The Holme and The Homestal

ES Statement of Conformity

December 2025

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The Holme and Homestal

EIA Statement of Conformity

One Horton Heath

December 2025

Prepared for:
Eastleigh Borough Council

Prepared by:
Stantec

EIA Statement of Conformity

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Prepared by: _____
Signature

_____
Printed Name

Reviewed by: _____
Signature

_____
Printed Name

Approved by: _____
Signature

_____
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1 Statement of Conformity

1.1 Introduction

1.1.1 This report has been prepared on behalf of the Applicant, Eastleigh Borough Council (One Horton Heath Team), to accompany a Reserved Matters Application (RMA) (or a 'Subsequent Application') pursuant to Condition 4 of the Outline Planning Permission (referred to as the '2025 Outline Planning Permission or OPP) (planning application reference O/20/89498) for the erection of 369 dwellings within Phases 12A and 14 (The Holme and Homestal), with associated public open space, landscaping, and cycle and vehicular parking, (hereafter referred to as the 'Proposed Development').

1.1.2 For clarity, references to the assessments undertaken within the Environmental Statement (ES) and subsequent ES Addendums (ESAs) use the term *Wider OPA*. However, when referring to future elements of the project, such as the securing of mitigation, the term *OPP* is used. The term "*EIA"* (Environmental Impact Assessment) is used to encapsulate both the 2020 Environmental Statement and the subsequent addendums.

2 Planning History

2.1.1 In December 2020, Eastleigh Borough Council (One Horton Heath Team) (hereafter referred to as the 'Applicant') submitted two planning applications which were covered by a single Environmental Statement:

2.1.2 A: Outline Planning Application for land at Burnetts Lane, Fir Tree Lane and Allington Lane, Eastleigh SO50 7BZ (referred to as 'the Wider OPA'). Application reference **O/20/89498** (Approved 27th October 2025).

"Outline: Phased mixed-use development comprising severable and separate phases of development (as per the Phasing Plan) consisting:

•Up to 2,500 residential units in total (across The Lower Acre, Quobleigh Breach, The The Holme and Homestal, Round Copse, The Holme, The Homestal, Chalcroft Farm and The Holme and Homestal phases and partially within Chalcroft Outfarm Works phase);
• A Local Centre (and supporting secondary local centres) on land up to 3.1ha comprising mixed-use residential/retail/leisure/community/employment/day nursery/food establishment uses (Local Centre Phase);
• Further non-residential floorspace on land up to 5ha comprising of office, commercial and industrial uses and general industrial and storage & distribution uses (Chalcroft Outfarm works and Fir Tree Farm Hub phases and partially within the Chalcroft Farm phase);
• A 3FE Primary School (Primary School Phase);
• Public open space including formal sports facilities and informal provisions (across Green Infrastructure Phases);
• Allotments, ecological, landscape and sustainable drainage works;
• key infrastructure and utilities provision including new roads, footpaths, bridleways and cyclepaths;

• Vehicular access from Allington Lane, Fir Tree Lane and Burnetts Lane with improvements to the existing road junction at Fir Tree Lane/Burnetts Lane; and
• Site preparation and demolition works
All Matters Reserved Except Access."

2.1.3 B: Full Planning Application for land west of Burnetts Lane, Horton heath, Eastleigh, Hampshire, SO30 2HH (referred to as OPA Phase 1'). Application reference F/20/89500 (Approved 5th December 2022) .

"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."

2.1.4 This application relates to the parcel 'Lower Acre' and construction work has already begun on the site to deliver the new houses and associated works.

2.1.5 As the detailed elements of the Link Road (or Chalcroft Avenue) were not fixed when the EIA for Wider OPA and OPA Phase 1 was originally undertaken, assessments were carried out on the basis of the indicative alignment of the Link Road as shown on the Wider OPA Access Parameter Plan.

2.1.6 A separate application was submitted for the aforementioned Link Road (Chalcroft Avenue). Application reference F/21/91185

"***Construction of road between Allington Lane and Burnetts Lane with associated footway, cycle paths, water crossings, drainage and landscaping (This application is subject to Environmental Impact Assessment)"***

Construction work has recently been completed and the new link road opened in September 2025.

3 EIA History

3.1 Environmental Statement

3.1.1 The 2020 Application was accompanied by an Environmental Statement (ES) 2020 (hereafter referred to as the '2020 ES'). The ES, and subsequent addendums (as described further below) considered impacts arising from both the construction and operational phases.

