:2014

⁶⁶ Which equates to 1 dB change (barely perceptible) where the noise environment is dominated by road traffic.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
	Proposed Scheme during operation		<p>traffic noise levels due to the already existing high levels of traffic movements on the surrounding road network.</p> <p>Therefore, noise generated by the operational traffic is unlikely to cause a significant increase in noise levels experienced at existing receptors.</p>
O	Disturbance due to noise generated by existing off-site sources	Future users of the Site	<p>The Proposed Scheme includes residential uses that are susceptible to noise generated by off-site sources, in particular traffic (mainly along London Road). However, London Road to the south of the Site is considered to be sufficiently distanced from the proposed dwellings, with existing built form / development located along the length of London Road. The Noise Assessment⁶⁷ prepared in support of the Application notes that the proposed development area is set back from London Road and the A31 with dwellings closest to the roads oriented to face towards the roads, which will ensure noise levels in outdoor amenity spaces are suitable.</p> <p>In addition, the Noise Assessment has noted a number of noise mitigation measures, such that due consideration of internal amenity will also be undertaken at detailed design for future residents [NV1]. This includes the following recommendations:</p> <ul style="list-style-type: none"> • The external wall construction to all proposed dwellings will be designed and specified to achieve a minimum sound insulation performance of 50dB Rw. This performance is readily achieved from cavity masonry constructions. If lightweight constructions are to be used, the sound insulation performance will be verified by the manufacturer to ensure a minimum value of 50dB Rw is achieved; • It is anticipated that standard thermal double glazing with a minimum Rw of 30dB and standard trickle vents with a minimum Dn,e,w of 32dB will allow acceptable internal noise levels to be achieved in the vast majority of habitable rooms of the proposed dwellings; • For the houses closest to London road and the A31, sound attenuated trickle vents with a minimum Dn,e,w of 36dB may be required in bedrooms with line of sight to London Road; and

⁶⁷ 24 Acoustics Ltd (2024.). Noise Assessment. Land North Of London Road, Holybourne, Alton. December 2024.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			<ul style="list-style-type: none"> Ventilators will need to meet the requirements of Part F of the Building Regulations. <p>With respect to the proposed community space (the 'Hub'), whilst no details are available at this time, the design of this space will be such that that any noise from plant / operation of this facility will be assessed in accordance with all relevant legislation / guidance and mitigation measures will be included to ensure no adverse impact on the proposed residential properties [NV1].</p> <p>With such measures in place, disturbance of residents due to noise generated by existing off-site sources is considered unlikely to be significant.</p>

Socio-Economics and Human Health

O	Increased demand for schools	Educational facilities, GP surgeries, dentists	<p>The Proposed Scheme, which includes up to 160 dwellings, will result in an increase to the immediate local population given the provision of new housing. The increase in population could increase demand on local education services, depending on the demographics of the residential properties, however, this is considered to be limited given the number of dwellings proposed. As noted in Section 3, a number of primary and secondary schools are noted to have sufficient capacity for new students. As such, any increased demand for education provision is not considered to be significant.</p> <p>Should it be deemed that there is a requirement for the Proposed Scheme to contribute towards local education facilities by way of a financial contribution, this would be discussed and appropriately managed with EHDC [SE2].</p>
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O	Increased demand for primary healthcare facilities	Educational facilities, GP surgeries, dentists	<p>The Proposed Scheme will lead to an increase in the population, which could increase the demand on local healthcare services. However, as mentioned in Section 3, it was identified that all practices within 2km of the Site are accepting new patients. As such, increased demand for healthcare infrastructure is not considered to be significant.</p> <p>Nevertheless, should it be deemed that there is a requirement for the Proposed Scheme to contribute towards local healthcare provisions by way of a financial contribution, this would be discussed and appropriately managed with EHDC [SE2].</p>
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Biodiversity

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
C/O	Impacts to designated ecological sites	Designated ecological sites	<p>Section 3 outlines the designated ecological sites within 5km of the Site. Due to the distance between the Site and the ecological designations noted in Section 3 (>1km) and the standard protocols (e.g. adherence to Guidelines for Pollution Prevention (GPP)) defined as part of the CEMP [CM1], there is unlikely to be any land-take or direct disturbance associated with dust, noise, vibration or lighting on the designations during construction or operation.</p> <p>As noted in Section 3, a number of Ancient Woodlands are located in proximity to the Site (within 1km) and during construction, works could result in disturbance and/or pollution to the habitats within the woodland areas. However, appropriate pollution control measures will be implemented as part of a CEMP [CM1], including cleaning of all machinery and equipment before use on-site to prevent contamination. Appropriate protective measures (i.e. protective fencing or construction exclusion areas) and pollution prevention (as above) will also be put in place prior to works commencing to ensure no damage occurs to habitats [CM1]. In addition, an operational surface water drainage strategy [WE1] will be implemented on-site, attenuating run off from the Site to greenfield run-off rates and incorporating the use of SuDS, which will provide treatment, preventing contamination.</p> <p>There is also the potential for the Proposed Scheme to impact upon the nearby designated sites indirectly through recreational pressure given its residential nature. Given the distance of the designated sites from the Site in addition to the number of open spaces/green spaces for public use located nearby, the additional population within the Proposed Scheme is unlikely to significantly increase the level of recreational pressure on nearby ecological sites nearby. In addition, areas of public green/open/play space, and pedestrian routes are included within the proposed Site layout will help to reduce the potential additional recreational pressure on other designated sites as a result of the Proposed Scheme.</p> <p>Air quality from construction activities are unlikely to cause any significant impacts on these sites with the implementation of CEMP measures [CM1]. With regard to the impact of development-generated road traffic impacts at identified ecological designations, it is unlikely that the screening thresholds set out in Natural England and Design Manual for Roads and Bridges guidance would be exceeded due to</p>

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			<p>the distance of the designations from the Site and the dispersion of traffic levels, and therefore additional emissions, from the Site throughout the local transport network.</p> <p>Given the above, impacts to designated ecological sites as a result of construction activities/during operation are considered unlikely to be significant.</p>
C/O	Change to / damage of valuable / notable habitats	Habitats within and adjacent to the Site	<p>As outlined in Section 3, the Site is primarily dominated by arable habitats with an unmanaged grassland field in the southwest. Hedgerow habitats also bound and cut through the Site.</p> <p>Where appropriate, vegetation located within the Site and off-site will also be adequately protected in accordance with British Standard 5837 [CM1]. Root Protection Areas (RPAs) will be established and implemented around the retained trees and hedgerows/for off-site vegetation and these areas will be adequately protected by appropriately designed protective barriers and ground protection [CM1]. Alongside the retention of trees/hedgerows where possible, measures will be included such as the retention/protection of the good-quality mature trees, the use of ecological enhancements to help facilitate wildlife movement whilst maintaining habitat connectivity, the provision of linkages between the existing off-site woodlands with the help of further planting and utilising vegetation and the incorporation of native, species-rich tree and hedgerow planting to create new, replace or supplement existing poor quality boundary treatments of the Site [LV1]. The new tree and hedgerow planting would have wildlife supporting properties for foraging and nesting and will predominantly utilise native species of local provenance.</p> <p>Therefore, damage or degradation to ecological habitats within and in proximity to the Site are considered unlikely to be significant.</p>
C/O	Direct loss / disturbance to protected species / notable species and the indirect impacts on their supporting habitat	Bats Dormouse Birds	<p>The construction of the Proposed Scheme has the potential to lead to the direct loss and disturbance of protected species that currently inhabit and/or utilise the Site.</p> <p>Appropriate measures for the species listed are expected to be implemented during construction works / operation (as set out within the Ecology Summary report prepared in support of the Application), such as:</p> <p>Dormouse</p>

