

Elvetham Chase

Environmental Impact Assessment Scoping Request

April 2016

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Figure 1.1: Site Location Plan

Figure 2.1: Development Framework

Figure 4.1: Zone of Visual Influence

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This document has been prepared and checked in accordance with ISO 9001:2008

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1.0 Introduction

1.1. General

1.1.1. This report sets out the proposed scope and content of the Environmental Impact Assessment (EIA) to be carried out on behalf of Wates Developments Limited for the development of a residential led masterplan at Palelane Farm, Fleet. The Proposed Development will comprise of approximately 700 dwellings, a 2 form entry primary school, a local community centre, approximately 15ha of Suitable Alternative Natural Greenspace (SANGs) along with associated infrastructure such as roads, footpaths and cycle ways, public open space, drainage etc to serve the development, and will be referred to as 'Elvetham Chase'. The Application Site extends to approximately 59 hectares (146.502 acres) and is located to the north west of Fleet.

1.1.2. The site location is shown on Figure 1.1, presented at the end of this report.

1.2. Purpose of the EIA Scoping Request

1.2.1. The purpose of this EIA Scoping Report is to provide information on the site location, the Proposed Development and the approach to assessment. The information contained within this Scoping Report is based on initial design and environmental studies carried out by the EIA team to date, informed by early consultation with Hart District Council (HDC) and Statutory Consultees, where applicable. This level of detail should be sufficient to assist HDC in their consideration of the proposed scope and content of the EIA.

1.2.2. Overall, and in line with best practice, this scoping exercise aims to achieve the following objectives:

- Establish the availability of existing baseline data;
- Define a survey and assessment framework from which a comprehensive EIA spanning those environmental topics which are likely to experience significant environmental effects can be undertaken;
- Invite statutory and non-statutory consultees to comment on the proposed EIA, in terms of:

- The potential significant environmental effects which require assessment;
- The assessment methodology for each environmental topic proposed to be scoped into the EIA process;
- Sources of information;
- Issues of perceived concern; and
- Any other areas which should be addressed in the assessment.

1.3. The Applicant

- 1.3.1. Wates Developments Limited is part of the Wates Group which was founded in 1897. Today the family business, now led by the 4th generation is one of the largest privately owned development and construction companies in the UK. The company is driven by its commitment to safety, its customers, partners, employees, shareholders and the environment.
- 1.3.2. As a family owned business it shares a deep sense of responsibility to provide outstanding projects for customers which make a long lasting difference to the communities in which it works. From delivering affordable housing, new schools, through to retail and commercial interior, heritage sites and residential development jointly with partners' it is in a unique position to make a positive impact for the long term. Wates Developments is the primary investment arm of the Group working closely with the family and board.
- 1.3.3. Wates Developments is an expert in land, planning and residential development throughout Southern England. The importance of creating sustainable communities runs deep within Wates Developments and the Group as a whole. Planning, as a democratic process is best delivered where all stakeholders engage to share a vision of future development. Wates Developments see every development as an opportunity to enhance and improve.

1.4. Structure of the Scoping Report

1.4.1. This Scoping Report is structured as follows:

- Chapter 2 provides a description of the Application Site and the Proposed Development along with the anticipated construction process as is known at this stage;
- Chapter 3 sets out general EIA methodology and the manner in which information will be provided and presented within the Environmental Statement (ES);
- Chapter 4 sets out the proposed environmental topics which we propose to be scoped into the EIA process;
- Chapter 5 provides an overview and reasoned justification as to why a number of environmental topics are proposed to be scoped out of the EIA process; and
- Chapter 6 sets out the proposed approach to the cumulative assessment.

1.5. EIA Consultant Team

1.5.1. The EIA consultant team who have contributed to the preparation of this Scoping Report are set out in Table 1.1.

Table 1.1: EIA Consultant Team

Chapter	Consultant
Introduction Description of Application Site and Proposed Development EIA Methodology Socio-Economics Cumulative Assessment	LDA Design
Planning Policy	Carter Jonas
Air Quality, Noise Environment	Peter Brett Associates

Landscape and Visual Impact Assessment	Allen Pyke Associates
Ecology and Nature Conservation	BSG Ecology
Cultural Heritage and Archaeology	SLR Consulting
Traffic and Transport	i-Transport
Hydrology, Flood Risk and Drainage, Ground Conditions	JNP Group

2.0 Description of the Application Site and the Proposed Development

2.1. The Application Site

2.1.1. The Application Site extends to approximately 59 ha and is located to the north west of Fleet. It is bounded to the north by the M3 motorway and to the south by the South West Mainline Railway. The railway line is set on an elevated embankment approximately 6m high. Its eastern boundary comprises the A323 Fleet Road whilst it is bounded to the west by open farmland. Pale Lane runs in a north east to south west direction through the Application Site.

2.1.2. The Application Site comprises mainly of gently-sloping pasture and arable fields, some of which are bounded by mature and semi-mature hedgerows. The land is undulating in character, albeit with a gradual slope from a local ridge in the north at approximately 75m AOD (Above Ordnance Datum) to the low lying areas adjacent to the railway line and River Hart valley at 62m AOD in the south and south west. There are three areas of woodland located within the site, including Great Bog Copse, Parkfield Copse and Bushy Hill. Parkfield Copse is designated as both an Ancient Woodland and a Site of Importance for Nature Conservation. Palelane Farm, a Grade II Listed Building is located on the western edge of Pale Lane. Two other buildings, located in close proximity to Palelane Farm are listed on the County Council's Archaeological and Historic Buildings Record. Other features within the Application Site comprises a motocross track, located within the western parameters and a number of mature trees, including some veteran trees.

2.2. The Proposed Development

2.2.1. The development proposal is for a sustainable urban extension to the town of Fleet. For the purpose of the EIA, it is anticipated that the Proposed Development will comprise of approximately 700 dwellings, including a mix of housing for sale and affordable housing for rent and shared ownership. Supporting infrastructure will include a 2 Form Entry Primary School and a local centre with small neighbourhood retail and community uses.

- 2.2.2. Suitable Alternative Natural Greenspace (SANGs), extending to approximately 15ha will be provided which will centre around the existing woodland features, whilst providing pedestrian and cycle links both within the Application Site and to the surrounding area. Separate public open spaces and green infrastructure will also be provided. The use of Sustainable Drainage Systems (SUDs) will form part of the wider drainage infrastructure and a key feature of the Proposed Development. Access to the surrounding area will be taken off the A323 Fleet Road, which will connect with key residential areas within the site.
- 2.2.3. Figure 2.1 presents an overview of the Proposed Development, as is known at this time. This layout and mix will change as the design progresses and the assessment outputs feed into the overall design process.

2.3. Structure of Planning Application and Supporting Documents

- 2.3.1. The Proposed Development will be the subject of a “hybrid” planning application, comprising a detailed application for the Suitable Accessible Natural Greenspace (SANGs) and Access, with the remainder being submitted in “outline” with all matters reserved for future determination. The outline elements of the Proposed Development will be set out in a series of parameter plans which will define the indicative layout and scale of development and which are referred to in more detail in Chapter 3 of this report.
- 2.3.2. The ES will be one document included within a suite of other documents which will be submitted in support of the hybrid application, the scope of which will be agreed during pre-application consultation with HDC. It is proposed that all other supporting environmental information which does not form part of the EIA will be submitted as separate documents and not as part of the formal ES documentation.
- 2.3.3. At this stage it is anticipated that the suite of supporting information and documents will include the following:
- Planning Application Forms, Certificates, Cover Letter and Fee;
 - Application Summary;

- Planning Statement;
- Transport Assessment and Appendices;
- Framework Travel Plan;
- Flood Risk Assessment;
- Site Wide Drainage Strategy, including Surface Water and Foul Water Drainage;
- Design and Access Statement;
- Illustrative Masterplan;
- Parameter Plans, Phasing Plan and Drawings;
- Topographical Surveys;
- Landscape Strategy, including Landscape and Visual Impact Assessment;
- Statement on the Provision of SANGs;
- Sustainability Statement;
- Air Quality Assessment;
- Noise Assessment;
- Infrastructure and Utilities Assessment;
- Energy Assessment;
- Phase 1 Ground Investigation;
- Heritage Impact Assessment;
- Ecology Assessment;
- Arboriculture Impact Assessment;
- Education Assessment;
- Planning Obligations Draft Heads of Terms;
- Affordable Housing Statement;
- Statement of Community Involvement; and

- Environmental Statement (ES), including:
 - ES Appendices;
 - ES Figures; and
 - ES Non-Technical Summary;

2.4. Construction Programme

- 2.4.1. Subject to planning approvals, construction of the Proposed Development is anticipated to commence by the end of 2017 with an estimated completion date of quarter two 2025. The construction programme will be set out within the ES and will inform the construction phase assessment.

3.0 EIA Methodology

3.1. The EIA Process

- 3.1.1. EIA is the process of compiling, evaluating and presenting all the significant environmental effects of a proposed development, prior to major decisions being made. It is born out of Directive 85/337/EC (as amended) on the assessment of the effects of certain public and private projects on the environment. This Directive is transposed into UK law through the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended 2015). Following a series of amendments, a new Directive, EIA Directive 2014/52/EU came into force on the 15 May 2014, which is due to be transposed into UK law during 2017.
- 3.1.2. The assessment process is designed to produce an environmentally sensitive development by considering and assessing the effects of the Proposed Development against existing environmental baseline conditions. To date, the EIA team has undertaken a review of both the environmental sensitivities within and surrounding the Application Site and the preliminary concept design to identify any potential environmental effects. Site visits have been undertaken and environmental surveys are currently ongoing. These are referred to in more detail in Chapters 4 and 5.
- 3.1.3. The EIA process will be undertaken in accordance with the EIA Regulations (referred to above), guidance produced by the Institute of Environmental Management and Assessment (IEMA) and other environmental topic-specific guidance. The ES will set out details on the methodology and approach, along with the overall conclusions of the EIA process. It will also outline the main parameters and detailed design aspects of the Proposed Development against which the assessment will be undertaken.
- 3.1.4. Development parameters will be determined and fixed for the purposes of the EIA through an iterative approach taking into account baseline environmental information, the evolving design and any associated technical requirements. ES parameter plans will include design details including but not limited to land use;

density and massing; building heights; access and circulation; open space and green infrastructure.