3.1.2 Unless stated otherwise within a specific chapter, the EIA assessed the effects arising during the anticipated construction phase and occupation phase based upon the following scenarios.

- Baseline / Future Baseline + OPA Phase 1 with Link Road delivered concurrently and completed by occupation of 100 units of OPA Phase 1
- Baseline / Future Baseline + the Wider OPA (assuming the Link Road and OPA Phase 1 have been delivered) *
- Baseline / Future Baseline + the Wider OPA (assuming the Link Road and OPA Phase 1 have been delivered) * + Cumulative Development

3.2 Environmental Statement Addendum 1 (ESA1)

3.2.1 The 2020 ES was followed by an Environmental Statement Addendum (ESA) (ESA1), which was prepared and submitted in May 2021 which accompanied the submission of amendments to the two planning applications (O/20/89498, F/20/89500) that fall outside of the previously assessed EIA parameters alongside assessments of the potential effects.

3.2.2 In regard to the Wider OPA, which included an original set of parameters outlining the way in which the proposed development was to be delivered, amendments were made for the following:

- Removal of landmark/wayfinding features at northern and southern gateways.
- Public Right of Way amendments, including provision of Bridleways in Fir Tree Lane and West End Footpath 3.

3.2.3 The quantum of development for OPA Phase 1 was reduced from 393 to 381 residential units. Combined with minor amendments to the wider OPA, it was concluded that the assessments and findings of the original EIA remained valid. Although the EIA was based on the original unit count, this reduction did not materially affect the conclusions reported in the 2020 ES.

3.3 Environmental Statement Addendum 2 (ESA2)

3.3.1 ESA2 was prepared and submitted in July 2021 to accompany the submission of a full planning application for the Link Road (Chalcroft Avenue) (F/21/91185).

3.3.2 The detailed elements of the Link Road were not fixed in the original ES, assessments were carried out based on the parameter plans.

3.3.3 For each environmental topic, it has been determined that, provided the detailed designs of the Link Road remained consistent with the outline parameters set out in the original ES, that this does not significantly affect the findings of the One Horton Heah EIA. The conclusions presented in the original ES and ESA1 remained valid.

3.4 Environmental Statement Addendum 3 (ESA3)

3.4.1 Whilst no amendments to the proposed development were made, ESA3, which was submitted in July 2024, was produced to reconfirm (and update where required) the assessment conclusions of the OPA ES as necessary. It looked at, the assessed development since ESA2, the baseline environment and the identified ‘committed schemes’ that may lead to cumulative effects. It was concluded that the findings of the One Horton Heath EIA and the conclusions presented in the original ES remain unchanged.

4 Reserved Matters Application

4.1 Content of the Application

4.1.1 Pursuant to Condition 4 of the 2020 Application, the RMA is in relation to the 'Layout, Scale, Appearance and Landscaping' of the Proposed Development.

4.1.2 Condition 4 states that:

The permission hereby granted is an outline permission and an application for the approval by the Local Planning Authority of the following reserved matters (for at least the first phase of residential development) shall be made no later than the expiration of 18 months beginning with the date of this permission:

a. layout
b. scale
c. appearance
d. landscaping of the site

The development shall accord with the approved details.

Reason: To enable the Local Planning Authority to control the development in detail, encourage delivery and comply with Section 92 of the Town and Country Planning Act 1990 (as amended)

4.1.3 The proposed description of development is as follows:

Submission of Reserved Matters relating to Layout, Scale, Appearance, and Landscaping pursuant to Condition 4 (RM Requirements) of Outline Planning Permission O/20/89498 for the erection of 369 dwellings within Phases 12A and 14 (The Holme and Homestal), with associated public open space, landscaping, and cycle and vehicular parking, to include details relevant to the following Outline Planning Permission conditions:

- *Condition 16 (Arb Assessment)*
- *Condition 21 (Design Code)*
- *Condition 25 (Refuse)*
- *Condition 31 (Higher Access Standards)*
- *Condition 45 (Noise Assessments)*
- *Condition 58 (Flood Mitigation)*
- *Condition 59 (Foul Drainage)*
- *Condition 61 (SUDs)*
- *Condition 64 (EMMP)*
- *Condition 67 (Landscaping)*
- *Condition 71 (BNG)*
- *Condition 76 (Nutrient Neutrality)*

4.1.4 The RMA comprises 424 homes in total, **Table 4.1** below shows the proposed housing mix for The Holme and Homestal RMA.