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			<p>Records of dormouse were noted within the Site, in addition to a dormouse nests recorded at various locations across the Site. Due to the presence of dormouse on-site, a dormouse licence will need to be obtained prior to any work on habitats which can support the species [CM1]. In addition, works to the majority of the key ecological habitats (hedgerows and woodland) should be avoided where possible by retaining, protecting and enhancing the habitats.</p> <p>During operation, connective habitat corridors for dormouse (to maintain connectivity to woodland parcels in the wider surroundings) will be retained and a landscape buffer and tree planting will be provided along the northern boundary of the Site as part of the Site-wide Landscape Strategy [LV1], together with a sensitive lighting strategy [BD1].</p> <p>With these measures in place, there are unlikely to be impacts on dormouse.</p> <p>Bats</p> <p>There are suitable habitats on-site for bats to roost as well as commute/forage, including trees, and hedgerows. If bat roosts are identified to be present, then in order to avoid the risk of offences and to proceed with the development lawfully, an European Protected Species (EPS) development licence from Natural England will be required, supported by an appropriate scheme of mitigation [CM1].</p> <p>To compensate for the loss of suitable habitats, a dark buffer to the key commuting corridors for bats, notably at the east boundary [BD1]. In addition, enhancement measures and habitat creation, and a sensitive lighting strategy will also be implemented as part of the design of the Proposed Scheme.</p> <p>With these measures in place, there are unlikely to be impacts on bats.</p> <p>Birds</p> <p>There are a number of habitats on-site, that could support breeding birds.</p> <p>Vegetation removal (including enabling works) and arboricultural works are to take place outside of the breeding bird season and should not be undertaken from March to August inclusive. However, if this might not be possible, the bird surveys noted above should be conducted by a suitably experienced ecologist prior to the start of works on-site or an ecological clerk of works appointed [CM1].</p>

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			<p>In addition, replacement habitat will be incorporated for foraging and nesting birds by incorporating tree, shrub or scrub planting as part of the landscaping proposals [BD1].</p> <p>With these measures in place, there are unlikely to be impacts on birds.</p> <p>General measures</p> <p>In addition to the above measures, the design of the Proposed Scheme’s layout has taken into consideration the biodiversity baseline and will therefore ensure that any potential impacts on important features of nature conservation have been avoided or mitigated, and to maximise opportunities for ecological enhancements.</p> <p>Key aspects to be considered [BD1] include:</p> <ul style="list-style-type: none"> • Canopy bridges, hop-over for any gaps created in hedgerows; • Species specific habitat creation, and enhancements; • Bat and bird boxes will be installed on suitably mature trees and integrated into new buildings (where appropriate); • Native street tree and hedgerow planting throughout the Proposed Scheme; and • Design of SuDs to provide opportunities for biodiversity. <p>Given the above, direct loss/disturbance to protected species/notable species is considered unlikely to be significant.</p>
Water Environment and Flood Risk			
O	Changes in surface water flood risk	Future site users Existing residential properties Other neighbouring premises	<p>As described in Section 3, the Site is located within Flood Zone 1. A vast majority of land is also classed as being at a very low risk of surface water flooding, with a low risk at only localised areas near to London Road to the south within the Site. In addition, the Site is noted to unlikely be at risk of flooding from reservoirs. Groundwater monitoring and investigation has been undertaken on-site which has confirmed there is no risk of groundwater flooding.</p> <p>The Proposed Scheme will lead to an increase in the impermeable area (from hardstanding associated with the dwellings and roads) across the Site, which is currently greenfield land. This has the potential</p>

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
<p>to increase surface water flows and flooding. As noted in Section 2, the Proposed Scheme will include a surface water drainage strategy [WE1] which will attenuate run-off from the Site to greenfield rates. A climate change allowance of 45% will be allowed for in the design for the more extreme rainfall event of a 1:100 year storm event.</p> <p>Given the above, changes in flood risk are not considered to be significant.</p>			
<p>Archaeology</p>			
C	Loss/disturbance to below ground heritage assets	Unknown below ground heritage assets	<p>As stated in Section 3, the ‘Cuckoo’s Corner Roman Site, Neatham’ Scheduled Monument is located at the south-eastern area of the Site, which represents an extensive Roman settlement that lies mainly within the sports pitch as well as extending into arable fields to the north and west. An initial archaeological evaluation was undertaken at the south of the Site to understand the potential and significance of any archaeological remains, and inform how these remains relate to the Scheduled Monument. In addition, Historic England were also consulted with on the progress of the works and its results.</p> <p>The results of the trenching retrieved at the time is consistent with human occupation of the Site in the Neolithic and Romano-British periods, which was also noted during previous archaeological investigations. This evidence is noted to be of medium to high significance⁶⁸. Findings during the archaeological evaluation and trenching works includes ditches, pottery assemblages, flint, animal bone, shells, etc. The Historic Environment Desk-Based Assessment (HEDBA) prepared in support of the Application notes that the geophysical survey of the southern part of the Site (in 2020) has also found evidence of a Roman road to Silchester continuing north of the Scheduled Monument in the eastern part of the Site. The HER records a scatter of Roman material in the north-eastern part of the Site (suggested to be evidence of a Roman building close to the alignment of the Roman road to Silchester). Therefore, it is considered that the Site has a known potential to contain buried remains from the Roman period, both within the Scheduled Monument in the south-eastern corner of the Site, as well as</p>

⁶⁸ As this has potential to contribute information to the understanding of the Site and at a wider regional level, due to the possible (to be confirmed by direct radiocarbon dating) of cereal grains of a Neolithic chronology.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			<p>along the eastern boundary, along the route of the Roman road towards Silchester. The HEDBA notes that the <i>'remainder of the Site is likely to have formed part of the rural hinterland surrounding the settlement during this time'</i>, and is considered to have a <i>'low potential for settlement evidence'</i>.</p> <p>The loss of the archaeological remains of local interest can be adequately mitigated by a programme of archaeological works [AR1]. This would comprise an initial phase of archaeological evaluation, to confirm the nature and extent of the remains, followed by archaeological excavation and recording of any remains of interest. This would help with the research potential of the buried remains, and would provide information on the past use of the Site, whilst also providing further understanding of the context of the Scheduled Monument. The research works would also provide a small public benefit and would help with the provision of design features for the Proposed Scheme, such as information boards for public outreach, flyers, etc.</p> <p>In addition, as part of the layout of the Proposed Scheme, no built form is proposed at the area of the Scheduled Monument [LV1], and <i>'would not include the area of the scheduled ancient monument'</i>. In addition, during the construction stage, any temporary structures (e.g., construction hoarding, signage etc) that are within the land designated as / associated with the Scheduled Monument will be provided as above-ground structures with no anchoring penetrating below ground to prevent damaging underground features. This is also true of proposed play equipment during the operational stage. Therefore, impacts on the features on-site associated with the Scheduled Monument (in particular during the construction stage) is limited.</p> <p>Historic England provided a consultation response based on initial proposals (dated 18 October 2024) in which they provided support in principle for the approach to the Proposed Scheme and proposed mitigation, as above. In particular, Historic England concluded that whilst further detail will be needed regarding the specifics of the proposals and potential impacts (for example, through the requirement for Scheduled Monument Consent), in principle they would not be opposed to the creation of proposed walkways and the play area (with any proposed structures being shallow in nature) within the Scheduled Monument and the planting of trees external to its boundary, and would support a sensitive design. Historic England are in support of the archaeological mitigation which will likely take the form of an archaeological evaluation and will require Scheduled Monument Consent. If any</p>