- 3.1.5. The EIA will assess the construction and operational phases of the Proposed Development and where possible make reference to its decommissioning phase.

3.2. EIA Screening

- 3.2.1. Given the size of the Application Site, nature and scale of Proposed Development and the surrounding environmental resources, it was agreed that an EIA Screening Opinion would not be sought. A decision was made by the client team to submit a Voluntary ES as part of the planning application suite of documents.

3.3. EIA Scoping

- 3.3.1. Whilst every ES should provide a full factual description of the development, the emphasis of Schedule 4 (of the EIA Regulations) is on the “main” or “significant” environmental effects to which a development is likely to give rise. (Planning Practice Guidance, 2014).
- 3.3.2. Where relevant, the environmental topics set out within this Scoping Report provide an outline of the proposed approach to assessment and the potential environmental effects. The ES will provide an objective analysis of the significant environmental effects and highlight the key issues relevant to the decision-making process.
- 3.3.3. A cumulative assessment will also be undertaken. The approach to this is outlined in more detail in Chapter 6.

3.4. Structure of the Environmental Statement

- 3.4.1. Subject to responses from HDC and statutory consultees on this Scoping Report, the ES will consist of the following Volumes:

Volume I: Main ES Text and Supporting Drawings

- 3.4.2. This Volume will comprise the main ES text and supporting drawings and will include the following:

- A description of the methodology and approach to EIA;
- A detailed description of the Proposed Development, including details on the construction and operational phases;
- A description of the evolution of the design process, including a review of the main layout options. An assessment of these options will not be undertaken;
- A detailed assessment methodology for each environmental topic scoped into the EIA;
- A description of the baseline environment for each environmental topic;
- An assessment of predicted environmental effects during the construction and operational phases and where possible, the decommissioning phase for each environmental topic;
- A description of the mitigation measures proposed;
- A description of any residual environmental effects; and
- An assessment of cumulative effects.

- 3.4.3. An outline of the proposed table of contents for Volume I is referred to below.

Volume II: Technical Appendices

- 3.4.4. Volume II will include all technical data required to support the assessment conclusions set out in Volume I.

Non- Technical Summary

- 3.4.5. A Non-Technical Summary will be prepared which will provide a brief description of the Proposed Development, a broad summary using non-technical language of the significant effects likely to arise and mitigation measures identified to reduce those effects.

3.5. Content of the ES

- 3.5.1. The proposed content of Volume I of the ES is outlined as follows:

- Chapter 1: Introduction;
- Chapter 2: EIA Methodology;
- Chapter 3: Design Iterations and Alternatives;
- Chapter 4: Description of Proposed Development;
- Chapter 5: Landscape and Visual Impact;
- Chapter 6: Ecology and Nature Conservation;
- Chapter 7: Archaeology and Cultural Heritage;
- Chapter 8: Traffic and Transport;
- Chapter 9: Socio-Economics;
- Chapter 10: Cumulative Assessment; and
- Chapter 11: Summary of Mitigation Measures.

3.6. Consultation

- 3.6.1. A programme of community engagement/consultation will be undertaken as part of the EIA process and wider Planning Application to allow HDC, statutory and non-statutory consultees to submit their views and participate in the decision-making process. A Statement of Community Involvement will be submitted as part of the Planning Application suite of documentation.

4.0 Environmental Topics Scoped into the EIA

4.1. Introduction

4.1.1. Following a review of environmental surveys and preliminary appraisal work undertaken to date, it is proposed that the EIA need only to focus on the following environmental topics:

- 1) Landscape and Visual Impact;
- 2) Ecology and Nature Conservation;
- 3) Archaeology and Cultural Heritage;
- 4) Traffic and Transport; and
- 5) Socio-Economics.

4.1.2. These topics are referred to in greater detail in this chapter, under the following headings:

- Introduction;
- Baseline Conditions;
- Approach to Assessment; and
- Potential Significant Effects.

4.2. Landscape and Visual Impact

Introduction

4.2.1. This section provides an initial assessment of the likely significant effects of the Proposed Development with respect to landscape character and visual amenity. It describes the baseline conditions currently existing at the Application Site and surrounding area, the potential effects of the Proposed Development and the approach / methods proposed to be used to assess the effects within the EIA.

Baseline Conditions

Landscape Setting:

- 4.2.2. The Application Site is located on the low-lying gentle undulating valley slopes formed by the River Hart and its tributaries. The Basingstoke Canal meanders between Fleet and Aldershot over 1km south of the Application Site. Long distance views are contained by the ridgelines of Yateley, Fleet, Winchfield and Dogmansfield. Woodlands and plantations are prominent in the local area and reinforce the undulating landform and extent of visibility between settlements and transport corridors.
- 4.2.3. The fields within the Application Site are divided by mature, managed native hedgerows with occasional standalone trees. New woodland areas along the elevated areas provide connections between the sloping Bushy Hill woodland and Ancient Woodland at Parkfield Copse. Great Bog Copse is located along the lower parts of the Application Site and includes a dense understorey and occasional damp areas and ditches.
- 4.2.4. Hedgerows and trees adjacent to Pale Lane and Fleet Road are mature and well established. A dense belt of evergreen planting exists adjacent to the M3. The railway embankments are steep with occasional trees and limited understorey.

Landscape Designations

- 4.2.5. The Application Site is not the subject of, or visually notable from, any landscape designations.

National Landscape Character

- 4.2.6. At a national level Natural England has produced a National Character Area (NCA) Plan which divides England into 159 distinct natural areas. The Application Site and study area are located in the Thames Basin Heaths Character Area (No.129). This is a large and diverse NCA stretching westwards from Weybridge in Surrey to the countryside around Newbury in Berkshire.

Regional Landscape Character

4.2.7. Hampshire County Council's Integrated Landscape Character Assessment is an online resource. It identifies the Application Site and Study Area as falling partly within the two character areas known as:

- 1b North East Hampshire Plantations and Heath; and
- 2c Loddon Valley and Western Forest of Eversley.

Local Landscape Character

4.2.8. The HDC Assessment (Scott Wilson Resource Consultants, April 1997) forms part of the background evidence informing the Local Plan review. It identifies the Application Site as being located entirely within Local Character Area 11: Hart Valley. Other LCAs in the vicinity of the Application Site include LCA 8: Hazeley / west Green and LCA9: Winchfield. The assessment will consider the distinguishing features of each LCA where relevant to the Application Site and the enhancement priorities which can be considered within the Proposed Development.

Site Character

4.2.9. An assessment of site features and site character will be carried as part of the EIA. The following Local Landscape Character Zones (LCZ) are considered at this Scoping stage. Their sensitivity will be assessed alongside opportunities to improve their landscape character in the context of the published landscape assessments.

- LCZ 1 The M3 corridor: Including the northern open elevated fields and vegetation adjacent to the M3 and extending to the north;
- LCZ 2 The wooded ridge: including Bushy Hill, the younger woodland and Parkfield Copse along the elevated ridge;
- LCZ 3 Fleet Urban edge: including tree belts and footpaths forming the setting to Fleet Road;
- LCZ 4 South Facing undulating farmland: including the pastoral landscape and mature hedgerows within the Application Site and forming the setting to Pale Lane and Palelane Farm;

- LCZ 5: West facing slopes and rally track including the terraced tracks and ditches and boundary vegetation to the west of the Site;
- LCZ 6 Hart River Valley including the low lying wet areas to the south west;
- LCZ 7 Eveltham, Hartley Wintney Farmland: including the gently undulating rural landscape contributing to the setting of the Conservation Areas to the north of the M3.
- LCZ 8 Edenbrook: including the railway corridor, Country Park and extended urban edge of Fleet to the south of the railway.

Public Rights of Way

- 4.2.10. There is a limited network of public footpaths and bridleways within the landscape surrounding the Application Site. The majority are focussed around the Basingstoke Canal and Hartley Wintney Conservation Area. The Three Castles Path is a National Trail and long distance path which connects Winchester, Odiham and Windsor Castles. It meanders in a north south direction approximately 1km to the west of the Application Site boundary.
- 4.2.11. There are no public rights of way within the Application Site.

Visual Assessment

- 4.2.12. In order to determine the extent to which the Application Site and future development may be visible an initial Zone of Theoretical Visibility using bare earth terrain modelling has been generated. This has informed site visits where the extent of woodland and development may further restrict views to the Site. The Zone of Visual Influence (land from which the development may be visible) is illustrated on Figure 4.1 (presented at the end of this report) alongside a range of representative viewpoints to demonstrate the visibility of the Application Site and the contribution it makes to local visual amenity.
- 4.2.13. The following visual receptors are considered to potentially have views of the existing site features and / or the Proposed Development:
- Residents at:

- Palelane Farm;
- The Mounts, Elvetham Heath;
- Elvetham Cottage;
- The Bogs;
- Lodge Farm;
- Reed Cottage;
- Edenbrook;
- Taplin’s Farm;
- Wintney Farm;
- Elvetham Hall;
- Winchfield; and
- Winchfield Hurst.
- Visitors to (and Residents at):
 - Elvetham Hall Registered Park and Garden;
 - Elvetham Conservation Area;
 - Hartley Wintney Conservation Area;
 - North Fleet Conservation Area;
 - St Mary’s Church, Hartley Wintney;
 - St Mary’s Church, Winchfield; and
 - Dogmersfield Park.
- Walkers at:
 - Edenbrook Country Park;
 - Footpaths leading to Hartley Wintney; and
 - The Three Castle’s Path National Trail.