Table 4.1: Unit Mix – The Holme

Houses			Apartments	
2Bed	26		1B2P	35
3Bed	35		1B2P Mais GF	1
4Bed	16		2B4P Mais FF	1
			2B3P	17
			2B4P	50
			2B4P FOG	2
Total	**77**		**Total**	**106**

Table 4.2: Unit Mix – The Homestal

Houses			Apartments	
2Bed	46		1B2P	17
3Bed	47		1B2P Mais GF	5
4Bed	23		2B4P Mais FF	5
			2B3P	7
			2B4P	20
			2B4P FOG	4
Total	**116**		**Total**	**58**

5 Alignment with parameters

5.1 Review of Parameter plans

5.1.1 When referring to the land associated with this RMA, the term 'Site' is used.

5.1.2 Condition 1 of the OPP requires that the development is carried out in accordance with the approved Parameter Plans, which comprise:

- Amended Access Parameter Plan (EAST 200403_PP 01 P34)
- Land Use Parameter Plan (EAST 200403_PP 02 P36)
- Green Infrastructure Parameter Plan (EAST 200403_PP 03 P36)
- Amended Building Heights Parameter Plan (EAST 200403_PP 04 P31)

5.1.3 The Land Use Parameter Plan (01 P34) identifies both The Holme and Homestal as a residential area within Use Classes C2 and C3, though other elements such as streets, cycle and footpaths, open and play spaces, and SuDS features are included within the parameters.

5.1.4 Building heights within the Site are to be "in accordance with" the Building Heights Parameter Plan (04 P31), which permits structures up to 4 storeys, or 15m (+/-2) at the ridge from existing ground levels across the majority of the Site. In the south-western portion of The Homestal, adjacent to the Grade II Listed Fir Tree Farmhouse, however, the Parameter Plans identify the maximum height as 3 storeys, or 12m (+/- 2) at the ridge.

5.1.5 The Green Infrastructure Parameter Plan identifies indicative transitory routes predominantly within The Holme, providing access into The Homestal. Otherwise, the Parameter Plan illustrates the extent of existing hedgerows around the perimeter of the RMA Areas which are to be retained and enhanced, with only small sections to be removed to facilitate permeability with adjacent RMA Areas.

5.1.6 Access around the Site is shown on the approved Access Parameter Plan (01 34), which identifies an Internal Distributor Road leading into the OPP Site from the east at The Folds' south-eastern extent. The Internal Distributor Road adjoins an existing road with vehicular rights restricted within the north-east of The Holme. An existing Public Right of Way ('PRoW') leads across the northern boundary of The Homestal, the formalisation and improvement of which will come forward in a separate Reserved Matters application for Green Infrastructure.

5.1.7 The development is otherwise contained entirely within the defined extent of Land Use, as set out within the Parameter Plans.

5.1.8 Therefore, the Proposed Development accord with the approved parameters in compliance with Condition 1 and as assessed through the ES and subsequent addendums.

6 Environmental Impact Assessment

6.1 Introduction

6.1.1 To inform this EIA Statement of Conformity, an assessment has been undertaken to determine whether there are any new or different likely significant effects on the environment to hose identified since the 2020 ES, the 2021 ESA1, 2021 ESA2 and the 2024 ESA3 as detailed below and in **Appendix A**.

6.2 Baseline Conditions

6.2.1 The baseline conditions associated with the 2020 Application were originally set out in the 2020 Environmental Statement (ES). These conditions were subsequently updated, where necessary, within the 2024 Environmental Statement Addendum 3 (ESA3). Therefore, ESA3 represents the most current and relevant baseline against which present-day conditions should be compared.

6.2.2 The changes to the baseline conditions include the start of construction of OPA Phase 1 (Lower Acre) and the opening in September 2025 of the Burnetts Lane to Allington Lane Link Road. The construction of the Link Road was included in two of the assessment scenarios within the EIA and therefore is not expected to impact the findings of the ES or subsequent ESAs.