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			<p>significant remains were uncovered during this evaluation, there would be the assumption of preservation in-situ.</p> <p>In addition, as set out in the HEDBA, the setting of the Scheduled Monument is not characterised by visual appreciation, but by the contextual relationship the remains have with the surrounding landscape, including the alignment of the existing roads and field boundaries. In addition, the HEDBA confirms that any effects to these would be minor, and will be mitigated by good design approaches [AR2] – noted below. A Settings Impact Assessment was prepared and issued to Historic England in December 2024 to further inform discussions and to inform the evolving design of the Proposed Scheme. The Settings Impact Assessment concluded that while the Proposed Scheme would result in some less than substantial harm to the monument due to the loss of limited features from its setting, it would also result in a broader set of heritage benefits (summarised below). The benefits, when considered together, would benefit both the fabric of the monument, and its setting by enhancing understanding and appreciation of the significance of the monument.</p> <p>Overall, the Proposed Scheme will include measures [AR2] to benefit the Scheduled Monument, comprising (i.e., enhance the understanding, appreciation and the fabric of the Scheduled Monument):</p> <ul style="list-style-type: none"> • Removing the Scheduled Monument from the risk of ploughing, safeguarding its fabric for the future; • Retaining hedgerows that are aligned with the Roman road system, to retain the legibility of their influence in the landscape; • Improved information about the Scheduled Monument and its context which will flow from the archaeological investigations [AR1] which will be required by condition once consent is granted; and • Provision of information board (within and at various locations around the Site), integrated with a wider wayfinding strategy to provide the local community with an enhanced appreciation of the Scheduled Monument.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
<p>As a result, the significance of the monument would be enhanced. The Proposed Scheme would conserve the significance of the scheduled remains, with any harm clearly outweighed and adequately mitigated by the benefits which would result from the Proposed Scheme.</p> <p>Historic England are also of the view that there is huge potential for the Proposed Scheme to enhance and promote the archaeology of the Site and increase public awareness of the Scheduled Monument through the measures proposed above. Overall, Historic England do not object to the principal of development within the Site. A pre-application response was also received from the Hampshire County Council Archaeologist. They welcome the approach that development will not directly impact the Scheduled Monument and are in agreement that the proposed mitigation will provide a benefit of public knowledge about the archaeology and would endorse the approach to the enhancements of public information, as set out above, and the benefits of this.</p> <p>Whilst the setting of the Scheduled Monument will require the careful consideration/assessment through the above means and the implementation of the above mitigation measures, overall, the loss/disturbance to below ground heritage assets during the construction of the Proposed Scheme is considered unlikely to be significant.</p>			
<p>Built Heritage</p>			
C/O	Direct loss and / or damage to above ground heritage assets	Built heritage assets	As stated in Section 3 , there are a number designated heritage assets within/near to the Site, including some nearby Grade II listed buildings. However, the design of the Proposed Scheme will ensure that open space is proposed at areas in close proximity to these assets, so that sufficient distance will be maintained between these assets and the construction works such that no direct loss / damage will be experienced.
C/O	Change to/loss of setting of built heritage assets	Built heritage assets	<p>During, the works will give rise to a change in the existing character within the Site and therefore is likely to be some change in the setting of heritage assets. The type and effect of such changes will however be short-term and temporary.</p> <p>It is envisaged that temporary fencing / hoarding will be erected around the construction working areas, where necessary [CM1]. This will help to screen low level construction activities. In addition, the</p>

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			<p>adoption of general site tidiness and sensible layout (which will be defined in the CEMP [CM1]), would all help to mitigate adverse changes to the setting of assets.</p> <p>In relation to impacts on the setting of the nearby listed buildings during operation, the HEDBA prepared in support of the Application notes that the Site <i>'forms part of the setting of Holy Rood Church, Manor Farmhouse, Oak Cottage, the lychgate at Holy Rood Church and Howard's Farmhouse and nearby Barn, as well as of the Holybourne Conservation Area.'</i> The Proposed Scheme will also change the setting of the Scheduled Monument (as the Site forms part of the setting of the scheduled remains of the Roman settlement site at Cuckoo's Corner) by preserving landscape elements, such as field boundaries, that reflect the alignment of the earlier settlement activity. This is discussed above in 'Archaeology' - while the Proposed Scheme would result in some less than substantial harm to the monument due to the loss of limited features from its setting, it would also result in a broader set of heritage benefits. The Proposed Scheme would conserve the significance of the scheduled remains, with any harm clearly outweighed and adequately mitigated by the benefits.</p> <p>Regarding Bonham's Farmhouse (Grade II*) listed, which is located just 350m east of the Site, a site visit confirms that the farmhouse screened by mature trees and hedgerows, which combined with the local topography, means that there were no views of the farmhouse from within the Site. The HEDBA confirms that the Proposed Scheme would <i>'not materially affect the setting or significance of this building'</i> and was therefore not assessed further.</p> <p>Impacts on the other heritage assets (largely within the adjacent Holybourne Conservation Area) include effects of:</p> <ul style="list-style-type: none"> • Development activities at the west, which would have the potential to remove the rural context of the setting of the Howard's and Manor Farmhouses; • Development activities at the high ground in the central northern field of the Site, which could affect appreciation of the prominence of Holy Rood Church (noted to be the most prominent building in Holybourne), and affect the setting of Manor Farmhouse; and • The removal of any hedgerows which could affect the legibility of the Roman influence in the landscape, and which forms part of the setting of the scheduled Roman settlement.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			<p>Therefore, the Proposed Scheme will include measures [BH1] to benefit the setting of the nearby listed assets, comprising:</p> <ul style="list-style-type: none"> • Avoiding / limiting development in the westernmost field of the Site, which would preserve the immediate setting of Holy Rood church, Howard’s Farmhouse and the nearby listed barn; • Limiting development activities at the northern-most fields of the Site, which would avoid competing for prominence with the church and also protect the rural setting of Manor Farmhouse; and • Incorporating framed views of the Holy Rood church spire into the design of the Proposed Scheme to protect the prominence of the spire. <p>Given the design and mitigation measures to be included into the design and layout, the Proposed Scheme is not anticipated to impact upon the significance of built heritage assets in the vicinity through changes in setting. Therefore, effects on the above assets (and its setting) are considered to be not significant.</p>

Landscape and Visual			
C	Changes to landscape character/fabric and visual amenity as a result of construction activities / plant / machinery on-site	Landscape character Hampshire County Council Landscape Character Type 3f: Wey Valley Landscape Character Areas (LCA): the East Hampshire Landscape Character	<p>The construction of the Proposed Scheme would result in a change to the prevailing landscape character of the Site and its immediate setting and visual amenity from nearby receptors and those in elevated parts of the surrounding landscape due to the introduction of hoardings / fencing, presence of material stockpiles, movement of plant and other construction vehicles and the progressive construction of a new residential development of a greater scale and activity than general farming.</p> <p>Such activities are likely to result in adverse effects on the identified landscape and visual receptors due to the incomplete nature of buildings during this stage, the presence of construction activities and temporary structures and the increased noise, traffic and dust associated with the works, resulting in an unsettled character to the Site. Given the proximity to sensitive receptors, effects are inevitably to fall within the higher tiers of landscape and visual effects. However, the construction works and activity are short-term and temporary in nature, and will be experienced over a small area, with direct change</p>