- Motorists / passengers using:
 - Pale Lane;
 - The M3 Motorway;
 - Fleet Road; and
 - South West Trains travelling between Fleet and Winchfield.

The Setting to Heritage Assets

- 4.2.14. Palelane Farm is a Grade II Listed Building. Two other former farm buildings are identified on the County Council's Archaeological and Historic Buildings Record as of historic interest. The open gently sloping fields, mature boundary hedgerows and individual trees within the Application Site currently contribute to the general setting of the buildings.
- 4.2.15. The Elvetham Hall estate contains a number of listed buildings sitting within a registered historic park. There are views from the grounds towards the M3. In these views the vegetation along the Application Site's northern boundary with the M3 and the elevated woodland at Parkfield Copse and Bushy Hill are visible on the skyline.
- 4.2.16. Similarly, vegetation along the Application Site's northern boundary with the M3 forms the skyline in middle distance views from the Elvetham and Hartley Wintney Conservation Areas to the north of the M3 and their Listed Buildings including St Mary's Church at Hartley Wintney.
- 4.2.17. To the west of the Site (within 100m) are two Listed Buildings on the former site of Wintney Priory. These heritage assets are located within the low lying landscape associated with the Hart River Valley. The intervening landform and well established field boundaries and tree belts along the Sites south western boundary obstruct views from the Listed Buildings into the Pale Farm Site. Bushy Hill and Parkfield Copse may be visible on the skyline in occasional filtered views from upper floor windows.

- 4.2.18. Further to the south west (over 1km) lie additional Listed Buildings at Hurst Farm, Rose Cottage and at St Mary's Church, Winchfield. The gently undulating landscape allows for occasional views across the Hart River Valley towards the east, however the elevated railway embankment obscures views towards the Pale Farm Site.
- 4.2.19. To the south east (within 100m) lies the edge of the Fleet Conservation Area. It consists of large residential plots, each contained by mature tree belts and mature street trees and planted verges. The extensive tree cover and woodland areas adjacent to the Fleet urban edge limit any views out towards the Site. Occasional views out from upper floor windows on higher ground towards the north west may be possible, however the elevated railway embankment, woodland at Railroad and Culvert Copse and construction operations at Hitches Lane will limit views into the Site. Bushy Hill and Parkfield Copse may be visible on the skyline in these limited views.

Approach to Assessment

- 4.2.20. The assessment of potential impacts will follow the standard guidance given in the 'Guidelines for Landscape and Visual Impact Assessment' (GLVIA) 3rd Edition, jointly published in 2013 by the Landscape Institute and the Institute of Environmental Management & Assessment.
- 4.2.21. The landscape and visual impact assessment will consider effects on the following:
- Planning Policy;
 - Landscape Character;
 - Historic Landscape Character;
 - Landscape Features; and
 - Visual Amenity.
- 4.2.22. The process is divided into two stages:
- Stage 1: Assessment of Existing Baseline Sensitivity; and
 - Stage 2: Assessment of the Effects of the Proposed Development.

- 4.2.23. The methodology and definition of terms will be provided alongside the assessment.

Geographical Scope

- 4.2.24. The study area, potential visual receptors and key representative viewpoints will be defined in consultation with HDC. The Study Area will be based on the anticipated Zone of Visual Influence (land from which the proposed development may be visible). Consultation with HDC will commence in April 2016.

Temporal Scope

- 4.2.25. The Site was visited in January and February 2016. This will form the baseline of the assessment which will consider the potential impact on landscape character and visual receptors during winter months, and will assess the potential development during construction (temporary effects) and during the operational period (permanent effects). Landscape treatments (planting and hard external elements) have the potential to provide mitigation which improves and enhances the quality and appearance of the development. Residual effects at Year 15 onwards will also be considered where landscape mitigation occurs.
- 4.2.26. Photographic views will be included where appropriate to illustrate the existing/proposed views, which will be agreed with HDC.

Potential Significant Effects

Potential effects on Landscape Character

- 4.2.27. The EIA will assess the potential for any significant effects upon the landscape character areas at a National, Regional and Local scale as listed above. It will explain how the Proposed Development has responded to the assessment of effects in terms of evolution of the layout or mitigation proposals.
- 4.2.28. At this EIA scoping stage it is considered that the only significant effects on local landscape character will be on the local character of the Hart Valley as a result of the loss of greenfield land and extension of the Fleet urban area.

Potential effect on Landscape Features and Site Character

- 4.2.29. The Proposed Development will seek to retain and protect existing landscape features including trees, hedgerows, woodland and onsite water features. The potential for the Proposed Development to result in significant effects on landscape features will be assessed as part of the EIA which will establish the loss of any landscape features and how the layout has responded to provide mitigation and enhancement where necessary. Where possible existing landscape features which contribute to the local landscape character or visual amenity will be incorporated into the Proposed Development. The landscape strategy will explain how existing landscape features will be protected and managed to ensure their long term viability.
- 4.2.30. At this scoping stage it is considered that the only significant effects will be the loss of open pastoral fields and the loss of localised short lengths of hedgerow to allow for vehicular and pedestrian connectivity. The junction at Fleet Road will affect the road character, however this is not expected to significantly affect the character of the existing urban edge which is enclosed by mature tree belts either side of the existing road corridor. The new landscape features within the SANGs and public realm corridors will see an increase in woodland and drainage features for wildlife benefit.

Potential effect on Visual Receptors

- 4.2.31. Existing mature trees and hedgerows and local topography currently filter or obscure views into the Application Site from many of the above receptors. The most susceptible receptors to changes in their views are:
- Residents at Palelane Farm and the Mounts currently have views across the northern fields of the Application Site towards the wooded skylines at Bog Wood and distant Dogmersfield;
 - Motorists using Pale Lane currently have transient views through the roadside hedgerows to the pastoral fields within the Application Site;

- Motorists using Fleet Road have filtered transient glimpses through the Application Site's boundary vegetation which may be affected by access arrangements from the north;
- Residents at properties (and Listed Buildings) north of the M3 currently have views towards the M3 corridor. The Application Site's boundary vegetation forms the skyline in the view;
- Visitors to Elvetham Hall and Hartley Wintney Conservation Area currently have distant or filtered views towards the M3 corridor. The Application Site's boundary vegetation forms the skyline in the view, however the M3 corridor and its traffic detracts from any scenic quality and tranquillity associated with these views; and
- Visual receptors (including Listed Buildings to the south and south west) currently affording limited filtered views towards the elevated wooded skyline formed by Bushy Hill and Parkfield Copse.

4.2.32. There are no recognised or important viewpoints and no recognised scenic routes which will have their views affected by the Proposed Development.

4.2.33. The EIA will demonstrate how the proposals have evolved to mitigate against adverse impacts on visual amenity with careful siting of areas of open space and additional landscaping. The EIA will establish the extent to which views from visual receptors will change, where these changes are considered significant and the residual effects resulting from mitigation proposed.

Potential effects on the setting of Heritage Assets

4.2.34. An Archaeology and Cultural Heritage chapter will be prepared. The potential impact on the setting of heritage assets had been considered. The likely areas of impact on the setting of heritage assets are:

- Effects on views to and from Palelane Farm: The development of land adjacent to this Listed Building will affect its setting.

- Effects on views from Elvetham and Hartley Wintney Conservation Areas: Skyline views associated with the vegetation adjacent to the M3 may be affected as a result of development on the higher land within the Application Site;
 - Effects on views from Elvetham Hall and Gardens: Skyline views associated with the vegetation adjacent to the M3 may be affected as a result of development on the higher land within the Application Site;
 - Effects on views from Wintney Farm: retention of the woodland within the Application Site will ensure the wooded skyline is maintained in the views; and
 - Effects on views from St Mary's Church, Hartley Wintney and from St Mary's Church, Winchfield
- 4.2.35. The assessment process will identify environmental effects, which will most likely vary depending on the view and the asset, and in some cases these effects will be minor. Measures will be identified through the design process to minimise potential effects as well as enhance environmental benefits.

Potential cumulative effects

- 4.2.36. The EIA will assess the cumulative effects resulting from other developments in the Study Area, referred to in more detail in Chapter 6 of this report. The schemes assessed will be agreed with HDC.
- 4.2.37. The baseline assessment demonstrates that, due to the intervening landform and vegetation cover there are limited locations where development at Winchfield and Fleet would both be visible. The elevated railway embankment and M3 motorway corridor will remain prominent elements in the wider views and the Proposed Development will be effectively contained within the transport corridors.
- 4.2.38. At this Scoping Stage it is considered that, due to the enclosed nature of the Application Site and the limited middle and long distance views, there will be no significant cumulative landscape and visual effects as a result of the combined effects of schemes on the western edge of Fleet and at Winchfield.

- 4.2.39. The EIA will demonstrate that the Proposed Development will not result in a loss of the perceived separation between the settlement areas of Fleet and Winchfield either as a standalone site or in combination with other approved developments.

4.3. Ecology and Nature Conservation

Introduction

- 4.3.1. This section provides an initial assessment of the likely significant effects of the Proposed Development with respect to Ecology and Nature Conservation. It describes the baseline conditions currently existing at the Application Site and surrounding area, the potential effects of the Proposed Development and the approach / methods proposed to be used to assess the effects within the ES.
- 4.3.2. The results of previous ecological assessments and appraisals undertaken at the Application Site (EPR 2015, Ecosulis 2015) and a site walkover undertaken in January and February 2016 have been used to inform this section. The approach to scoping this assessment is based on the guidance provided by CIEEM (2016). Consultation will be carried out with HDC, Natural England and Hampshire and the Isle of White Wildlife Trust during the course of this assessment.

Baseline Conditions

- 4.3.3. A brief summary of ecological features present within or near the Application Site is presented below. Designated sites and habitats located within the Application Site are outlined in Tables 4.1 and 4.2.