6.3 Relevant Existing and/or Approved Development

6.3.1 Eastleigh Borough Council has provided an updated list of committed developments, which includes four new schemes located approximately 3.7 km to 4 km from the Site. The study areas defined for the landscape, heritage, and air quality (construction dust) assessments are not wide enough to encompass the nearest of these new developments; therefore, no new cumulative impacts are anticipated for these topics. The hydrology assessment considers committed developments within the same surface water drainage or wider river catchment as the Site; however, it is assumed that each new scheme will incorporate appropriate drainage strategies to mitigate potential issues, thereby avoiding any new cumulative effects on hydrology. No significant inter-project related ecological effects were identified in the 2020 ES, due to the implementation of adopted and additional mitigation and enhancement measures. On this basis, and given the distance of the newly identified developments, no new significant cumulative ecological effects are expected.

6.3.2 In relation to transport, noise, and air quality, the dispersed nature and distance of the four new committed developments, together with the expectation that each will include its own site-specific mitigation, mean that no new or different cumulative effects are likely to arise. Furthermore, the original Environmental Statement incorporated growth assumptions derived from TEMPro Version 7, which used Eastleigh's 2012 Annual Monitoring Report containing housing projections to 2017 and the identified committed developments. This approach resulted in a precautionary and robust assessment of cumulative traffic and environmental effects. Accordingly, while four new committed developments are now present, the conservative methodology applied in the original ES is considered to remain sufficient for the purposes of this RMA.

6.4 Assessment Methodology

6.4.1 The EIA assessment methodology used to determine likely significant effects is the same as that used within Chapter 5 of the 2020 ES.

6.4.2 **Appendix A** considers the new or different likely significant environmental effects arising from the Proposed Development on the following topics that were scoped within the 2020 ES:

- Socio-Economics
- Air Quality
- Transport and Access
- Built Heritage
- Ecology
- Hydrology (including flood risk)
- Noise and Vibration
- Landscape

6.4.3 It is concluded that the environmental sensitivity of the sites location, the characteristics of the Proposed Development and any potential impacts have not changed, therefore it is not considered necessary to scope in any additional topics into the ES. There will be no new or different likely significant effects to the following topics, which have therefore not been considered further in **Appendix A.**

- Soil and Agricultural Land
- Accidents, Fire and Natural Disasters
- Climate Change
- Health and Safety
- Waste
- Ground Conditions
- Mineral Resources
- Odour
- Archaeology

6.5 New or different likely significant environmental effects arising from the Proposed Development

6.5.1 A Review of New or Different Likely Significant Effects from the Proposed Development compared to the 2020 ES and subsequent ES Addendums are set out in **Appendix A**.

6.5.2 It has been determined that there are no new or different likely significant effects during demolition, construction and operation to those considered in the 2020 ES and subsequent RMAs due to the Proposed Development including cumulative effects.

7 Conclusion

7.1.1 Based on a review of the Proposed Development, it is concluded that it does not lead to new or different likely significant effects when considered against the 2020 ES, ESA1, ESA2 and ESA3, this includes in combination effects.

7.1.2 The RMA is in compliance with the Outline Planning Permission and the conclusions presented in the Original ES (ES and ES Addenda) remain valid. Therefore, no further EIA information is required for the determination of the application.

Appendix A Review of New or Different Likely Significant Effects

Environmental Aspect	Construction	Operation / Occupational
Socio-Economics	The 2020 ES provided an assessment of the effects on both direct and indirect employment for OPA Phase 1 and the Wider OPA. The subsequent ESAs all determined that the findings of the socio-economic assessment and the conclusions presented in the socio-economic chapter of the 2020 ES remain the same. This construction assessment is based on the overall estimated quantum of development and the length of the construction programme, which remains unchanged. Therefore, it is concluded that **no new or different significant effects are likely. This includes no in combination effects.**	The 2020 ES provided an assessment of the effects on employment, housing, and social infrastructure (schools, primary health services and open space) for the operational phase. <u>Employment</u> Operational phase jobs have been calculated using the employment densities for each use class within the development of the Wider OPA, figures for OPA Phase 1 are based on an assumed percentage of residents working from home. Existing employment rates have reduced from those reported in the 2020 ES but the overall profile of economic activity remains comparable. In addition, there has been no change to the proposed quantum of non-residential floorspace. Therefore, there are no new or different significant effects likely, and the conclusion remain as reported in the 2020 ES and subsequent addendums. No mitigation measures are required as stated in the 2020 ES. <u>Housing</u> The RMA delivers housing inline with the assessed 2,500 homes that formed the maximum parameter in the 2020 ES and therefore does not alter the moderate beneficial effect on housing delivery that was previously concluded. <u>Education</u> As the RMA remains within the maximum parameters previously assessed and the OPP continues to provide the committed nursery provision (465 sq.m), childcare capacity. The negligible impact on pre-school facilities therefore remains, resulting in no change to the previously identified neutral effect.