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
		Assessment Type 3: Chalk Valley Systems and LCA3a: Northern Wey Valley Road Users Adjacent Residential Dwellings/Groups	<p>to landscape features only occurring at the Site and the general visibility of the construction activity being relatively localised.</p> <p>In addition, the retention of vegetation / habitats / boundary vegetation on-site as part of the Landscape Strategy [LV1] and the protection through appropriate safeguards implemented as part of the CEMP [CM1], will reduce the scale of change.</p> <p>The following measures will also be introduced during the construction stage:</p> <ul style="list-style-type: none"> • Good site housekeeping; and • Installation of hoarding. <p>These measures will be captured as part of a CEMP [CM1] and will reduce changes to the landscape character and views.</p> <p>Given the above, changes to landscape character and visual amenity during construction are considered unlikely to be significant.</p>
O	Changes in landscape character and visual amenity during operation	Landscape character Hampshire County Council Landscape Character Type 3f: Wey Valley Landscape Character Areas (LCA): the East Hampshire Landscape Character Assessment Type 3: Chalk Valley	<p>The operation of the Proposed Scheme would replace the existing agricultural land on-site with built form, i.e., new residential development and related infrastructure/provisions and will therefore have an impact on landscape fabric / character due to the loss of open fields within the Site and its increase urbanising influences in relation to its immediate setting.</p> <p>The Proposed Scheme would result in the loss of a majority of the on-site landscape fabric and a change from the baseline, resulting in an unavoidable and obvious change to the character of the Site itself. The new vehicular access and internal roads throughout the Site would result in some loss of vegetation. However, these direct physical effects would be contained within the Site boundary and the extent of new proposed planting (as part of the Landscape Strategy [LV1]) is considered to offset any reduction in existing vegetation.</p> <p>In addition, there will be a change in views, with built form and infrastructure visible from close range residential and recreational receptors, as well as recreational receptors on elevated land in the surrounding area. Therefore, the most notable changes to visual amenity would be experienced by users of the PRowS as they pass along the Site boundaries. The proposed dwellings / built form as part</p>

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
		Systems and LCA3a: Northern Wey Valley Users of PRow (002 32/2 Footpath and 002 505/1 Footpath at the north; 002 33/3 Footpath and 002 33/1 Footpath to the west; and PRow 002 501/3 Bridleway at the east) Road Users Adjacent Residential Dwellings	<p>of the Proposed Scheme would be set back from the northern extent (in particular to allow for a framed view to the Holy Rood Church spire), with limited / no built form proposed near the eastern boundary (given the location of the Scheduled Monument on-site at the south-eastern corner). The Proposed Scheme will be limited to 2.5 storeys in height and the developed areas / built form will be set back from key Site boundaries (including those with the PRows), with a landscape buffer and tree planting provided along the northern boundary [LV1].</p> <p>Also close to the Site, users of the London Road would experience a change in their views into the Site, however, the intervening built form / residences and existing boundary vegetation along the road will screen views from the south into the Site.</p> <p>The proposed Landscape Strategy [LV1] has been developed to retain and enhance existing features including field boundary vegetation, and would help soften the appearance of the Proposed Scheme, creating an attractive setting, improve connectivity and helping the built form to integrate into the surroundings. This includes measures to retain/protect the good-quality mature trees, the use of ecological enhancements to help facilitate wildlife movement whilst maintaining habitat connectivity, providing linkages between the existing off-site woodlands with the help of further planting and utilising vegetation, and the incorporation of native, species-rich wildflower grassland, scrub and trees within areas of informal green open space. As mentioned above, landscape buffer(s) will also be provided along the Site boundaries (in particular at the north) [LV1].</p> <p>Given the above, changes to landscape character and visual amenity at Year 1 of operation (prior to the full establishment /maturing of the proposed planting [LV1]) are likely to result in localised landscape and visual effects during operation which will be assessed as part of the Landscape and Visual Impact Assessment (LVIA) that will be submitted with the Application and prepared in line with GLVIA methodology⁶⁹. However, as these are localised and in part, an inevitable change due to the change in land use, any adverse effects are considered unlikely to be significant. Similarly, by Year 15 of operation, and accounting for the establishment and maturing of the proposed planting [LV1], all predicted landscape and visual effects would reduce due to the greater integration between built form</p>

⁶⁹ Guidelines for Landscape and Visual Impact Assessment 3rd Edition, 2013 (GLVIA 3).

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			<p>and its landscape setting, the more settled character of the Site and the higher scenic quality from the planting being established. Therefore, given consideration to the overall landscape and visual effects at Year 15, the long-term effects of the Proposed Scheme in operation are not considered to be significant.</p> <p>Given the above, changes to landscape character and visual amenity during operation are considered unlikely to be significant.</p>

7. In-Combination Effect Appraisal

7.1 In line with the methodology set out within **Section 5**, three Cumulative Projects (listed in **Table 7.1** and shown on **Figure 2**) are considered to meet the selection criteria for in-combination effects.

Table 7.1: Cumulative Projects Identified for Appraisal

Ref.	Application Number/Location/Description	Status	Distance/Direction from Site
1	33619/008; Alton Anaerobic Digestion Facility And Waste Transfer Station Gibbs-Palmer Ltd, Farnham Road, Froyle, Alton, GU34 4JB Development of an anaerobic digestion facility and waste transfer station, including partial demolition and reuse of existing buildings and infrastructure at Alton Materials Facility, A31 Alton GU34 4JD.	Approved	882m east
2	49776/004 Land at Lynch Hill, Mill Lane, Alton Outline Application - (Some matters reserved) Development of up to 7ha of employment land (use classes B1a, B1c, B2 and B8) with associated access (submitted for detailed approval) and green infrastructure	Approved	691m south-west
3	25050/059 Molson Coors Brewing Co, Manor Park, Lower Turk Street, Alton, GU34 2PS Full planning application for a mixed-use development and demolition of existing buildings and structures as per the submitted phasing plan. To include the erection of 220 dwellings (including market and affordable housing and 4 wheelchair accessible units for Treloar Collage) 70 bed care and 58 associated assisted living (extra care) units, conversion of Culverton House to 5 apartments (with associated listed building consent), erection of a community centre and associated infrastructure, parking and landscaping including opening up the River Wey corridor (Amended description)	Under construction	2.1km south-west

7.2 In accordance with the approach outlined in **Section 5**, the in-combination appraisal based on the 'factors' identified within the EIA Regulations is provided in **Table 7.2**.

Table 7.2: In-Combination Appraisal

Receptor Category	Cumulative Project		
	1	2	3
Population and Human Health	✓	✓	✓
Biodiversity	✓	✓	✓
Land	X	X	X
Soil	✓	✓	✓
Water	✓	✓	✓
Air	✓	✓	X
Climate	✓	✓	✓
Material Assets	X	X	X
Cultural Heritage	✓	X	X
Landscape	✓	X	X

Key

✓ – indicates a potential in-combination effect

X – indicates where a potential in-combination effect is considered unlikely

? – indicates where there is uncertainty if a potential in-combination effect is likely

- 7.3 As shown in **Table 7.2**, there is the potential for in-combination effects on the population and human health; biodiversity; soil; water; air; climate; cultural heritage and landscape receptor groups.

Population and Human Health

- 7.4 There are potential in-combination interactions between the Proposed Scheme and the Cumulative Projects in relation to the creation of provision of additional employment during construction (Cumulative Projects 1, 2 and 3) and provision of additional housing/the generation of household expenditure during operation (Cumulative Project 3 only). Whilst beneficial, such interactions are considered unlikely to be significant in the context of job creation/housing delivery within EHDC and given the scale of the Proposed Scheme and Cumulative Projects.
- 7.5 There is also potential increased demand on social infrastructure (education services, healthcare facilities, etc.) with Cumulative Project 3 due to its nature (residential-led). However, given the scale of Cumulative Project 3 and the Proposed Scheme, and the available social infrastructure / open space in the local area, such interactions are unlikely to be significant.
- 7.6 During the construction stage, noise and vibration and dust generated by the Proposed Scheme combined with that generated on other construction sites at Cumulative Projects 1, 2 and 3 could lead to effects greater than that experienced at a project level. However, due to the commitment to best practice guidance as part of their

CEMPs at a project level (which are informed by legislation and guidance), in-combination effects are unlikely to be greater than that experienced at a project level.