Table 4.1: Designated Sites

Sites	Details
Statutory Sites	At its closest point, the Thames Basin Heaths SPA is located 1.95 km to the north east of the Application Site. This site is designated for the presence of three bird species listed on Annex I of the European Birds Directive (Dartford warbler, nightjar and woodlark).
Non-statutory sites	The Application Site contains a Site of Importance for Nature Conservation (SINC): Parkfield Copse, which is also designated as Ancient Woodland.

Table 4.2: Habitats within the site

Habitats	Details
Woodland	Some woodland at the Application Site is a Habitat of Principal Importance (HPI) under section 41 of the NERC Act 2006 and a Hampshire Local Biodiversity Action Plan (LBAP) habitat.
Hedgerows	Hedgerows at the site may potentially be HPIs and LBAP habitat.
Ponds	Two ponds and a ditch containing standing water are present at the Application Site. These have some potential to be HPIs and are LBAP habitat.
Mature Trees	A number of mature trees (including some veteran trees) are present outside areas of woodland and hedgerow at the Application Site.
Ditches	Ditches at the site may contribute to ecological networks for aquatic or riparian species.

Species

- 4.3.4. At this stage, limited species specific surveys have been undertaken. Initial walkover surveys have identified potential for the presence of a number of species of ecological importance. Further surveys will be undertaken during 2016 to confirm their presence/likely absence and their importance at the Application Site. The proposed scope of further surveys is summarised in Table 4.3 below.

Table 4.3: Proposed Scope of Surveys

Survey	Scope
Dormouse survey	Survey of woodland and hedgerows at the site (survey visits April–September, 2016) following current Natural England guidance.
Bat Activity Survey	Activity survey of the site (to be repeated monthly April–October 2016) following current Bat Conservation Trust guidance.
Bat Roost Potential Assessment	Roost potential assessment of trees and buildings at the site following current Bat Conservation Trust guidance. Further survey of roosts (e.g. emergence surveys or roost inspections) will be carried out if they become necessary.

Water vole survey	Survey of ditches and ponds at the Application Site in 2016 following guidance in the Water Vole Conservation Handbook (third edition).
Badger survey	Survey of the site for field signs of badgers (to be carried out in February–March 2016). Results indicate that badgers are active in the east of the Application Site.
Great crested newt survey	A survey visit in mid-April to assess presence or absence using environmental DNA. In ponds where this species is present: further survey visits to establish population size class using bottle trapping and torchlight survey (six visits, April to mid-June, 2016).
Breeding bird characterisation survey	Dawn survey (three visits, in April, May and June 2016).
Reptile survey	Reptile survey of areas of suitable habitat at the site (seven survey visits using artificial refuges, following current Froglife guidance).
Invertebrate habitat potential assessment	Single survey visits to assess potential (following current Natural England guidance). Further invertebrate surveys if necessary.
Botanical surveys	Survey of woodland and disturbed ground, based on the methods of the National Vegetation Classification, with two visits, to be carried out in May and June 2016. Hedgerow survey to be based on the Hedgerow Survey Handbook (second edition).

Approach to Assessment

- 4.3.5. The methodology for the detailed assessment will draw upon the Chartered Institute for Ecology and Environmental Management Guidelines for Ecological Impact Assessment in the UK (CIEEM, 2016). References to legislation, government guidance and local development policy will be made accordingly.
- 4.3.6. The zone of influence (ZOI) of the Proposed Development in terms of the ecological impact assessment will be taken as 5 km¹ from the Application Site for the Thames

¹ This is the distance specified in the Interim Avoidance Strategy for the Thames Basin Heaths SPA (Hart District Council, 2010).

Basin Heath Special Protection Area (SPA) and any other European or international sites. For other potentially important ecological features the ZOI is currently taken to be the area of the Application Site itself, except for great crested newts which may move up to 250 m from their breeding ponds, and hence for which the ZOI may be extended by 250m.

Potential Significant Effects

- 4.3.7. Potential impacts of the Proposed Development during construction includes habitat loss (through direct clearance), habitat degradation (through pollution or damage to soils or vegetation), direct killing and injury of animals (from construction works) and displacement of animals (through visual or noise disturbance or habitat degradation). Potential impacts of the proposed development during the operational phase include habitat degradation (through increased recreational pressure or dog fouling) and displacement of animals (through visual (especially lighting) or noise disturbance, disturbance or predation by domestic pets, and habitat degradation).
- 4.3.8. These impacts, assessed as a worst case and without mitigation, have the potential to result in significant effects on ecological features (if present and assessed as important) as summarised in Table 4.4 below. Potential for significant ecological enhancements resulting from the Proposed Development are also noted.

Table 4.4: Potential Significant Effects

Features	Potential Significant Effects
Thames Basin Heaths SPA	Reduced populations of Annex I bird species. Potential for avoidance of such impacts through SANGs provision.
Parkfield Copse SINC	Degradation of a SINC; degradation of Ancient Woodland. Potential for significant enhancement though control of rhododendron.
Woodland	Loss and/or degradation of HPI and LBAP habitat. Potential for the retention of all or the majority of woodland at the Application Site. Potential for significant enhancement though control of rhododendron.

Hedgerow	Loss and/or degradation of HPI and LBAP habitat. Reduction in local ecological connectivity. Potential for the retention of the majority of the hedgerow network.
Ponds	Loss and/or degradation of HPI. Potential for retention of ponds.
Mature trees	Loss of feature(s). Potential for retention of the majority of mature trees.
Ditches	Loss of feature(s). Reduction in local ecological connectivity. Potential for the retention of the majority of ditches.
Dormouse	Reduced population of a European protected species. Reduced habitat connectivity. Killing or injury of a European protected species and loss or damage of its habitat.
Bat	Reduced population of a European protected species. Reduced habitat connectivity. Killing or injury of a European protected species and loss or damage of its habitat. Potential for the retention of all or the majority of bat roosting sites. Potential for enhanced connectivity between woodlands via a green corridor.
Water vole	Reduced population of a European protected species. Reduced habitat connectivity. Killing or injury of a nationally protected species and loss or damage of its habitat.
Badger	Killing or injury or disturbance of a nationally protected species and damage or destruction of its sett.
Great crested newt	Reduced population of a European protected species. Reduced habitat connectivity. Killing or injury of a European protected species and loss or damage of its habitat. Potential for the creation of significant area of amphibian habitat within SANGs.
Breeding birds	Reduced population(s) of SPI(s). Killing or injury of birds, damage or destruction of active nests breaching national legislation. Potential for the creation of a significant area of bird nesting habitat within SANGs.
Reptiles	Reduced population(s) of SPI(s) and Nationally protected species. Killing or injury of reptiles. Potential for the creation of a significant area of reptile habitat within SANGs.
Invertebrates	Loss or degradation of invertebrate species or assemblages of importance. Potential for the creation of a significant area of invertebrate habitat within SANGs.

Plants	Loss or degradation of plant species or communities of importance. Potential for the creation of significant areas of native vegetation within SANGs.
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References

- CIEEM (2016) *Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater and Coastal*. Second Edition. CIEEM.
http://www.cieem.net/data/files/Publications/EcIA_Guidelines_Terrestrial_Freshwater_and_Coastal_Jan_2016.pdf
- EPR (2015) *Palelane Farm, Fleet: Ecological Appraisal*. Report to Wates Developments.
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- Hart District Council (2010) *Interim Avoidance Strategy for the Thames Basin Heaths SPA*. Hart District Council.
https://www.hart.gov.uk/sites/default/files/4_The_Council/Policies_and_published_documents/Planning_policy/Interim_Avoidance_Strategy_for_TBHSPA%20-%20November_2010.pdf

4.4. Archaeology and Cultural Heritage

Introduction

- 4.4.1. The historic environment comprises archaeological sites and monuments, historic buildings and structures, and the broader historic landscape. New development can have a direct impact on heritage assets including buried archaeological remains and surviving landscape features, and can also impact on the setting of upstanding heritage assets such as historic buildings, monuments and conservation areas. This chapter of the ES will consider the direct and indirect impact of the Proposed Development on heritage assets and will identify suitable approaches to mitigation.

Baseline Conditions

Archaeology

- 4.4.2. An archaeological desk-based assessment was undertaken in October 2015. No scheduled ancient monuments fall within the Application Site or 1km search area. Four non-designated archaeological 'sites' lie within or directly adjacent to the Application Site. These include a medieval pottery find-spot, undated earthworks and a Second World War pillbox.
- 4.4.3. Sites falling outside the Application Site but within the broader 1km search area include the scattered remains of a possible prehistoric buried features and artefacts, the remains of a possible Roman field boundaries, a number of features and finds of medieval date and further remains relating to a Second World War defensive line. The site of Wintney Priory, a Cistercian nunnery founded in the 12th century, is also located outside the Application Site, to the west. There is evidence of burials from this priory site.

Built Environment

- 4.4.4. A desk-based survey of the built environment has been undertaken. No listed buildings or other built-environment heritage designations are located within the Application Site. The Grade II listed Palelane Farm is located on the north side of Pale Lane close to its junction with Fleet Road. This 18th century building is associated with unlisted former dairy and barn buildings. An unlisted Second World War pillbox also lies adjacent to Pale Lane close to the southern boundary of the Application Site. To the west and outside of the Application Site, two listed buildings (Wintney Farmhouse, grade II and Wintney Farm Barn, grade II*) lie on the historic site of Whitney Priory.
- 4.4.5. A number of listed buildings lie to the north of the Application Site at distance beyond the M3 motorway embankment. These include a group of listed buildings and a registered historic park associated with Elvetham Hall, and a group of four listed buildings within the Elvetham Conservation Area. The Hartley Wintney Church House Conservation Area also lies to the north of the motorway embankment, includes the Grade II* St Mary's Church.
- 4.4.6. A small number of listed buildings and unlisted buildings identified on Hampshire County Council's historic environment record lie at some distance to the south of

the Application Site, including the Grade II Listed Hurst Farm Barn and Rose Cottage and the Grade I Listed Church of St Mary at Winchfield.

