

One Horton Heath

Secondary Infrastructure Road

EIA Statement of Compliance

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Project: One Horton Heath Secondary Infrastructure

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EIA Statement of Compliance

1. Introduction

- 1.1 This EIA Statement of Compliance is prepared in support of a full planning application for *“the construction of an internal distributor road and associated footways, cycleways, lighting and SuDS basins as part of the One Horton Heath development”* (the Proposed Development).
- 1.2 The One Horton Heath project benefits from a resolution to grant outline planning permission (the Outline Proposals) (O/20/89498) for:

“Phased mixed-use development comprising: up to 2,500 residential units in total; a primary Local Centre (and supporting secondary local centres) comprising mixed-use residential/retail/leisure/community/employment/day nursery/food establishment uses; office, commercial and industrial uses; a Primary School; public open space including formal sports facilities and informal provisions; relocation of solar panels; key infrastructure and utilities provision including new roads, footpaths and cycle paths and improvements to the existing road junction at Fir Tree Lane/Burnetts Lane; and ecological, landscape, site preparation and demolition works” (UPDATE)
- 1.3 The Outline Proposals were subject to Environmental Impact Assessment (EIA) which assessed the Outline Proposals on the basis of the delivery of the quantum of development in accordance with a series of parameter plans (PPs) and strategies for the management of the development. This assessment includes the delivery of the internal distributor road that is the subject of the current planning application.
- 1.4 The findings of the EIA were presented in an Environmental Statement (ES) that accompanied the outline application (the Original ES) and updated in a subsequent Addendum (May 2021 ES Addendum) to address amendments to the proposals and the provision of additional environmental information.
- 1.5 This EIA Statement of Compliance should be read alongside the Original ES and May 2021 ES Addendum and presents Savills and the project team’s review of the Secondary Infrastructure Road proposals and application documentation against the parameters assessed in the EIA, alongside relevant strategies and mitigation to evaluate the implications of the detailed proposals on the validity of the conclusions of the Original ES and May 2021 ES Addendum.
- 1.6 The review demonstrates that the Secondary Infrastructure Road (SIR) proposals, supported by the technical reports comprising the application documentation, conform with the previously assessed parameters and deliver against the relevant strategies and mitigation requirements relating to the EIA. As such, the environmental information contained within the Original ES and May 2021 ES Addendum remains valid in respect of the Proposed Development.
- 1.7 Further details of the ES review are presented in Section 2.

2. Previous EIA Conclusions

2.1 The planning history of the Site is as follows:

- A. Outline Planning Application for land at Burnetts Lane, Fir Tree Lane and Allington Lane, Eastleigh SO50 7BZ (referred to in the One Horton Heath EIA as 'the Wider OPA'). Application reference O/20/89498.

"Phased mixed-use development comprising: up to 2,500 residential units in total; a primary Local Centre (and supporting secondary local centres) comprising mixed-use residential/ retail/ leisure/ community/ employment/ day nursery /food establishment uses; office, commercial and industrial uses; a Primary School; public open space including formal sports facilities and informal provisions; relocation of solar panels; key infrastructure and utilities provision including new roads, footpaths and cycle paths and improvements to the existing road junction at Fir Tree Lane/Burnetts Lane; and ecological, landscape, site preparation and demolition works (All Matters Reserved Except Access)."

- Resolution to grant consent at Committee meeting 22 June 2023.

- B. Full Planning Application for land west of Burnetts Lane, Horton Heath, Eastleigh, Hampshire, SO30 2HH (referred to in the One Horton Heath EIA as 'OPA Phase 1'). Application reference F/20/89500.

"Erection of 381 residential units with public open space, hard and soft landscape works, internal roads, footway/cycleways, associated parking spaces, substation, SuDS and associated infrastructure."

- Consent 05 December 2022. Works have commenced.

- C. Link Road Application F/21/91185.

"Construction of road between Allington Lane and Burnetts Lane with associated footway, cycle paths, water crossings, drainage and landscaping."

- Consent 29 September 2022. Implemented and recently reached the halfway build point.