- 7.7 From a transport perspective, as stated within **Section 6**, modelling included the traffic movements from the Proposed Scheme and all Cumulative Projects that determined no links within the study area would be predicted to see an increase in traffic flows above the 30% threshold set out in IEMA Guidance⁷⁰. In-combination effects are therefore not considered to be significant.

Biodiversity

- 7.8 As identified in **Section 6**, biodiversity effects during construction can be managed and controlled through the adoption of standard best practices measures secured through the submission of a CEMP (or equivalent). It has been assumed that all Cumulative Projects are subject to a CEMP (or equivalent). Therefore, it is likely that the construction environmental effects on protected / notable ecological species would be duly managed.
- 7.9 Once completed, it is assumed that all Cumulative Projects will deliver landscaping, including ecological habitats, as with the Proposed Scheme. This will minimise adverse in-combination interactions on habitats and the long-term management will support protected/notable species.
- 7.10 It is assumed that similar measures to be implemented to minimise impacts on ecological designations (e.g. drainage strategies, sensitive lighting schemes, etc.) will also be undertaken as part of Cumulative Project 1.

Soil

- 7.11 The Proposed Scheme along with the Cumulative Projects could lead to the loss and degradation of soil resources as a result of their construction. However, it is likely a soil management plan will be implemented by each Cumulative Project through a CEMP to minimise the loss or degradation of soil on each Site.

Water

- 7.12 The Proposed Scheme in-combination with other Cumulative Projects could lead to a change in flood risk across a wider area. However, it is assumed that each Cumulative Project will incorporate appropriate drainage strategies to avoid increasing flood risk off-site. Therefore, there is unlikely to be an in-combination effect with respect to flood risk.

Air

- 7.13 Due to the proximity of Cumulative Project 1 to the Site, it is likely that these will lead to an increase in emissions on the local road network associated with construction and operational traffic. Existing baseline conditions of the Site are well below the relevant annual mean NO₂ air quality objective level of 40 µg/m³. In addition, the Air Quality Assessment prepared for Cumulative Project 1 confirms that the development will not have a significant impact on the local air quality. As such, it is unlikely that the in-

⁷⁰ IEMA's Environmental Assessment of Traffic and Movement (2023).

combination effects will lead to an increase in emissions to an extent where this level is exceeded.

Climate

- 7.14 The climatic system is not geographically constrained, and the Proposed Scheme and the Cumulative Projects will result in some level of effect on the climate, even where they are negligible in isolation.
- 7.15 It should be noted that significant effects to these receptors have not been identified in the appraisal of effects from the Proposed Scheme in isolation and each identified project would be required to include its own suitable mitigation, where possible, if adverse effects are anticipated.

Cultural Heritage

- 7.16 Given the location of the Cumulative Projects and the surrounding and intervening distance, undulating topography, infrastructure (both London Road and the A31), development and vegetation, it is considered unlikely that there would be significant in-combination effects on a number of heritage assets. It is not considered that any effects would be greater than that experienced at a project level. Whilst Heritage Assessments were not undertaken for Cumulative Projects 1 and 2, the Heritage Assessment prepared for Cumulative Project 3 does not identify any common heritage assets as that with the Proposed Scheme (given the distance between the Site and Cumulative Project 3). These are, therefore, not considered to be common receptors for the Proposed Scheme and Cumulative Project 3 and in-combination effects are unlikely. Therefore, in-combination effects on the setting of these assets are no greater than the project in isolation.

Landscape

- 7.17 Due to the proximity of Cumulative Project 1 in relation to the Proposed Scheme, there are potential in-combination changes in landscape character and in some views for common receptors. However, the Landscape and Visual Impact Assessment prepared for Cumulative Project 1 includes a number of embedded mitigation which potentially mitigates any adverse landscape and visual effects, such as the use of recessive colours for external materials for better integration of the scheme within the landscape, limiting the height of tanks to that of the existing buildings at the site, etc.). As there are already existing buildings at the site of Cumulative Project 1, the LVIA prepared for the project confirms that its influence *'would not differ greatly from that of the existing development at the Site'* and that *'landscape and visual effects would not be significant'*. Given the location of Cumulative Projects 2 and 3 and the surrounding and intervening distance, undulating topography, infrastructure (including London Road), development and vegetation, it is considered unlikely that there would be significant in-combination effects with the Proposed Scheme. In addition Cumulative Project 3 will not include massing of any significant height due to its nature (residential-led). The Landscape and Visual Impact Assessment for Cumulative Project 3 also concludes that the project would *'respond well to the local landscape character of the site'*.
- 7.18 In addition, all Cumulative Projects include supporting landscape strategies (or equivalent) which will seek to retain, replace, and/or enhance boundary vegetation in a similar manner to that of the Proposed Scheme. In doing so, existing and proposed

vegetation, upon maturity, will act to visually screen each development. This will reduce the potential in-combination interactions for common visual receptors.

- 7.19 The presence of machinery and plant on-site (specifically tall machinery) may be perceived negatively and it is considered that static receptors would experience a greater effect than transient receptors. However, the presence of plant on-site (during construction works for the Proposed Scheme) will be short-term and temporary. In addition, it is anticipated that the other Cumulative Projects will also ensure good site housekeeping and install hoarding / fencing / screening. These measures would reduce changes to the landscape character and views during the works.

8. Summary

- 8.1 Following a detailed appraisal of construction and operational stage effects associated with the Proposed Scheme in **Table 6.1** no likely significant effects have been identified. The likelihood for cumulative effects has been considered as part of **Section 7**.
- 8.2 In accordance with Regulation 6, Paragraph 6(a) of the EIA Regulations, EHDC has three weeks within which to provide a Screening Opinion, from the date of receipt of this request.
- 8.3 Regulation 5, Paragraph 5 of the EIA Regulations outlines the required contents of the Screening Opinion, which is reproduced below:

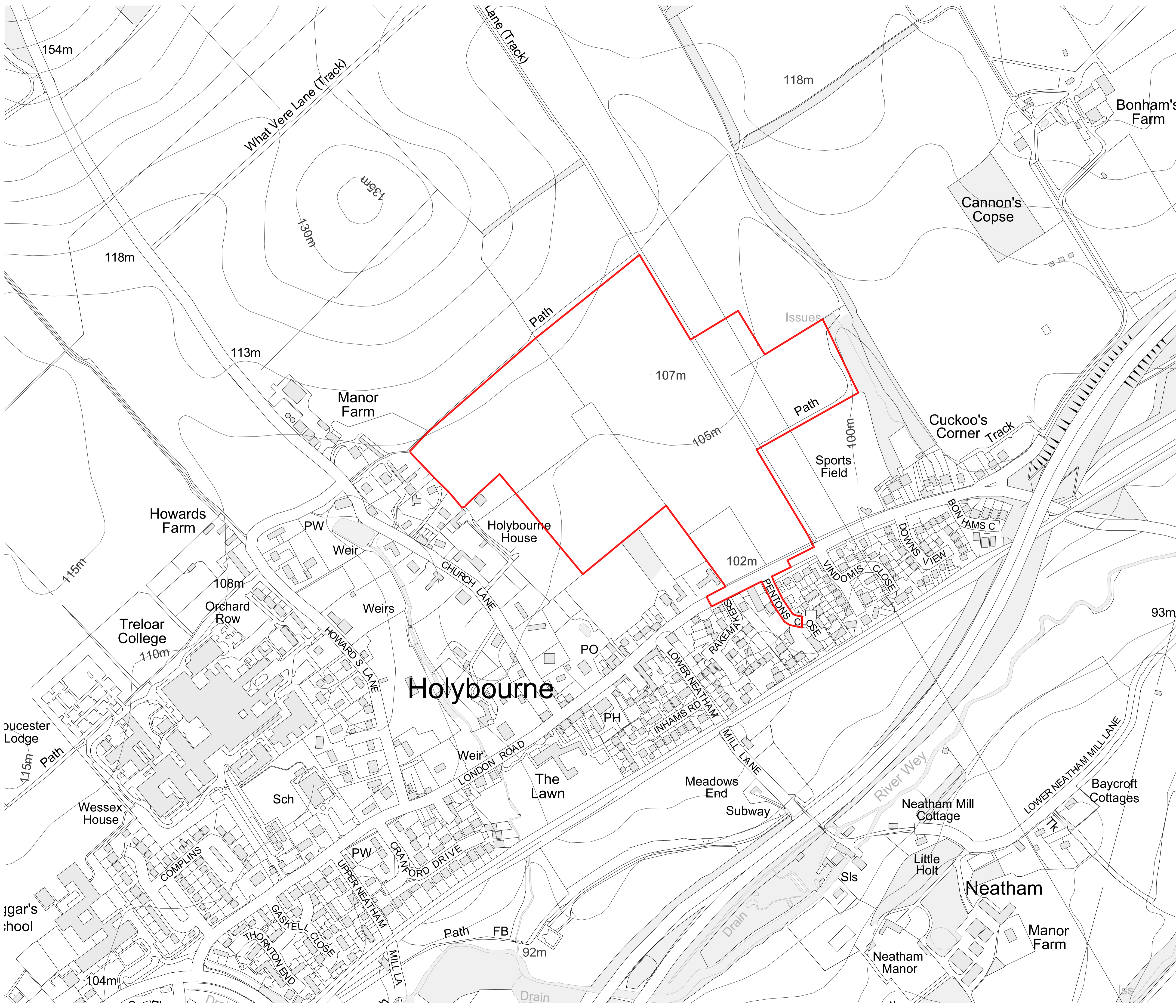
“(5) Where a relevant planning authority adopts a screening opinion under regulation 6(6), or the Secretary of State makes a screening direction under regulation 7(5), the authority or the Secretary of State, as the case may be, must—

(a) state the main reasons for their conclusion with reference to the relevant criteria listed in Schedule 3;

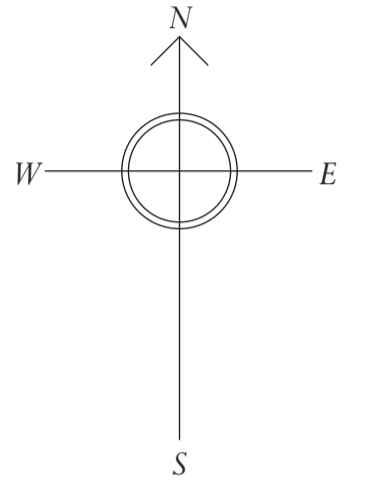
(b) if it is determined that proposed development is not EIA development, state any features of the proposed development and measures envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment; and

(c) send a copy of the opinion or direction to the person who proposes to carry out, or who has carried out, the development in question.”

Figure 1: Site Boundary



Adjacent Properties and Boundaries are shown for illustrative purposes only and have not been surveyed unless otherwise stated.
 All areas shown are approximate and should be verified before forming the basis of a decision.
 Do not scale other than for Planning Application purposes.
 All dimensions must be checked by the contractor before commencing work on site.
 No deviation from this drawing will be permitted without the prior written consent of the Architect.
 The copyright of this drawing remains with the Architect and may not be reproduced in any form without prior written consent.
 Ground Floor Slabs, Foundations, Sub-Structures, etc. All work below ground level is shown provisionally. Inspection of ground condition is essential prior to work commencing.
 Reassessment is essential when the ground conditions are apparent, and redesign may be necessary in the light of soil conditions found. The responsibility for establishing the soil and sub-soil conditions rests with the contractor.



Scale 1:2500

Rev	Date	Description	Initials
B	25/05/21	Site area changes	CT
A	25/01/20	Site area changes	FC

PROJECT: Land at Holybourne

TITLE: Site Plan

SCALE: 1:2500 @A1

DATE: 2021/07

DRAWING No: 6511 SK14B

DRAWN BY:

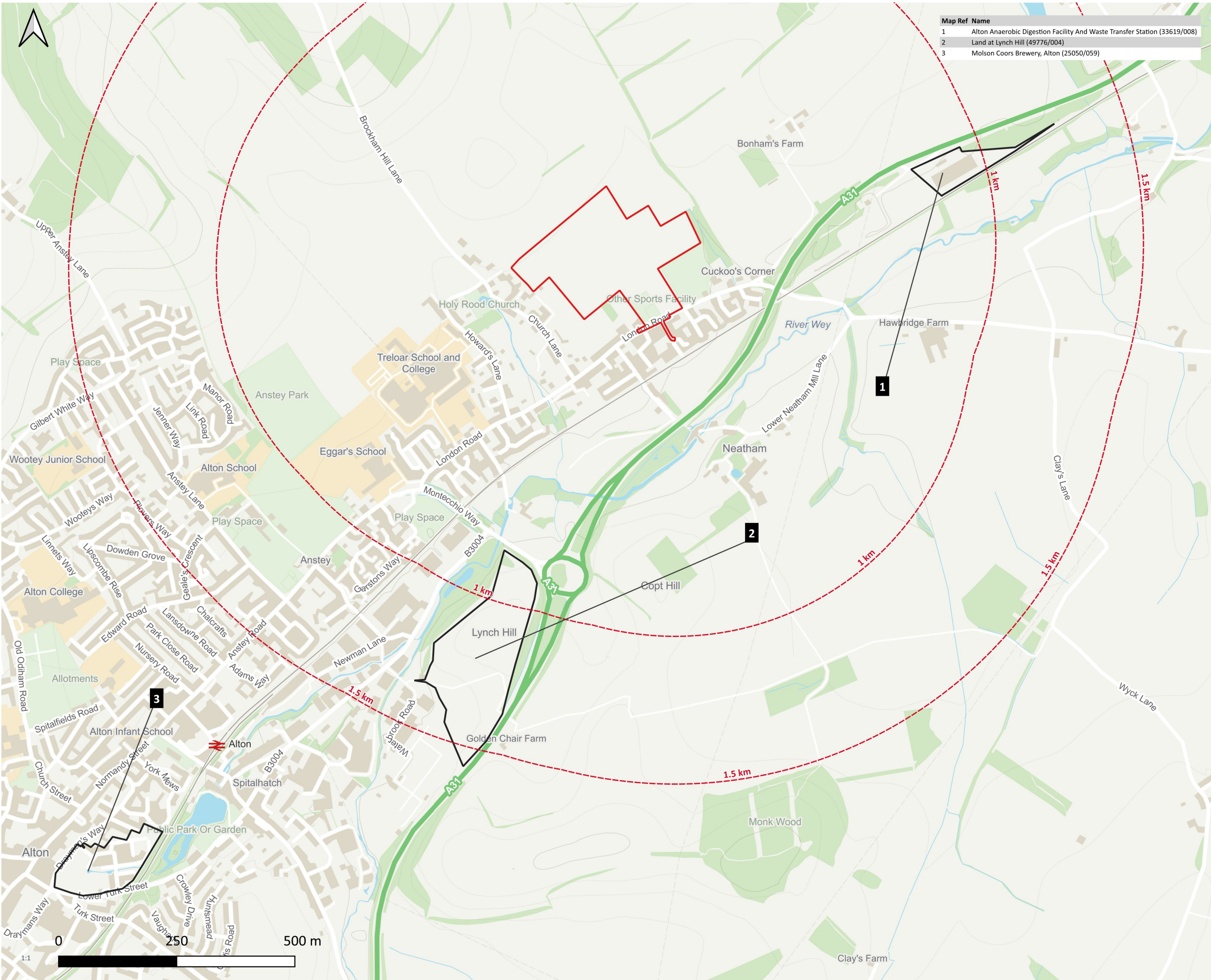


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Figure 2: Cumulative Project Plan