- 4.4.7. The edge of North Fleet Conservation Area lies to the south east of the Application Site, beyond the railway embankment.

Landscape

- 4.4.8. A map regression identifies that an enclosed field pattern lying between the Elvetham Hall estate and the River Hart was in place by the 19th century. Some of these field boundaries survive or can be traced by surviving remnants. The names 'Pale Lane' and 'Palelane Farm' are likely to reflect the boundary of a medieval deer park. This probably relates to the Elvetham Hall historic park whose southern boundary lay close to Palelane Farm by the nineteenth century.

Approach to Assessment

- 4.4.9. No designated archaeological sites fall within the Application Site, with only a small number of entries relating to non-designated sites or find-spots appearing on the Hampshire Archaeology and Historic Buildings Record. A suitable programme of archaeological field evaluation comprising geophysical survey and trial trenching will be undertaken prior to submission of a full planning application and this will be used to identify suitable mitigation of any significant unknown buried archaeological remains on the site.
- 4.4.10. No designated built-heritage assets fall within the Application Site. The setting of Palelane Farm will be assessed and identified as a key priority within design discussions. The Second World War pillbox will be recorded and subject to a condition survey in order to assess its suitability for preservation. As part of the broader Landscape and Visual Impact Assessment, assessments will be undertaken in relation to the three conservation areas, the Wintney Farm site and the Elvetham Hall buildings and surrounding historic park.
- 4.4.11. Rapid field inspection will identify any significant landscape features within the Application Site.

Potential Significant Effects

- 4.4.12. A potential significant effect relates to the setting of Palelane Farm. The design layout and use of green space will be given careful consideration in relation to the farmhouse in order to allow its preservation of a suitable setting as an integral part of the Proposed Development. Significant surviving landscape features will also be integrated into the design. The potential for preservation of the pillbox within the site will be dependent upon the results of the detailed condition survey.
- 4.4.13. The presence of the M3 motorway embankment to the north of the Application Site and railway embankment to the south significantly reduces the likelihood of significant adverse effects on the settings of the majority of the heritage assets identified within the broader study area. The results of the Landscape and Visual Impact Assessment will be used to mitigate any adverse visual impact.

4.5. Traffic and Transport

Introduction

- 4.5.1. This section identifies the potential significant environmental effects with regard to transport, and identifies a methodology to assess the significance of any transport impact during the construction and operation of the Proposed Development.

Baseline Conditions

- 4.5.2. Palelane Farm is located approximately 2km to the north west of Fleet town centre which offers a wide range of services and facilities. To the immediate east of the Application Site is Elvetham Heath, a residential development constructed during the 2000's which offers a number of local services including a large supermarket. Access to local bus services is provided at the A323 on the eastern site boundary where service 72 (an hourly service) can be accessed for travel between Reading, Hartley Wintney, Fleet town centre and Aldershot, and the national rail network can be accessed at Fleet Station offering fast and regular services between Poole and London Waterloo.

- 4.5.3. To the north of the Application Site is the M3 Motorway, albeit access cannot be gained to the motorway in this location with traffic instead required to access the M3 at Junction 5 (Hook) and Junction 4A (Cove) each some 5km from the Application Site.
- 4.5.4. To the immediate east of the Application Site is the A323 Fleet Road which is a single carriageway county road accessed from the existing junction with Pale Lane which forms a cross-roads junction to the emergency access route to Fleet Services (southbound). Traffic flows on the A323 are moderate at some 1,300 two-way vehicles in each peak hour and HGV use is generally low at some 2-3%. Traffic speeds are shown to be in general conformity to the prevailing speed limit on this section of the A323 Fleet Road (50mph).
- 4.5.5. Pale Lane travels through the Application Site itself and comprises a rural lane which carries limited traffic flows of 150 vehicles in the morning peak period and 110 vehicles in the evening peak period. The southern boundary of the Application Site is provided by the South West Mainline railway.

Approach to Assessment

- 4.5.6. The Proposed Development will be the subject of a comprehensive Transport Assessment (TA) that will follow a scope and structure that a) complies with the National Planning Practice Guidance; and b) will be discussed and agreed with Hampshire County Council (HCC) as the local highway authority. This will form the basis of the ES Transport Chapter, albeit the latter will be prepared in accordance with the IEMA Guidelines.
- 4.5.7. Tables 4.5 and 4.6 present a summary of the scoping process, identifying which likely environmental impacts, with respect to transport impacts, will be assessed in the EIA (i.e. considered potentially significant and therefore scoped in) and those which will not be assessed further (i.e. scoped out).

Table 4.5: Potential Transport Impacts – Construction Phase

Potential Impact	To be Assessed in the EIA?	Reason
Severance	No	The IEMA Guidelines identify that a 30%, 60% and 90% increase in traffic flow will respectively have a 'slight', 'moderate' and 'substantial' change in severance. During construction the increase in traffic flow on local roads will be less than 30%.
Driver Delay	No	Construction vehicle traffic generation will increase traffic flows on local roads by less than 10% which is less than a level where the IEMA guidelines suggest that an assessment is needed for a 'sensitive receptor'.
Pedestrian Delay	No	Construction vehicle traffic generation will increase traffic flows on local roads by less than 10% which is less than a level where the IEMA guidelines suggest that an assessment is needed for a 'sensitive receptor'.
Pedestrian Amenity	No	The IEMA Guidelines suggest a tentative threshold for changes in pedestrian amenity when traffic flows are halved or doubled – this will not occur during the construction phase.
Accidents and Safety	Yes	HGV traffic has the potential to impact on accidents and safety. Data of existing injury accidents on the local network will be reviewed and the potential impact of construction traffic assessed.
Dust and Dirt	Yes	HGV traffic has the potential to generate dust and dirt on the local highway network. The impact of this will be assessed.
Hazardous Loads	No	The IEMA Guidelines acknowledge that most developments will not result in increases in the number of movements of hazardous / dangerous loads. The Proposed Development is not expected to require the transfer of hazardous loads.

Table 4.6: Potential Transport Impacts – Operational Phase

Potential Impact	To be Assessed in the EIA?	Reason
Severance	Yes	Increased traffic flow on local roads may make it more difficult for pedestrians to cross. The impact of increased traffic flow on local roads will be assessed on those roads where the increase in traffic will be more than 30% (10% for 'sensitive receptors') and the adequacy of available crossing facilities will be considered.
Driver Delay	Yes	The traffic generation of the Proposed Development has the potential to impact upon existing congestion and delay on the local transport network – the severity of that impact will be assessed.
Pedestrian Delay	Yes	Increased traffic flow on local roads may make it more difficult for pedestrians to cross. The impact of increased traffic flow on local roads will be assessed on those roads where the increase in traffic will be more than 30% (10% for 'sensitive receptors').
Pedestrian Amenity	Yes	Increased traffic flow on local streets may impact upon pedestrian amenity. The impact of increased traffic flow on local streets will be assessed on those roads where the increase in traffic will be more than 30% (10% for 'sensitive receptors').
Fear and Intimidation	Yes	The impact of increased traffic flow on local streets will be assessed on those roads where the increase in traffic will be more than 30% (10% for 'sensitive receptors')
Accidents and Safety	Yes	Increased traffic and travel demand has the potential to impact on accidents and safety. The impact of increased traffic flow on local streets will be assessed against recent accident records.
Hazardous Loads	No	The IEMA Guidelines acknowledge that most developments will not result in increases in the number of movements of hazardous / dangerous loads. The

		Proposed Development is not expected to require the transfer of hazardous loads.
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4.5.8. To inform the assessment in the TA and EIA, a suite of traffic surveys will be carried out on local roads including the A323 Fleet Road, Elvetham Road, Pale Lane, the A30 London Road and Reading Road North, and at a number of local junctions including:

- A323 Fleet Road / Pale Lane;
- A30 London Road / A323 Fleet Road;
- A232 Fleet Road / Elvetham Road; and
- A323 Fleet Road / Elvetham Road / Hitches Lane / Reading Road North.

4.5.9. Personal Injury Accident data will also be obtained for the latest 5-year period.

4.5.10. The following sensitive receptors have been identified and will be considered in the assessment:

- The A30 London Road at High Street, Hartley Wintney;
- The Oatsheaf junction at A323 Reading Road North and Fleet Road;
- The A323 Fleet Road at the Fleet High Street;
- Reading Road South at Heatherside Junior School; and
- Hitches Lane at Calthorpe Park School.

Potential Significant Effects

4.5.11. In accordance with the Institute of Environmental Management and Assessment's (IEMA's) 'Guidelines for the Environmental Assessment of Road Traffic (Guidance Note No. 1)' the EIA will consider the following environment effects:

- Severance;
- Driver delay;
- Pedestrian delay;
- Pedestrian amenity;

- Accidents and safety; and
- Dust and dirt.

4.6. Socio-Economics

Introduction

- 4.6.1. This Chapter will present an assessment of the potential economic and community impacts resulting from the Proposed Development during construction and operational phases. This will include the effects of employment generation, the provision of new housing and any significant changes in demand upon, and benefits to, local community facilities and services.

Baseline Conditions

- 4.6.2. Baseline conditions will be identified through an understanding of the existing local planning policy context, future growth forecasts and capacity issues. The following aspects of the baseline conditions will be presented:

- Population: The characteristics of the existing community will be outlined;
- Housing: The existing baseline in relation to housing provision (including affordable housing) will be presented;
- Economy: The characteristics of the local economy will be outlined;
- Education: Existing and planned education provision and capacity will be described;
- Healthcare Facilities: Existing and planned healthcare provision and capacity will be described; and
- Recreation and leisure: Existing and planned leisure and recreation provision and capacity will be described.