Environmental Aspect	Construction	Operation / Occupational
		The minor beneficial effect on primary school place provision remains as the OPP is still proposing to deliver 630 primary school places. The secondary education baseline presented in ESA3, which accounted for the opening of Deer Park School in 2021, remains up to date and appropriate. As the number of dwellings proposed under the RMA is consistent with the maximum parameters assessed in the 2020 ES, the previously identified neutral effect on secondary education provision remains. <u>Healthcare (GPs)</u> As the RMA remains within the maximum parameters assessed and does not increase the population beyond that already accounted for, the demand for GP services would be unchanged. Capacity at existing GP practices remains exceeded and the OPP mitigation position is unchanged. Therefore, the previously identified major adverse effect on primary healthcare provision remains unchanged. <u>Open Space</u> As the RMA remains within the maximum parameters assessed, open space provision and associated mitigation remain unchanged. The OPP continues to deliver up to 21.14 ha of open space, including play, sports and allotment provision, meeting or exceeding Eastleigh Borough Council's quantity standards. Open space, play, sports and community infrastructure will be delivered in line with the EBC Planning Obligations SPD, secured through legal obligations (Section 106 agreement). Therefore, the previously identified moderate beneficial effect on open space and play provision remains unchanged. **The conclusions of the 2020 ES and subsequent addendums remain valid.**
Air Quality	An updated Construction Dust Risk Assessment has been undertaken in accordance with the 2024 IAQM guidance to ensure that appropriate	ESA3 (2024) confirmed that there have been no changes to the traffic data or development parameters previously assessed. The air quality assessment was updated using the latest Emissions Factor Toolkit (EFT v12) so the conclusions

Environmental Aspect	Construction	Operation / Occupational
	mitigation measures are adopted. This was provided within ESA3 in 2024 and therefore presents the most up to date assessment of construction air quality impacts and is the pertinent source for assessing the impact of this RMA. This assessment used the original development parameters, the qualitative construction dust risk assessment shows that the Proposed Development remains High Risk for adverse impacts during construction, as a worst-case, in the absence of mitigation – however following mitigation in the form of measures set out in the CEMP, which will be provided under a pre-commencement condition there is a negligible impact. As the RMA is within these original parameters it is expected that this conclusion relating to construction air quality remains valid. **No further assessment is required as no new or different likely significant effects have been identified.**	reflect the latest emission projections. Operational phase modelling was re-run for baseline and future year scenarios, incorporating previous consultee feedback. The results continue to identify negligible impacts, and no significant operational air quality effects are expected. The conclusions of the 2020 ES and subsequent addendums therefore remain valid for the OPP and subsequently this RMA. No further assessment of operational air quality effects on ecological receptors has been required, as these matters were appropriately addressed through the Local Plan HRA for allocation HH1. The HRA concluded no adverse effects on ecological integrity from atmospheric pollution, and this position remains unchanged. **Therefore, no further assessment is required as no new or different likely significant effects have been identified.**
Transport and Access	The 2020 ES and 2024 ESA3 both conclude that no significant effects will occur following the implementation of appropriate mitigation, delivered through a CEMP alongside a Construction Traffic Management Plan (CTMP) which include details such as:	The 2020 ES and 2024 ESA3 explain how the implementation of appropriate mitigation, delivered through a sustainable transport strategy will result in no residual significant effects relating to transport during the occupation phase, the main objectives of the sustainable transport strategy are: • Encourage users of the proposed development and existing residents of Horton Heath and Fair Oak to undertake local trips by sustainable modes of travel, including, walking, cycling and public transport