2.2 The Outline Permission (Application A above) was subject to EIA, which assessed the Proposed Development on the basis of the delivery of the quantum of development in accordance with a series of parameter plans and strategies for the management of the development (e.g. outline drainage strategy). The findings of the EIA were presented in an ES that accompanied the outline application (the Original ES) which was then updated in March 2021 through an ES Addendum. The Full Permission was subject to the same ES, with the assessment being undertaken according to detailed plans for that element.

2.3 A separate ES Addendum was undertaken for the Link Road Application, which assessed the details of the scheme and compared it to the assessments that were undertaken as part of the Outline Permission.

2.4 The Original ES concluded that there were no significant adverse effects likely to occur in relation to all topics, with the exception of Landscape and Visual Effects where a small number of local-level significant effects were identified. These significant effects were in relation to visual impact from nearby receptors during construction and operation. Significant beneficial socio-economic and human health effects were predicted to result from the provision of new homes, employment opportunities, education facilities and open space.

3. Assessment Overview

- 3.1 A technical review has been undertaken by Savills and the project team, to review the Proposed Development against the assessment and conclusions presented in the Original ES.

Table 1: Parameter and Indicative Plans

Parameter Plans	Compliance
Access Plan – Drawing Number PP01 Rev. P34	Yes – The Proposed Development is consistent with the Access Plan. The Parameter Plan showed an indicative route for an Internal Distributor Road that is consistent with the Proposed Development.
Land Use Plan – Drawing Number PP02 Rev. P36	Yes – The Proposed Development is consistent with the Building Heights Plan. The Parameter Plan showed an indicative route for an Internal Distributor Road that is consistent with the Proposed Development.
Green Infrastructure Parameter Plan – Drawing Number PP03 Rev. P36	Yes – The Proposed Development is consistent with the Green Infrastructure Plan. The Parameter Plan showed an indicative route for an Internal Distributor Road that is consistent with the Proposed Development including the location of SuDS features and trees/hedgerows.
Building Heights Plan – Drawing Number PP04 Rev. 31	Yes – The Proposed Development is consistent with the Building Heights Plan. The Parameter Plan showed an indicative route for an Internal Distributor Road that is consistent with the Proposed Development.
Demolition Plan – DEP01 Rev. P2	Yes – The Proposed Development is consistent with the Demolition Plan.
Indicative Masterplan – Drawing Number 29607A/1000A	Yes – The Proposed Development is consistent with the envisaged Secondary Road between the Lower Acre (Planning Consent: F/20/89500) and the Link Road with a connection on to Fir Tree Lane.
Indicative Phasing Plan – Drawing Number 30454G/1000A	Yes – The delivery of the Proposed Development is consistent with the Indicative Phasing Plan

Table 2: Strategy Compliance

Strategy	Compliance
Landscaping Strategy (ES Figure 13.12, June 2021)	Yes the application is in compliance – Information is provided within the landscape proposals drawings 1-5 (drawing references DD579L40-DD579L44)
Drainage Strategy (ES Appendix 11.2)	Yes the application is in compliance – Information is provided within the Drainage Strategy (report ref. R07_5018551-RDG-XX-XX-DOC-C-9950-P01)
Foul Water Drainage Strategy (Wider OPA Flood Risk Assessment, ES Appendix 11.1)	Yes the application is in compliance – information is provided within the Flood Risk Assessment (report ref. 5018551-RDG-XX-XX-DOC-C-9930-2)

Air quality (ES Chapter 7; OPA O/20/89498)