Approach to Assessment

- 4.6.3. An outline of the methodology used to assess the predicted impacts of the Proposed Development on the local area is set out below:

- Population: The scale and profile of the likely population growth resulting from the Proposed Development will be estimated;
- Housing: The scale and timing of new housing provision within the Proposed Development, including affordable housing, will be compared to housing need;
- Economy: The impact of the Proposed Development upon the local economy will be assessed in terms of additional disposable income of the new population, and the temporary and permanent jobs generated by the Proposed Development and associated expenditure levels;
- Education: The implications of increased demand on education provision and capacity will be quantified, taking into account the new education provision made within the Proposed Development;
- Healthcare: The implications of increased demand on healthcare provision and capacity will be quantified, taking into account any new healthcare provision made within the Proposed Development;
- Recreation and leisure: The implications of increased demand on leisure and recreation provision and capacity, including public open space, will be quantified, taking into account the new provision made within the Proposed Development;

4.6.4. Consultation will be undertaken with key stakeholders, such as HDC Housing and Economic Development Officers, Hampshire Education and Learning and Hampshire Health and Wellbeing as appropriate. Mitigation proposals will be identified as appropriate to address any identified capacity shortfalls.

Potential Significant Effects

4.6.5. The following are considered to be the main areas of potential effects arising from the Proposed Development that will be assessed:

- Population: delivery of the Proposed Development will result in an increase in the resident population;

- Housing: The Proposed Development will have a positive effect on market and affordable housing supply;
- Economy: potential effects on the local economy are expected to be positive, resulting from increased local expenditure associated with both the increased population levels and temporary and permanent employment growth;
- Education: the inclusion of education provision within the Proposed Development is expected to minimise adverse effects on local provision;
- Healthcare: the inclusion of healthcare provision within the Proposed Development is expected to minimise adverse effects on local provision; and
- Recreation and leisure: the inclusion of public open space and play provision within the Proposed Development is expected to minimise adverse effects on local provision.

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5.0 Environmental Topics Scoped out of the EIA

5.1. Introduction

5.1.1. This chapter provides a review of those environmental topics which are proposed to be scoped out of the EIA process, as a result of preliminary environmental work undertaken to date, a sound understanding of both site sensitivities and the evolving design and the detailed requirements of the EIA process for each topic.

5.1.2. This approach has been informed by the professional judgement of the consultant EIA team as well as a sound understanding of the objectives of the range of supplementary assessments (referred to in section 2.3 of this report) which are being submitted as part of the validation requirements to support the planning application.

5.1.3. The topics which are proposed to be scoped out and which are referred to in detail below, include the following:

- Planning Policy;
- Air Quality;
- Noise Environment;
- Hydrology, Flood Risk and Drainage;
- Ground Conditions

5.2. Planning Policy

Introduction

5.2.1. This chapter sets out a review of the applicable planning policy context. A full review of planning policy context at national, regional and local level will be presented within the Planning Statement, submitted to support the planning application. However, in the context of this Scoping Report a brief summary of the respective planning documents is provided, with an outline of how and where planning policy will be referred to in the ES.

- 5.2.2. Section 38 (6) of the Planning and Compulsory Purchase Act (2004) establishes that any application for development should be determined in accordance with the Development Plan unless material considerations indicate otherwise. In addition, government policy, including the National Planning Policy Guidance (NPPG) (2014) and National Planning Policy Framework (NPPF) (2012) are material to the determination of any planning application.

National Planning Context

National Planning Policy Guidance (NPPG)

- 5.2.3. The National Planning Practice Guidance (NPPG) website was launched on 6th March 2014. It replaces and consolidates 7,000 pages of planning guidance on topics including flood risk, heritage and design and it should be read in conjunction with the NPPF.
- 5.2.4. As well as expanding on national policy, the NPPG also provides general procedural guidance on matters such as the use of planning conditions and planning obligations and on planning appeals. It replaces cancelled guidance such as ‘The Planning System: General Principles’ document.

National Planning Policy Framework (NPPF)

- 5.2.5. The NPPF sets the Government’s planning policies for England and how these are expected to be applied. It sets out a commitment to sustainable development.
- 5.2.6. The NPPF at paragraph 6 seeks to pursue sustainable development which involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including widening the choice of high quality homes. The NPPF suggests at paragraph 186 that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development.

The presumption in favour of sustainable development

- 5.2.7. The NPPF identifies that the purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7), and that this has three

dimensions: economic, social and environmental which should be delivered jointly and simultaneously.

5.2.8. Specific reference will also be made in the Planning Statement to the following chapters of the NPPF:

- Chapter 4 - Promoting sustainable transport – The NPPF states transport policies have an important role to play in facilitating sustainable development, but also in contributing to wider sustainability and health objectives;
- Chapter 6 - Delivering a wide choice of high quality homes. The NPPF aims to boost significantly the supply of housing, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable;
- Chapter 7 - Requiring good design. The NPPF states the need for development to respond to local character and be visually attractive, as well as emphasising the integration of development into the natural environment;
- Chapter 8 - Promoting healthy communities. The NPPF states the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities that provide opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;
- Chapter 11 - Conserving and enhancing the natural environment. The NPPF states the importance of ensuring developments conserve and enhance the local and natural environment as well as protecting and minimising the impact on biodiversity and designated landscapes. It also promotes a strategic approach to the creation, protection, enhancement and management of networks of green infrastructure; and
- Chapter 12 - Conserving and enhancing the historic environment. The NPPF sets the requirements for local authorities relating to the “conservation and

enjoyment of the historic environment” and that heritage assets should be conserved in a “manner appropriate to their significance”.

- 5.2.9. The NPPF states that development that is sustainable should go ahead without delay. The sustainability of the site together with how the Proposed Development accords with national planning policy will be set out as part of the Planning Statement submitted in support of the planning application.

Local Planning Context

Existing Development Plan

- 5.2.10. The existing Development Plan comprises the saved policies of the Hart District Local Plan (Replacement) 1996 – 2006, First Alterations to the Hart District Local Plan (Replacement) 1996 – Saved Policies and Policy NRM6: Thames Basin Heaths Special Protection Area of the South East Plan.
- 5.2.11. HDC is preparing a new Local Plan to cover the period 2011-2032 to identify land to meet the District’s future housing needs.
- 5.2.12. As part of the Planning Statement and with input from sub-consultants and the results of the various surveys which are ongoing, the development proposals will be considered against the following policies:
- GEN 1 General Policy for Development;
 - GEN 3 General Policy for landscape character areas;
 - GEN 4 General Design Policy;
 - GEN 7 Policy for noise sensitive developments;
 - GEN 11 Areas affected by flooding or poor drainage;
 - GEN 12 Design against Crime;
 - ALT GEN 13 Affordable Housing;
 - CON 1 European Designations;
 - CON 2 National Designations;

- CON 3 Local Designations;
- CON 4 Replacement and Habitats;
- CON 5 Species Protected by Law;
- CON 6 Heathlands;
- CON 7 Riverine Environments;
- CON 8 Trees, Woodland & Hedgerows: Amenity Value;
- CON 11 Archaeological Sites and Schedule Monuments;
- CON 12 Historic Parks and Gardens;
- CON 13 Conservation Areas – general policy;
- CON 22 Setting of settlements and recreation;
- CON 23 Development affecting Public Rights of Way;
- RUR 1 Definition of areas covered by RUR policies;
- RUR 2 Development in the open countryside – general;
- RUR 3 Development in the open countryside – control;
- RUR 18 Small scale shopping development;
- RUR 30 Informal recreation facilities;
- RUR 35 Social infrastructure and services;
- URB 20 Retention and provision of local services and community facilities;
- URB 23 Open space requirements with new developments;
- T1 Land Use and Transport;
- T2 Public Transport: General;
- T5 Highway Network;
- T13 Traffic management;
- T14 Transport and Development;
- T15 Development requiring new or improved access;

- Tr6 Improvements made necessary by development; and
- Policy NRM6: Thames Basin Heaths Special Protection Area.

5.2.13. Where applicable, these policies will also be referred to within each of the environmental topic chapters within the ES and within the supplementary environmental assessments submitted as part of the planning application suite of documents.

Emerging Plan

5.2.14. In the draft emerging Local Plan, land at Palelane Farm is considered for allocation for housing as a Potential Strategic Site for “approximately 800 new homes plus on-site open space and SANGs”. This follows detailed assessment of the site’s development potential by the Council. Supplementary detailed investigation is being undertaken now including surveys (such as ecology, highways and flooding etc.) and technical analysis are underway addressing important considerations such as, design and location of the SANGs, flooding and education need.

Conclusion

5.2.15. The Planning Statement will demonstrate that the Proposed Development at Palelane Farm has the opportunity to provide a wide range of housing, supported by education provision and other supporting infrastructure as part of a sustainable development and thereby accord with national and local policy guidance.

5.2.16. It is proposed that a stand-alone planning policy chapter be scoped out of the EIA and ES. Instead, general planning policy at a national and local level will be referred to in detail within the Planning Statement which will be submitted as one of the suite of planning application documents. Each topic chapter within the ES will provide an overview of how the technical assessment refers to topic-specific planning policy. Finally, a summary of planning policy context will be included within Chapter 1 of the ES. This approach will provide a strong, comprehensive review of how the Proposed Development relates to and takes account of planning policy at all levels.

5.3. Air Quality

Baseline Conditions

- 5.3.1. HDC has investigated air quality within its area as part of its responsibilities under the LAQM regime. To date, there have been no designated AQMA's within HDC and monitoring in the area show pollutant concentrations well below the air quality objectives.