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- Site
- Cumulative Project
- 1 - 1.5km radius

CLIENT: Redbrown Limited

PROJECT: Land North of London Road, Holybourne

DRAWING: Cumulative Project Plan

PROJECT NUMBER: 01647

DRAWING NUMBER: Figure 2 CHECKED BY: SM

REVISION: 1.0 STATUS: Final

DATE: November 2024 SCALE: 1:12,000 @ A3

Appendix 1: Schedule of Mitigation

Purpose

In line with Regulation 6, Paragraph 2(e) of the EIA Regulations project specific measures to avoid and/or prevent significant adverse environmental effects (i.e. mitigation measures) have been considered when appraising likely environmental effects. The EIA Regulations state that the inclusion of such measures and the extent to which they avoid and/or prevent adverse environmental effects should be considered by East Hampshire District Council (EHDC) when formulating a Screening Opinion.

In order to support EHDC, the mitigation measures identified within **Section 6** have been collated into a single Schedule of Mitigation set out below. The aim of the Schedule is to provide confidence to the local planning authority that mitigation identified is sufficient to avoid or prevent significant adverse effects and thus validate the determination of likelihood of significant effects as concluded within **Sections 6 and 7**.

It is envisaged that the mitigation outlined will be secure by a suitably worded planning conditions/s106 obligations as part of any planning approval, where appropriate, and the Schedule of Mitigation will be utilised by the Applicant and appointed contractor to control and deliver mitigation commitments.

Schedule of Mitigation

* C = Construction; O = Operational

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (D/C/O)*	Detail of Mitigation
Construction Environmental Management Plan (CEMP)	CM1	Principal Contractor	D/C	<p>A CEMP will be prepared by the appointed contractor(s) in advance of the construction stage works and submitted to EHDC for approval. The document will provide details and principles to avoid and effectively manage potential adverse effects upon the environment.</p> <p>It will include measures in line with all relevant government and industry standards, codes of practice and best practice measures, inclusive of but not limited to:</p> <ul style="list-style-type: none"> • Construction (Design and Management) Regulations 2015. • CIRIA C741 (2015) Environmental Good Practice on Site Guide. • CIRIA C670 (2008) Site Health Handbook. • Guidance for Pollution Prevention. • The Waste (England and Wales) Regulations 2011. <p>The following measures will be detailed within the CEMP:</p> <ul style="list-style-type: none"> • Dust Management Plan in line with IAQM Guidance on the Assessment of Dust from Demolition and Construction (2024), including: <ul style="list-style-type: none"> – Providing screening for dust generating activities. – Covering any material stockpiles. – Implementation of a wheel washing system. – Regular site inspections. – Liaison with the local community.

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (D/C/O)*	Detail of Mitigation
				<ul style="list-style-type: none"> • Adherence to Best Practicable Means and methods set out in British Standard 5228-1:2009 + A1:2014 Part 1 – Noise and Part 2 – Vibration, including the use of hoarding, reasonable hours of working, the use of practicable measures to control noise at source and the use of low-vibration working methods. • Use of fencing / hoarding and security lighting. • Installation of a temporary drainage system. • Adherence of relevant standards and guidance, including British Standard 8582:2013 – Code of practice for surface water management for development sites and CIRIA C532. • Safe working standards/methodologies to deal with contamination. • Adherence to CIRIA C741 (2015) Environmental Good Practice on Site Guide and C670 (2008) Site Health Handbook and Guidance for Pollution Prevention (GPPs). • Implementation of best practice measures: <ul style="list-style-type: none"> – Bunded storage. – Designated wheel washing area. – Screening stockpiles of materials. – Dampening exposed soils. • Use of PPE / RPE. • Soil Management Plan, including: <ul style="list-style-type: none"> – The re-use of soils on-site, where feasible. – The provision of protection for in-situ subsoils to be retained from compaction damage. – Methods for stripping, stockpiling, re-spreading and improving soils.

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (D/C/O)*	Detail of Mitigation
				<ul style="list-style-type: none"> • Lighting measures to avoid unnecessary light spill outside of the construction areas, such as switching off lighting when not required, use of light shields / baffles to control upward light. • Works near utilities to be undertaken in accordance with relevant legislation, standards and guidance. • All earthworks and foundation design to be in accordance with relevant industry guidance, including but not limited to CIRIA C572: Treated ground engineering properties and performance and British Standard 6031:2009: Code of Practice for Earthworks. • Careful sourcing of construction materials and direct emission reducing practices. • Site Waste Management Strategy, whereby the appointed contractor will manage construction related waste in line with The Waste (England and Wales) Regulations 2011 and adoption of best practice to minimise waste. • Measures to reduce material resource use, including an increase in the use of recycled materials and materials with a high proportion of recycled content. • A Construction Traffic Management Plan, which will set out the following: <ul style="list-style-type: none"> – Proposed routing for all construction related traffic. – Management of all construction related traffic, including details of HGV booking/management systems. – Delivery of large oversized plant/machinery to the Site should take place outside of peak highway hours (where possible). – Vehicular parking within the Site only. • No idling vehicles.

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (D/C/O)*	Detail of Mitigation
				<ul style="list-style-type: none"> • Cleaning of all machinery and equipment before use on-site to prevent contamination. • Tree protection in line with British Standard 5837, including establishment of Root Protection Areas, use of protective barriers and ground protection. • Ecological protection measures including: <ul style="list-style-type: none"> – Due to the presence of dormouse on-site, a dormouse licence will need to be obtained prior to any work on habitats which can support the species; – If bat roosts are identified to be present, then in order to avoid the risk of offences and to proceed with the development lawfully, an European Protected Species (EPS) development licence from Natural England will be required, supported by an appropriate scheme of mitigation; – Vegetation removal (including enabling works) and arboricultural works are to take place outside of the breeding bird season and should not be undertaken from March to August inclusive. However, as this might not be possible, the bird surveys noted above should be conducted by a suitably experienced ecologist prior to the start on-site or an ecological clerk of works appointed. • Good housekeeping and installation of site hoarding.
Site security measures	SE1	Design Team	O	The Proposed Scheme will be designed in line with appropriate national guidance and standards with respect to crime prevention and safety.
Financial Contributions	SE2	Applicant	O	Financial contributions as required (following consultation with EHDC) will be made to EHDC to help ease pressure on local education provisions and local health care provisions.