- 3.2 This section of the ES Statement of Compliance has been prepared by Hydrock and relates to Chapter 7: Air Quality of the original ES (December 2020) and the ES Addendum for the OPA.
- 3.3 An Air Quality Assessment has subsequently been undertaken by Create Consulting Engineers in respect of the detailed proposals for the SIR. Likely changes to air quality in the area, as a result of the Proposed Development, have been considered in relation to the UK Air Quality Objectives and EU Air Quality Standards. Also, where required, the air quality assessment considers mitigation measures to reduce the effect of the Proposed Development on local air quality.
- 3.4 During the construction phase of the Proposed Development there is the potential for air quality impacts as a result of fugitive dust emissions from the Site. These were assessed in accordance with the IAQM methodology. Assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities was predicted to be negligible.
- 3.5 Dispersion modelling was undertaken, using ADMS-Roads Extra (version 5.0.1.3), to determine the predicted pollutant concentrations in the surrounding area for 2030. This looked at two scenarios. Scenario one determined the impact of the development without any additional features, and scenario two looked at the impact of buildings adjacent to the Secondary Infrastructure Road, which were modelled as canyons at a height of 15m.
- 3.6 Sensitive receptor locations were modelled along the Secondary Road Infrastructure and at the proposed school. Receptor locations along Burnetts Lane in Horton Heath were also modelled as the SIR provides connections to the town via Fir Tree Lane. Transport emissions were input from the proposed Primary and Secondary Roads, Fir Tree Lane and Burnetts Lane.
- 3.7 The dispersion modelling results indicated that predicted annual NO₂, PM₁₀ and PM_{2.5} concentrations for all scenarios, at all receptor locations, were below the UK Air Quality Objectives.
- 3.8 The overall significance of potential impacts as a result of NO₂, PM₁₀ and PM_{2.5} concentrations, from the operational phase, were predicted to be negligible at all sensitive receptor locations considered for the opening year scenario, in accordance with the EPUK and IAQM guidance.
- 3.9 Given the application site falls within the Wider OPA site, the outcome of the assessment following refinement of the design remains unchanged, the conclusions of the original Air Quality ES chapter and ES Addendum would remain applicable for the SIR. The supporting assessment for the SIR is contained within report MT/VL/P22-2687/04 Rev A.
- 3.10 It is therefore confirmed that the findings and conclusions in the original ES Chapter 7 and the subsequent updated Addendum are considered to remain valid and no alterations to air quality judgements in the ES are necessary.

Transport (ES Chapter 8; OPA O/20/89498)

- 3.11 This section of the ES Statement of Compliance has been prepared by Campbell Reith and relates to Chapter 8: Transport of the original ES (December 2020) and the ES Addendum for the OPA.
- 3.12 A Transport Assessment has been prepared by Campbell Reith which accompanies the application and has been drawn upon for this Statement of Compliance. The internal distributor

road is proposed with footways and shared cycle / footways in order to provide access to all frontages and side road access points. Within the application area, four bus stops (two pairs) are provided and a zebra crossing is provided close to the School Access to cater for the demand from pupils travelling to or from school.

- 3.13 There are no material changes to the baseline conditions presented in Chapter 8 of the 2020 ES and 2021 addendum, with the exception of construction associated with the delivery of the previously assessed scheme (the Link Road).
- 3.14 Both Quobleigh Breach and the School Access have been designed as simple priority junctions, however, with differing characteristics to best suit their context and use. Capacity analysis has been undertaken for both junctions using PICADY software. This has shown that both would operate within capacity in the 2036 future year scenario, including a sensitivity analysis to increase flows above the calculated levels.
- 3.15 The proposed internal distributor road at One Horton Heath will provide a route suitable for all road users, in particular providing foot and cycleways for residents and visitors to travel easily between places of home, work, education and public transport nodes. It is considered that the SIR proposals will not materially affect the previous conclusions from the Transport and Access chapter of the OPA ES.
- 3.16 It is therefore confirmed that the findings and conclusions in the original ES Chapter 8 and the subsequent updated Addendum are considered to remain valid and no alterations to transport judgements in the ES are necessary.

Heritage (ES Chapter 9; OPA O/20/89498)

- 3.17 This section of the ES Statement of conformity has been prepared by Cotswold Archaeology and relates to Chapter 9: Heritage of the original ES (December 2020) and the ES Addendum for the OPA.
- 3.18 The effects of the proposed SIR on heritage have been reviewed against the original ES and addendum prepared for the Wider OPA to determine whether the road design is within the parameters applied within the heritage assessments undertaken to date. Any changes to the design have been assessed to establish whether these would materially alter the outcomes of the assessment of heritage effects presented in the previous ES and addendum.
- 3.19 There are no material changes to the baseline heritage conditions presented in Chapter 9 of the 2020 ES and 2021 addendum.
- 3.20 The current SIR illustrative plan (Drawing 30454A / 3875 Revision A) has been reviewed against the original SIR proposals presented on the parameter plans for the Wider OPA. This has determined that the road layout remains broadly the same as the original outline proposal and any changes would be so minor as to not materially alter the assessed effects upon the heritage resource presented in the ES and addendum. It is concluded that, with regard to heritage, the SIR has been designed in full accordance with OPA O/20/89498.
- 3.21 Following review of the SIR proposals against the OPA parameter plans, it is confirmed that the SIR proposals comply with the parameters set out for the OPA and there have been no material changes to the baseline conditions such that would alter the previous assessment.
- 3.22 It is therefore confirmed that the findings and conclusions in the original ES Chapter 9 and the subsequent updated Addendum are considered to remain valid and no alterations to heritage judgements in the ES are necessary.