Summary of why this environmental topic is not included in the EIA

- 5.3.2. Construction phase effects will be associated with the generation of fugitive dust. Construction dust effects are capable of being mitigated by using standard dust suppression techniques and these would be incorporated as inherent mitigation in a Construction Environmental Management Plan (or similar) to be agreed as part of any planning permission for the Proposed Development. With mitigation in place, construction phase effects will not be significant.
- 5.3.3. No significant rise in traffic flows is expected on the M3, which is the dominant pollution source that could affect the Application Site and other residential receptors in the area.
- 5.3.4. Traffic flows are expected to rise significantly on Pale Lane, which is a rural road which will be used for access to the Proposed Development, however, there are limited receptors along this road. Traffic flows are also expected to increase on other local roads depending on the routing of traffic. Based on the low baseline pollutant concentrations, the traffic routing and the receptor locations, no significant air quality impacts are likely, and therefore the operational effects of the development on local human health receptors are unlikely to be significant.
- 5.3.5. With regards to the potential ecological receptors around/within the site:
- Due to the nature/size of the development (<1,000 units) and the distance involved (>200m), air quality impacts on the Thames Basin Heaths can be scoped out; and

- Due to the proximity of woodland habitats (Habitats of Principal Importance, and some Ancient Woodland) to the development, impacts on woodland (primarily through nitrogen deposition) will need to be assessed. However, the areas of woodland are within the Application Site and significant effects can be avoided by the incorporation of appropriate mitigation in the form of separation distances, which would form a key part of the design of the Proposed Development. Significant effects on areas of woodland are therefore unlikely to occur.

- 5.3.6. In this context, it is not considered that there will be significant air quality effects as a result of the Proposed Development and therefore it is proposed to scope air quality out of the EIA and ES.

Summary of how this topic will be considered in the planning application suite of documents

- 5.3.7. An air quality assessment will be undertaken to identify the appropriate mitigation to adopt for the Construction Environmental Management Plan (or similar). Dispersion modelling will be used to assess road traffic impacts on human health and ecological receptors. A separate air quality assessment report will be provided to accompany the planning application for the Proposed Development.

5.4. Noise Environment

Introduction

- 5.4.1. A noise and vibration impact assessment will be prepared and submitted as a stand-alone report, part of the planning application suite of documents. This section of this Scoping Report outlines the reasoning for scoping out a noise chapter from the EIA and ES.

Baseline Conditions

- 5.4.2. The existing noise and vibration sources within the vicinity of the Application Site have been identified as:

- Road traffic from the M3 motorway to the north and Fleet Road to the east of the site;
- Railway noise and train induced vibration from train movements on the South-West rail line to the south of the site; and
- Industrial noise from DEL Industrial fastening to the south east corner of the site and from Hart Motor company to the north west part of the site.

5.4.3. A residential dwelling located on Pale Lane (Palelane Farm) and the residential dwellings of Fleet, located at a distance of approximately 50 m from the eastern boundary of the Application Site are considered to be the nearest existing noise sensitive receptors for this assessment. These residential dwellings are likely to be most affected by traffic from the Proposed Development. Any residential dwellings that are going to be proposed within the development will be considered as future noise sensitive receptors for this assessment.

Summary of why this environmental topic is not included in the EIA

- 5.4.4. The initial traffic surveys regarding traffic flows around and within the Application Site indicates that the estimated changes in traffic flows are not expected to significantly affect the existing noise environment, considering that due to the Application Site's proximity to the M3 motorway and the South-West rail line, this is an already noisy site.
- 5.4.5. The dominant noise source on the Application Site is road traffic from M3 and railway noise from the railway line to the south part of the site. As there is no junction on the M3 motorway that would be used for access to the proposed development, no significant rise in traffic flows is expected to the M3. No changes are expected to the movements of trains on the South-West Main Railway Line. Traffic flows are expected to rise significantly for Pale Lane, which is currently a rural road at the moment but is going to be used for access on site. The increase in traffic on this road is expected only to have an impact on the Proposed Development and not the existing noise sensitive receptors.

- 5.4.6. In this context, it is proposed that the noise and vibration assessment be scoped out of the EIA. Given the Application Site and the surrounding area currently experiences high noise levels, the effect of noise associated with traffic flows from the Proposed Development will not be significant.

Summary of how this topic will be considered in the planning application suite of documents

- 5.4.7. The noise and vibration impact of the Proposed Development and resulting traffic to the existing and future (i.e. the development itself) noise sensitive receptors will be assessed as part of a Noise and Vibration Impact Assessment. This report is listed on the validation checklist as a report to be submitted with the planning application suite of documents. As part of this process, consultation will be undertaken with the Environmental Health Officer at HDC to agree the assessment methodology, which is briefly outlined below.
- 5.4.8. A baseline environmental noise survey will be undertaken in order to establish the prevailing ambient and background sound levels at representative locations within the Application Site and surrounding area. Characterising the local sound environment by these baseline survey results will allow the impact of the Proposed Development to be compared to the existing baseline conditions.
- 5.4.9. A 3D computer noise model of the Application Site and the surrounding area will be produced using road traffic data to establish and evaluate the baseline and future sound climate across the site and surrounding area. Noise levels will be predicted for both 'current' and 'future' scenarios, to allow determination of the changes in road traffic noise levels as a result of the Proposed Development at off-site, existing noise sensitive receptors.
- 5.4.10. An assessment of the suitability of the site for the Proposed Development will be based on the existing local sound environment and future traffic flows in accordance with national noise policy. Consideration will be given to the noise mitigation measures that may be required to ensure compliance with appropriate internal and external noise level criteria.

5.5. Hydrology, Flood Risk and Drainage

Baseline Conditions

- 5.5.1. The development area of the Application Site is located entirely in the Environment Agency's (EA) Flood Zone 1, meaning it is at low risk of flooding from both fluvial and tidal sources.
- 5.5.2. The existing site, comprising undeveloped agricultural land, is drained via a number of small ditches and field drains. There are visible ponding issues across large areas of the site, potentially arising from a combination of poor soil permeability and ineffective land drainage.
- 5.5.3. A review of available desk-based information (including British Geological Survey maps, EA flood mapping, the 2008 Blackwater Valley Strategic Flood Risk Assessment and the 2011 Hampshire County Council (HCC) Preliminary Flood Risk Assessment) suggests that the site has a low risk of flooding from surface water sources and a very low risk of flooding from all other sources.
- 5.5.4. The existing site has no foul drainage or public sewer infrastructure. The nearest public foul and surface water sewer infrastructure is located to the east of the site, at Elvetham Heath. Consultation is currently being undertaken with Thames Water (TW) to determine the best connection solution for the Proposed Development's foul sewage into their public network. TW have stated it is considered that the existing sewerage network and wastewater treatment capacity (at the Fleet Sewage Treatment Works) is insufficient to serve the development so significant upgrades are likely to be required. TW are due to commence scoping an Impact Study for this Proposed Development which will take approximately 7 months to complete. The Impact Study will assess the best connection solution for the Proposed Development's foul sewage to avoid any detriment to the existing system for the requested proposed connection. This will include an assessment of the existing network condition and capacity and how much upgrade work (and associated costs) will be necessary to allow the Proposed Development to connect into the system without causing any detriment to the existing system. Once we receive this we will be able to confirm the best connection option for this Proposed Development and

the upgrade works required. Any necessary upgrade works will be completed prior to the operation of the Proposed Development.

Summary of why this environmental topic is not included in the EIA

- 5.5.5. A review of the available desk based information (referred to above) and various site visits suggests that the site is at low to very low risk of flooding from all sources of flooding. Any risks identified during preparation of the FRA will be fully mitigated to ensure no risk of flooding both on site and off site post development occur. This means that the effect the Proposed Development is going to have on the existing water environment is negligible. As this document is developed and the outputs of the FRA are identified, HDC and HCC will be kept fully updated if any risks are identified and what mitigation/avoidance measures are proposed to be incorporated into the Proposed Development.
- 5.5.6. The Drainage Assessment and Surface Water Drainage Strategy will ensure that all flood risk and drainage related design requirements (including viable SuDS) are designed into the Proposed Development and described in detail in both the ES and Design and Access Statement where necessary. They are viewed as an important design element and a significant part of the Proposed Development for which planning permission is sought. Standard strategies and measures to offset flood risk and drainage requirements during the construction stage will be outlined in a draft Code of Construction Practice (or similar), which will be submitted as an appendix to the ES. These strategies and measures, including SuDS will ensure that the Proposed Development does not increase flood risk off site and that appropriate treatment is given to runoff to ensure that there is no risk of contaminating local waterbodies. This is as per the standard requirements of HCC.
- 5.5.7. Given the above, it is considered that this topic can be scoped out of the formal EIA Process, as the potential environmental effects of Flood Risk, Hydrology and Drainage are negligible and will be fully offset by the mitigation/avoidance measures to be specified in the FRA, Drainage Assessment and Surface Water Drainage Strategy, submitted in support the planning application.

Summary of how this topic will be considered in the planning application suite of documents

- 5.5.8. The Application Site is greater than 1ha in size and as such, is subject to a Flood Risk Assessment (FRA) as per the National Planning Policy Framework. This will confirm the risk of flooding from all sources and propose any measures required to offset any risk of flooding to the site. The FRA, a Drainage Assessment and a Surface Water Drainage Strategy will be prepared which will set out in detail how the Proposed Development will drain its surface water. These studies and reports will be submitted in support of the planning application to meet the requirements of HCC, a statutory consultee in their role as Lead Local Flood Authority.
- 5.5.9. Details of ongoing liaison with TW will be provided as part of the Drainage Assessment, and typically, TW will recommend a Grampian Condition to ensure that any necessary sewer upgrade works are carried out before the development is able to connect into their foul sewer network. Every effort will be made to ensure that this approach is agreed in principle prior to the submission of the Planning Application.

5.6. Ground Conditions

Baseline Conditions

- 5.6.1. The site has been the subject of a combined Phase I Desk Study and Phase II preliminary intrusive investigation, undertaken in February 2015. Historic and current uses of portions of the Application Site include agricultural, equestrian, office space, mineral extraction (historic gravel pit) and a motorbike racing track.
- 5.6.2. Published geological records indicate that the ground conditions across the majority of the site are likely to comprise the Windlesham Formation (sand, silt and clay). A portion of the site to the north was indicated to form the Bracklesham Group (sand) with a small portion of the southern central part of the site having a superficial layer of Alluvium.
- 5.6.3. The recent preliminary intrusive investigation encountered the anticipated ground conditions of the Windlesham Formation and Bracklesham Group beneath variable

thicknesses of Topsoil and subsoil. Alluvium was not encountered during the intrusive works. No organoleptic evidence of possible contamination was encountered as part of the preliminary intrusive investigation. Geo-chemical laboratory analysis is currently underway on samples of the near surface soils to confirm this preliminary assessment.