Environmental Aspect	Construction	Operation / Occupational
	• The use of appropriate and approved routes for deliveries and staff which would be signposted • The management of working hours and delivery times to minimal disturbance caused by traffic (e.g. avoid deliveries during peak travel periods) • The covering of loads coming to and leaving the Application Site • Provision of wheel washing facilities, vehicle cleaning facilities or securing a commitment for a road sweeper if required • Inspection of the local highway network for cleaning and repairs if required ESA3 confirms no new committed developments requiring reassessment, and baseline traffic conditions remain unchanged from the 2018 data used in the 2020 ES. The Bubb Lane Relief Road and the Avenue Link Road (opened September 2025) have both been delivered; however, as both were already included within the EIA assessment scenarios, they do not alter the baseline. The baseline data therefore remains appropriate for drawing assessment conclusions from. Due to the short time period elapsed between the 2024 ESA3 and this RMA it is assumed that the baseline data remains valid.	• Provide a development and associated infrastructure which maximises the potential for 'walkable' neighbourhoods where walking and cycling become the normal mode of travel • Fully integrate the Wider OPA Site (including OPA Phase 1) with the surrounding local settlements, including Fair Oak, Horton Heath and Hedge End by providing improved connections for pedestrians, cyclists and public transport users • To contain as many trips as possible within the site to reduce the number of traffic movements generated by the proposed development by providing key amenities and facilities on site Highway impacts from the OPP are mitigated through a comprehensive package of off-site transport measures secured under the extant permissions. Eastleigh Borough Council, as developer, has provided a financial contribution to Hampshire County Council to deliver these agreed improvements. The package includes multiple junction upgrades, pedestrian crossings, traffic management measures, Public Rights of Way enhancements and signal upgrades, ensuring the transport impacts of the OPP are mitigated in full. As previously stated, ESA3 confirms no new committed developments requiring reassessment, and baseline traffic conditions remain unchanged from the 2018 data used in the original ES. The Bubb Lane Relief Road and the Avenue Link Road (opened September 2025) have both been delivered; however, as both were already included within the EIA assessment scenarios, they do not alter the baseline. The baseline data therefore remains appropriate for drawing assessment conclusions from. Due to the time elapsed between the 2024 ESA3 and this RMA it is assumed that the baseline data remains valid. As the RMA remains within the parameters assessed in the EIA, and no material changes to the baseline have been identified that would alter the conclusions of the 2020 ES or 2024 ESA3, the residual effects previously reported remain valid.

Environmental Aspect	Construction	Operation / Occupational
	Based on this RMA being delivered within the parameters of the EIA, and that there is no material change in baseline that could have altered the conclusions of either the 2020 ES or the 2024 ESA3, the following residual effects remain following the implementation of appropriate mitigation.: A temporary negligible adverse impact on severance, driver delay, pedestrian delay, pedestrian amenity, accidents and safety, fear and intimidation and hazardous loads. **There are no new identified residual effects and therefore the conclusions of the 2020 ES and 2024 ESA3 remain valid.**	In line with those assessments, transport impacts associated with the OPP continue to be mitigated through a package of on-site measures, sustainable transport improvements and off-site highway contributions. These measures reduce severance and improve pedestrian and cycle connectivity, resulting in negligible to slight effects. Driver delay impacts are largely mitigated to a nil-detriment position, with only localised slight adverse effects arising due to existing baseline conditions. Pedestrian delay and amenity effects are generally slight beneficial, while road safety impacts are mitigated to slight beneficial overall. Effects relating to hazardous loads remain negligible. **There are no new identified residual effects and therefore the conclusions of the 2020 ES and 2024 ESA3 remain valid.**
Built Heritage	The potential effects of the Proposed Development on the significance of a Listed Building (Grade II Listed - Firtree Farmhouse - 1111949) were originally assessed in the 2020 ES and subsequently confirmed through the ES Addendums, which identified that any impacts would be limited and capable of being appropriately mitigated. The RMA sits within the parameters assessed in the ES and ES Addendums and does not introduce any new elements that could give rise to additional or materially different effects on heritage assets. While some physical impacts may occur during construction, these are expected to be minor and non-significant, provided that the	Because the RMA sits within the parameters assessed in the 2020 ES and confirmed in the 2024 ESA3, it does not introduce any new elements that would alter the assessed effects on heritage assets during the occupational phase. As the operational layout and design remain consistent with the parameters assessed in the ES and ESA3, it is anticipated that **there would be no change to the conclusions of the 2020 ES and 2024 ESA3 in respect of heritage assets during the operational phase of the development.**