Ecology (ES Chapter 10; OPA O/20/89498)

- 3.23 This section of the ES Statement of Compliance has been prepared by Johns Associates and relates to Chapter 10: Ecology of the original ES (December 2020) and the ES Addendum for the OPA.
- 3.24 Johns Associates has undertaken an assessment of the likely ecological effects associated with the Proposed Development against those documented in the ES associated with the OPA O/20/89498.
- 3.25 The changes to Natural England's Biodiversity Metric since 2020 have resulted in various changes to the classification of habitats, results of condition assessments, and their baseline unit values. The full assessment of changes will be detailed in the Biodiversity Net Gain report, to be submitted alongside the planning application. These changes do not represent a material change the habitat baseline. It is therefore considered that the habitats' suitability for the protected species identified as being present, or assumed to be present, has not changed.
- 3.26 No significant changes to the baseline regarding protected or notable fauna have been recorded since 2020 during the various surveys, site visits and walkovers. Given the assessment of the habitat baseline, it is considered that the baseline of the Site in terms of its capacity to support protected and notable fauna remains the same as that which was reported in the OPA ES.
- 3.27 Following the review of all receptors within the Site against the OPA ES assessment and conclusions, it is considered that the SIR will not materially affect the previous conclusions. The SIR proposals largely conform to the strategies, mitigation and enhancements pertaining to ecology within the original ES and addendum, and where they differ it is considered that the effects are minor and non-significant.
- 3.28 With regard to arboricultural impact assessment, the OPA assessment identified potential arboricultural impacts associated within the wider One Horton Heath masterplan. A comparative review of arboricultural impacts has been completed between the proposed SIR development and the former OPA assessment to understand if there are any material changes. Overall, there is no material change from the impacts anticipated as part the OPA to what is proposed as part of this full planning application from an arboricultural perspective.
- 3.29 It is therefore confirmed that the findings and conclusions in the original ES Chapter 10 and the subsequent updated Addendum are considered to remain valid and no alterations to ecology or arboriculture judgements in the ES are necessary.

Flood risk and drainage (ES Chapter 11; OPA O/20/89498)

- 3.30 This section of the ES Statement of Compliance has been prepared by Ridge & Partners and relates to Chapter 11: Hydrology of the original ES (December 2020) and the ES Addendum for the OPA.
- 3.31 The primary focus of this report has been the detailed design incorporated within the scope of the SIR proposals. This statement is grounded in a thorough examination of the original hydrology aspect, ES Chapter 11, the addendum to Chapter 11, as well as the Flood Risk Assessment (FRA), drainage strategy, and Sustainable Drainage System (SuDS) strategy prepared by Ridge in July 2023.
- 3.32 After reviewing the detailed proposals and comparing them with the originally assessed parameters for the OPA, it is determined that the detailed proposals will not modify the previous hydrology judgment.

- 3.33 The Site Wide Infrastructure proposals remain set within a proposed new-build context that accords with the original design parameters as set out within the wider OPA and there have not been any significant changes in baseline conditions that would justify revisiting the original assessment findings.
- 3.34 It is therefore confirmed that the findings and conclusions in the original ES Chapter 11 and the subsequent updated Addendum are considered to remain valid and no alterations to hydrology judgements in the ES are necessary.