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (D/C/O)*	Detail of Mitigation
Operational lighting strategy	AL1	Applicant / Design Team	O	<p>All future and/or permanent lighting installation will be designed and installed in line with relevant standards and guidance, including:</p> <ul style="list-style-type: none"> • CIE 150: 2017 – Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations, 2nd Edition; • ILP GN01 - Guidance Notes for the Reduction of Obtrusive Light 2020; • BS 5489-1 : 2013 – Code of Practice for the Design of Road Lighting; • BS EN 13201-2:2015 – Road Lighting – Part 2: Performance Requirements; • BS EN 12464 – 2 2014 – Outdoor Work Spaces; SLL Guide to Limiting Obtrusive Light 2012; • SLL Lighting Handbook 2009; LG 6 (CIBSE) – The Exterior Environment 2016; and • ILP Guidance Note 08/18 Bats and Artificial Lighting in the UK.
Intrusive ground investigation	GC1	Appointed contractor(s)	C	An intrusive ground investigation will be undertaken within the Site to determine the presence, nature and extent of any contamination. It will also be used to determine the depth of, and condition of the underlying natural subsoils and bedrock and confirm a suitable foundation bearing horizon.
Radon protective measures	GC2	Appointed contractor(s)	C	Basic radon protection measures would be necessary for the Site and these measures will be implemented in line with standard guidance e.g. BR211 Radon: Guidance on protective measures for new buildings (2023 Edition).
Fire Safety	MD1	Applicant / Design Team	C/O	the design of the proposed buildings will be in accordance with all relevant Building Regulations; BS9991 and BS9999 ⁷¹ to reduce the risk of fire.

⁷¹ BS 9991:2015 Fire safety in the design, management and use of residential buildings and BS 9999: Code of practice for fire safety in the design, management and use of buildings

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (D/C/O)*	Detail of Mitigation
Waste Strategy	WR1	Applicant / Design Team	O	Appropriate waste storage facilities will be provided and refuse collection will be in accordance with EHDC requirements.
Archaeological Mitigation	AR1	Project Archaeologist	C	A programme of archaeological investigation will be implemented and would comprise an initial phase of archaeological evaluation, to confirm the nature and extent of the remains, followed by archaeological excavation and recording of any remains of interest. Discussions have been undertaken with Historic England regarding the approach to the Scheduled Monument and Historic England have provided support in principle for the approach to the Proposed Scheme and proposed mitigation strategy (set out in detail in the appraisal section above).
Design measures (in relation to the Scheduled Monument)	AR2	Applicant / Design Team	O	<p>The Proposed Scheme will include measures to benefit the Scheduled Monument, comprising the following:</p> <ul style="list-style-type: none"> • Removing the Scheduled Monument from the risk of ploughing, safeguarding its fabric for the future; • Retaining hedgerows that are aligned with the Roman road system, to retain the legibility of their influence in the landscape; • Improved information about the Scheduled Monument and its context which will flow from the archaeological investigations [AR1] which will be required by condition once consent is granted; and • Provision of information board (within and at various locations around the Site), integrated with a wider wayfinding strategy to provide the local community with an enhanced appreciation of the Scheduled Monument.
Heritage Strategy	BH1	Applicant / Design Team	O	Measures will be incorporated into the design and layout of the Proposed Scheme to benefit the setting of the nearby listed assets, comprising:

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (D/C/O)*	Detail of Mitigation
				<ul style="list-style-type: none"> • Avoiding / limiting development in the westernmost field of the Site, which would preserve the immediate setting of Holy Rood church, Howard's Farmhouse and the nearby listed barn; • Limiting development activities at the northern-most fields of the Site, which would avoid competing for prominence with the church and also protect the rural setting of Manor Farmhouse; and • Incorporating framed views of the Holy Rood church spire into the design of the Proposed Scheme to protect the prominence of the spire.
Building design	CC1	Applicant / Design team	O	<p>Residential buildings will be designed in accordance with Building Regulations (Part L1A), as a minimum, which is focused on the conservation of fuel and power in order to improve dwelling efficiency (and therefore require less energy and indirect GHG emissions).</p> <p>Residential buildings will be designed in accordance with the Building Regulations: Approved Document O (Overheating) to ensure that the increased temperatures associated with climate change are dealt with.</p>
Drainage Strategy	WE1	Applicant / Design team	O	<p>The proposed surface water drainage strategy aims to manage surface water run-off generated on-site without increasing the risk of flooding elsewhere following the development. The strategy will incorporate a combination of Sustainable Drainage Systems (SuDS) features, including attenuation basins, swales, attenuation crates, and permeable paving.</p> <p>The proposed Site drainage network and SuDS features will be designed to cope with all rainfall events up to a 1 in 100-year storm, with an additional 45% allowance for the effects of climate change.</p>

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (D/C/O)*	Detail of Mitigation
Habitat Management Plan	BD1	Applicant / Design Team	O	<p>Enhancement measures and habitat creation, and a sensitive lighting strategy will also be implemented as part of the design of the Proposed Scheme.</p> <p>Connective habitat corridors for dormouse (to maintain connectivity to woodland parcels in the wider surroundings) will need to be retained, together with a sensitive lighting strategy.</p> <p>To compensate for the loss of suitable habitats, a dark buffer to the key commuting corridors for bats, notably at the east boundary.</p> <p>Replacement habitat will be incorporated for foraging and nesting birds by incorporating tree, shrub or scrub planting as part of the landscaping proposals.</p> <p>In addition, other general measures to be incorporated, include:</p> <ul style="list-style-type: none"> • Canopy bridges, hop-over for any gaps created in hedgerows; • Species specific habitat creation, and enhancements; • Bat and bird boxes will be installed on suitably mature trees and integrated into new buildings (where appropriate); • Native street tree and hedgerow planting throughout the Proposed Scheme; and • The design of SuDs to provide opportunities for biodiversity.
Landscape Strategy	LV1	Applicant / Design Team	O	<p>The proposed Landscape Strategy has been developed to retain and enhance existing features including field boundary vegetation, and would help soften the appearance of the Proposed Scheme, creating an attractive setting, improve connectivity and helping the built form to integrate into the surroundings. This include measures to retain/protect the good-quality mature trees (which will help reinforce the semi-rural properties of the Site), the use of ecological enhancements to help facilitate wildlife movement whilst maintaining habitat connectivity, providing linkages between the existing off-site woodlands with the help of further planting and utilising vegetation,</p>

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (D/C/O)*	Detail of Mitigation
				and the incorporation of native, species-rich tree and hedgerow planting to create new, replace or supplement existing boundary vegetation of the Site. A landscape buffer / tree planting will also be provided at the north.
Noise Mitigation Strategy	NV1	Applicant / Design Team	O	<p>The following noise mitigation measures will be included:</p> <ul style="list-style-type: none"> • The external wall construction to all proposed dwellings will be designed and specified to achieve a minimum sound insulation performance of 50dB Rw. This performance is readily achieved from cavity masonry constructions. If lightweight constructions are to be used, the sound insulation performance will be verified by the manufacturer to ensure a minimum value of 50dB Rw is achieved; • It is anticipated that standard thermal double glazing with a minimum Rw of 30dB and standard trickle vents with a minimum Dn,e,w of 32dB will allow acceptable internal noise levels to be achieved in the vast majority of habitable rooms of the proposed dwellings; • For the houses closest to London road and the A31, sound attenuated trickle vents with a minimum Dn,e,w of 36dB may be required in bedrooms with line of sight to London Road; and • Ventilators will need to meet the requirements of Part F of the Building Regulations. <p>The design of proposed community space will be such that that any noise from plant / operation of this facility will be assessed in accordance with all relevant legislation / guidance and mitigation measures will be included to ensure no adverse impact on the proposed residential properties.</p>
Residential Travel Plan	TA1	Applicant	O	This will set out measures to encourage public modes of transport as well as sustainable modes of travel, such as walking and cycling.

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