Environmental Aspect	Construction	Operation / Occupational
	development continues to follow the established mitigation approach. An Archaeological Written Scheme of Investigation (WSI) will be implemented prior to the commencement of each phase of construction. This ensures that the anticipated effects remain as previously assessed and that the identified heritage assets are afforded appropriate protection throughout the development process. **There would be no change to the conclusions of the 2020 ES and 2024 ESA3 in respect of heritage assets during the construction phase of the development.**	
Ecology	The 2020 ES provided an assessment of biodiversity and ecology and was based on the existing ecological baseline. The 2024 ESA3 confirmed that the 2020 ES ecological baseline remains valid and robust, having been based on extensive multi-year surveys and consultation with stakeholders. The surveys followed best practice and were agreed with the Biodiversity Steering Group. Later changes in policy or guidance do not affect the baseline's reliability, and the assessment concluded that the proposals would have no	The baseline for ecological surveys and assessment has been explained under 'Construction'. The 2020 ES concluded no adverse significant effects on ecological receptors during the operational phase and this remains true. The existing mitigation and enhancement strategy remains appropriate, and a Landscape and Ecological Mitigation and Management Plan will be submitted and implemented in accordance with the planning conditions, ensuring that ecological protection and enhancement measures continue to be secured throughout the construction phase. **There would be no change to the conclusions of the 2020 ES and 2024 ESA3 in respect of Ecology during the Operational phase of the development.**

Environmental Aspect	Construction	Operation / Occupational
	significant adverse effects on biodiversity, with positive outcomes anticipated. Building on the ongoing monitoring and survey work undertaken since the original OPA ES, the ecological baseline has been regularly reviewed and refreshed to ensure it remains accurate. Annual walkover surveys, protected species monitoring, implementation of ecological method statements and habitat enhancement measures, as well as updated UKHAB and MORPH surveys in 2023 and 2024, have all confirmed that there have been no material changes to the ecological conditions on site beyond those associated with the phased delivery of approved development. Given this continuity of ecological oversight and the short time elapsed between the 2024 ESA3 and this RMA, the previously established ecological baseline remains robust, up to date and relevant, and therefore continues to provide a sound basis for assessment. Therefore, as the RMA is being delivered within the original EIA parameters and no material changes to the ecological baseline have occurred since the 2024 ESA3, **no new significant ecological effects are anticipated that require further assessment.** The 2020 ES concluded no adverse significant effects on ecological receptors and this has not changed. The existing mitigation and enhancement	

Environmental Aspect	Construction	Operation / Occupational
	strategy remains appropriate, and an Landscape and Ecological Mitigation and Management Plan will be submitted and implemented in accordance with the planning conditions, so that ecological protection and enhancement measures continue to be secured throughout the construction phase.	
Hydrology	The 2020 ES was supported by a detailed Flood Risk Assessment (FRA) and Drainage Strategy which covered the Wider OPA. Flood risk, surface water drainage, and water quality were assessed within the ES. It evaluated how activities like excavation, soil compaction, and runoff could disrupt existing drainage patterns, increase flood risk, and introduce pollutants such as sediment, oils, and chemicals into nearby watercourses. The methodology involved baseline data collection, flood risk modelling, and sensitivity analysis of local receptors. Mitigation was planned through a CEMP, phased implementation of Sustainable Drainage Systems (SuDS), and regular water quality monitoring. After applying these measures, the residual effects were judged to be temporary, reversible, and of neutral to moderate adverse significance. The 2024 ESA3 provided a review of this chapter and previous assessment, including a revised assessment based on updated guidance relating to Peak River Flow Allowances and Peak Rainfall Intensity	As explained in the construction section, the 2020 ES was supported by an FRA and Drainage Strategy covering the Wider OPA. The 2020 ES concluded that following the implementation of identified mitigation such as surface water quality monitoring and management plans, there is expected to be a neutral to moderate adverse effect on surface water quality during operation, and a neutral to major beneficial effect on both flood risk to downstream persons and property and nutrients. As highlighted, the 2024 ESA3 provided a review of this chapter and previous assessment, including a revised assessment based on updated guidance relating to Peak River Flow Allowances and Peak Rainfall Intensity Allowances. It concludes that the findings and conclusions of the OHH 2020 ES and associated documents are unaffected by the revised guidance. As required by the draft conditions, a comprehensive Flood Risk and Drainage Strategy is submitted with this RMA to address flood risk matters in detail. This demonstrates that no new significant effects would arise, and the proposals remain within the parameters assessed in the original EIA. **Accordingly, no further assessment is required and the conclusions of the 2020 ES and 2024 ESA3 remain valid.**