Noise and vibration (ES Chapter 12; OPA O/20/89498)

- 3.35 This section of the ES Statement of Compliance has been prepared by Hydrock and relates to Chapter 12: Noise and Vibration of the original ES (December 2020) and the ES Addendum for the OPA.
- 3.36 The ES considered the effects of noise and vibration during construction on the existing Sensitive Receptors; changes to the existing noise environment from the operation of the site; the effect of existing noise sources on the proposed dwellings; and the effect of the noise sources from the Proposed Development onto the surrounding Sensitive Receptors. The existing noise sources were highlighted as being the operations at the nearby Chalcroft Business Park and the surrounding local transport network.
- 3.37 Noise and vibration from the construction phases were deemed to be neutral, however there was the potential for short-term moderate effects when construction takes place close to the existing Sensitive Receptors. These effects would result in a neutral effect following the implementation of the proposed mitigation. The road traffic noise generated by the wider development was predicted to result in a moderate to neutral noise effect at the existing Sensitive Receptors. Noise associated with the Chalcroft Business Park was predicted to be neutral at the proposed Site for both day and night time hours. Assuming that any plant is limited to the recommended noise limits, the noise from the proposed plant at the development would have a neutral effect on the Sensitive Receptors.
- 3.38 Subsequent modelling works for the SIR demonstrate that the impact of the SIR, along with the impact of the wider development road network, remains moderate in the short term and minor in the long term. Given the application site falls within the Wider OPA site, the outcome of the assessment following refinement of the design remains unchanged, and the outcome of the original Noise and Vibration chapter of the ES and ES Addendum would remain applicable for the SIR. The supporting assessment for the SIR is contained within report MT/VL/P22-2687/03.
- 3.39 It is therefore confirmed that the findings and conclusions in the original ES Chapter 12 and the subsequent updated Addendum are considered to remain valid and no alterations to noise and vibration judgements in the ES are necessary.

Landscape and visual impact (ES Chapter 13; OPA O/20/89498)

- 3.40 This section of the ES Statement of Compliance has been prepared by Deacon Design Ltd and relates to Chapter 13: Landscape and Visual Impact of the original ES (December 2020) and the ES Addendum for the OPA.
- 3.41 This section relates to Chapter 13 of the original ES (December 2020) and the previous ES Addendum to Chapter 13 (May 2021) for One Horton Heath OPA. The landscape and visual effects of the Secondary Road upon the site and wider study area were reviewed in relation to the original ES and previous update prepared for the Wider OPA.

- 3.42 There are no material changes to the landscape and visual baseline conditions reported in December 2020. Any construction work on the Horton Heath OPA that has commenced since 2020 has been taken into account in the original assessment and the resulting impacts have been taken into account in the Original ES and subsequent addendum.
- 3.43 Our analysis of the outline and detailed proposals shows that:
- The detailed road layout is broadly the same as the original (outline) proposals and any minor changes are insignificant and will have no material effect on the assessed magnitude of landscape and visual effects.
 - The northern and southern part of the SIR are located entirely within the Proposed Development and any small changes in the detailed design (such as minor diversions from the proposed outline route or the location of junctions) does not have any material impact on the assessed magnitude of landscape and visual effects.
 - Whilst the central part of the road located between the solar farm and playing fields has the highest potential to be visible from the wider landscape, the detailed road layout broadly follows the original, outline proposals and, therefore, is within the parameters originally assessed in the ES.
- 3.44 It is considered that the Proposed Development, which includes an internal distributor road with associated footways, cycleways, lighting, drainage and landscaping at One Horton Heath has been designed in full accordance with the Development Plan and OPA O/20/89498.
- 3.45 It is therefore confirmed that the findings and conclusions in the original ES Chapter 13 and the subsequent updated Addendum are considered to remain valid and no alterations to landscape and visual judgements in the ES are necessary.

4. Conclusion

- 4.1 A review of the Original ES has been undertaken to confirm the validity of the conclusions and mitigation measures presented as part of the Full Planning Application for the SIR.
- 4.2 In summary, the Original ES identified significant effects with respect to the following:
- Socio Economics and Human Health (beneficial).
 - Landscape and Visual (beneficial and adverse).
- 4.3 As presented in this EIA Statement of Compliance, the review demonstrates that the changes comply with the previously assessed parameters and the relevant strategies relating to the EIA and the baseline environment are not considered to have materially altered from that set out in the Original ES. As such, the environmental information contained within the Original ES remains valid with respect to the changes submitted within the SIR Application.