Environmental Aspect	Construction	Operation / Occupational
	Allowances. It concludes that the findings and conclusions of the 2020 ES and associated documents are unaffected by the revised guidance. As required by the draft conditions, a comprehensive Flood Risk and Drainage Strategy is submitted with this RMA to address flood risk matters in detail. This demonstrates that no new significant effects would arise, and the proposals remain within the parameters assessed in the original EIA. **Accordingly, no further assessment is required and the conclusions of the 2020 ES and 2024 ESA3 remain valid.**	
Noise and Vibration	The 2020 ES assessed potential noise and vibration effects during construction at residential receptors, considering activities such as enabling works, piling, building construction, landscaping, and external infrastructure works. It also evaluated noise impacts on bird habitats and both noise and vibration effects on fish habitats, providing a comprehensive assessment of construction-related noise and vibration across the Wider OPA. The 2020 ES concluded that, with the implementation of best practice construction methods, appropriate noise mitigation measures and adherence to identified noise limits, neutral effects were anticipated at the majority of assessed receptors. A number of receptors	The 2020 ES assessed potential noise and vibration effects during operation from development generated road traffic, and noise from proposed locations throughout the Wider OPA such as gardens and habitable rooms. Following the implementation of mitigation such as standoffs, wall/fencing and a glazing/ventilation strategy it was concluded that the residual effect on most proposed spaces would be neutral, with a moderate effect from industrial noise at proposed dwellings arising from Chalcroft Industrial Estate. The 2024 ESA3 concluded that the likely significant effects associated with operation of the Proposed Development remain the same as those concluded in the 2020 ES and that no additional assessment was required. As this RMA is being delivered within the parameters assessed in the 2020 ES and 2024 ESA3, and a Noise Assessment and Management Scheme accompanies the submission of this RMA to address potential noise effects from the scheme and surrounding uses, including the identification of appropriate

Environmental Aspect	Construction	Operation / Occupational
	were identified as experiencing temporary, short-term moderate adverse effects during specific construction activities. The 2024 ESA3 concluded that the likely significant effects associated with construction of the Proposed Development remain the same as those concluded in the 2020 ES and that no additional assessment was required. As this RMA is being delivered within the parameters assessed in the 2020 ES and 2024 ESA3, and a Noise Assessment and Management Scheme accompanies the submission to address potential noise effects from the scheme and surrounding uses, including the identification of appropriate mitigation where required, **it is concluded that no new significant effects will arise and no further assessment is necessary.**	mitigation where required, **it is concluded that no new significant effects will arise and no further assessment is necessary.**
Landscape and Visual	The 2020 ES provides an assessment of landscape and visual effects. The hierarchy of scale and legibility and overall character of the wider townscape and visual amenity experience for the most part remains as set out in the 2020 ES. The 2024 ESA3 provides an up to date review of the baseline and previous assessments. It confirms that although some visual receptors	The 2020 ES provides an assessment of landscape and visual effects. The hierarchy of scale and legibility and overall character of the wider townscape and visual amenity experience for the most part remains as set out in the 2020 ES. The 2024 ESA3 provides an up to date review of the baseline and previous assessments. It confirms that although some visual receptors now experience a change in view compared to the 2020 ES, the baseline has not materially altered and the Proposed Development remains within the parameters assessed previously. As the nature of these changes was anticipated in the earlier

Environmental Aspect	Construction	Operation / Occupational
	now experience a change in view compared to the 2020 ES, the baseline has not materially altered and the Proposed Development remains within the parameters assessed previously. As the nature of these changes was anticipated in the earlier assessments, the conclusions of the landscape and visual assessments reported in the OHH ES and updated in the 2021 ESA remain valid and acceptable for the construction stage. As the RMA is being delivered fully within the parameters assessed in the original EIA and subsequent addendums, and no material changes have been identified in the baseline or the nature of effects, **it is concluded that no new significant effects will arise and no further assessment is required.**	assessments, the conclusions of the landscape and visual assessments reported in the OHH ES and updated in the 2021 ESA remain valid and acceptable for the operational stages. As the RMA is being delivered fully within the parameters assessed in the original EIA and subsequent addendums, and no material changes have been identified in the baseline or the nature of effects**, it is concluded that no new significant effects will arise and no further assessment is required.**