- 5.6.4. Preliminary risk assessments in the Phase 1 report indicate plausible risks to end users, adjacent land users, soft landscaping, infrastructure, groundwater and surface water from the general background chemical quality of the near surface soils. The near surface soils may have been impacted by heavy metals and organic pollutants such as poly-aromatic hydrocarbons (PAH) through direct placement or through aerial deposition, total petroleum hydrocarbons (TPH) through spillages/leaks, and pesticides. Given the age of the properties at Palelane Farm and the neighbouring areas the presence of asbestos on site cannot be discounted. Additionally, the former gravel pit on site may pose a risk to proposed end users and current adjacent land users from ground gases should potentially putrescible materials have been used for infilling. Ground gas monitoring standpipes have been installed on site as part of the preliminary intrusive works and are due to be monitored to provide a preliminary assessment of the potential risk.

Summary of why this environmental topic is not included in the EIA

- 5.6.5. The proposed development is predominantly residential with associated soft landscaping and infrastructure. Additionally, there are significant areas of public open space. As such, there will be pollution linkages between potential ground contamination and the future end users of the site. This would mostly relate to areas of private soft landscaping, for which a suitable clean cover would be provided (if necessary) to sever these linkages. There are also plausible pollution linkages regarding ground gases, although these would also be severed by the incorporation of gas protection measures (if necessary) in affected locations.
- 5.6.6. The effects identified in the work undertaken to date are not related to the wider environment, but are standard design issues that will be mitigated by the design and the contractor's method statements that will be produced for the final design. These

will be the subject of standard Planning Conditions with respect to the suitability for use in relation to land contamination.

- 5.6.7. Overall, it is considered that potential environmental impacts on Ground Conditions and Contamination are potentially limited in extent and that remedial strategies can be implemented. On this basis it is considered that 'Ground Conditions and Contamination' can be scoped out of the formal EIA process.

Summary of how this topic will be considered in the planning application suite of documents

- 5.6.8. The combined Phase I and preliminary Phase II ground appraisal report will be submitted as part of the suite of planning application documents. It should be noted that at the time of preparing this chapter the laboratory results from the Phase II investigation had not been received and the final Ground Appraisal Report was yet to be completed and issued.

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6.0 Approach to Cumulative Assessment

6.1. Introduction

- 6.1.1. In accordance with the EIA Regulations, the EIA will consider the cumulative effects of the Proposed Development in combination with the environmental effects of other planned or reasonably foreseeable developments on the sensitive receptors identified through the EIA process.
- 6.1.2. Guidance published by the Landscape Institute and the Institute of Environmental Assessment GLVIA (2013) emphasises the need to maintain proportionality in respect to cumulative assessment and to focus on projects which may give rise to potentially significant cumulative effects.
- 6.1.3. In line with this guidance, this cumulative assessment will consider major development projects within a study area radius of 3km. The conclusions of the cumulative assessment will be included within a discrete chapter of the ES.

6.2. Approach to Cumulative Assessment

- 6.2.1. The cumulative assessment will consider major development and infrastructure projects within a 3km radius of the Application Site, which have a reasonable prospect of coming forward before or at the same time as the Proposed Development. Projects to be considered in the site search will include:
 - 1) Major developments with planning consent which are either under construction or have not yet commenced on-site; and
 - 2) Major developments where a planning application has been submitted and information is in the public domain but the application has not yet been determined.
- 6.2.2. For the purposes of the site search of potential projects, major developments will be defined as 'any development or infrastructure projects falling within the definitions set out in Schedule 1 or Schedule 2 of the EIA Regulations'.

- 6.2.3. A schedule of projects to be included for the purposes of the cumulative assessment will be agreed with the HDC during pre- application discussions.

Supporting Figures

Figure 1.1: Site Location Plan

Figure 2.1: Development Framework

Figure 4.1: Zone of Visual Influence

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LEGEND

Site boundary

LD&DESIGN

PROJECT TITLE
ELVETHAM CHASE, FLEET
ENVIRONMENTAL IMPACT ASSESSMENT

DRAWING TITLE
Figure 1.1
Site Location Plan

ISSUED BY	London	T: 01733 310 471
DATE	March 2016	DRAWN NA
SCALE @A3	1:10,000	CHECKED MM
STATUS	Final	APPROVED CG

DWG. NO. 4928_101

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.
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Sources: Ordnance Survey, ESRI



X:\JOBS\4928_Pale_Farm\docs\4928_Figure 2.1.indd



ISSUED BY Peterborough t: 01733 310471
DATE Mar.'16
SCALE@A3 1:2,500
STATUS Final
DRAWN NG
CHECKED CMi
APPROVED NL

DWG. NO. 4928_SK_03_A

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LEGEND



Site boundary



Retained woodland, trees and hedgerows



Development areas



School site



Suitable Alternative Natural Greenspace (SANGs)



Proposed open space



Retained greenspace



Contours (0.5m)



Primary street (indicative)



Secondary streets (indicative)



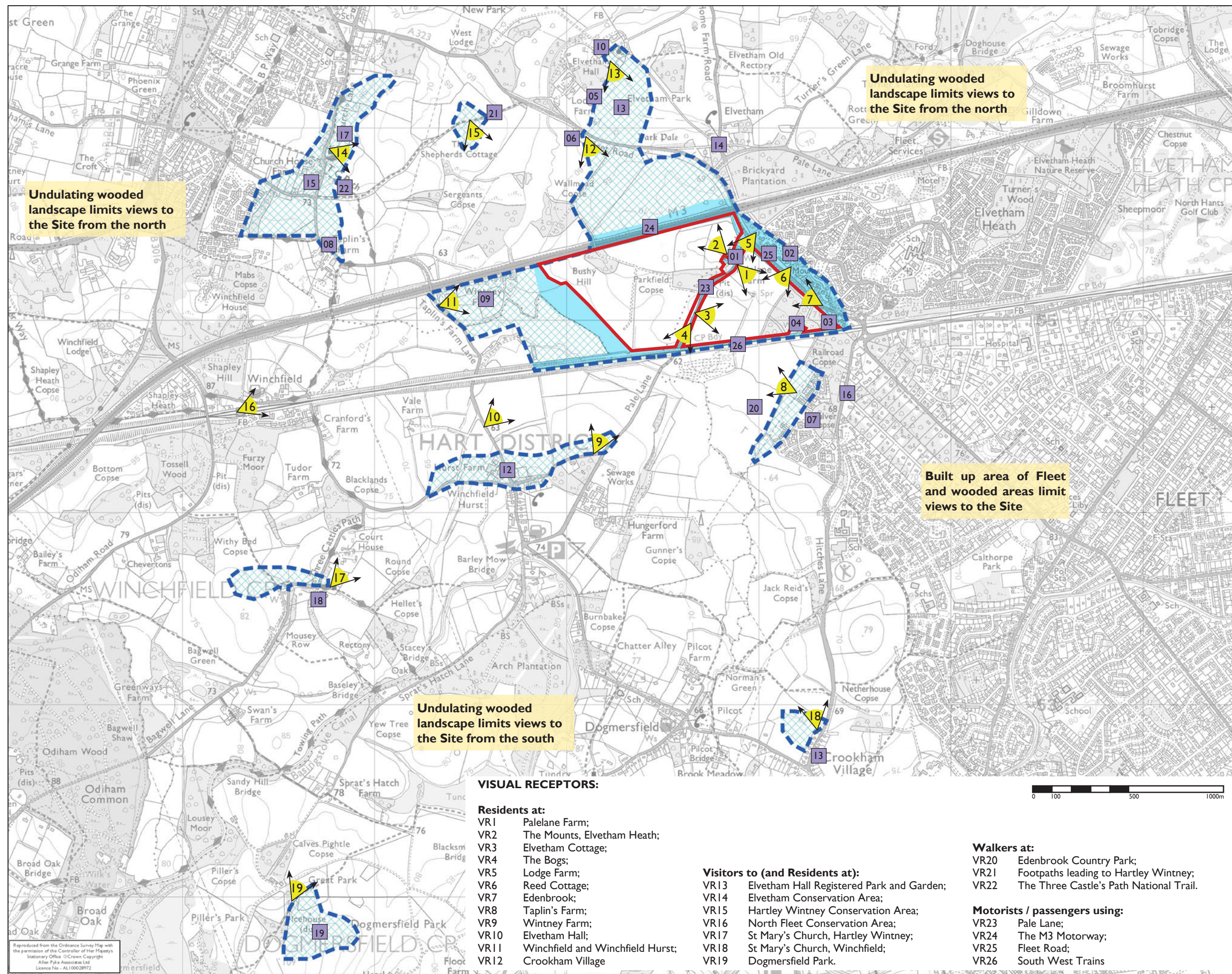
Pedestrian / cycle links (indicative)



Drainage basins (indicative)

PROJECT TITLE
ELVETHAM CHASE,
FLEET

DRAWING TITLE
Figure 2.1:
Evolving Development Framework



- LEGEND**
- Site Boundary
 - Zone of Visual Influence: land from which development may be visible
 - Near distance partial / filtered views to the site or its features
 - Potential long distance, filtered views towards the development.
 - Representative Viewpoint (Refer to 2640-PS-0S-01 to 12 for photographs and field of view)
 - Visual Receptor

Rev	Description	Date	Drawn	Checked
	Drawing Status			
	PLANNING			

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Client	Wates Development	Scale	NTS@A3
Project	Elvetham Chase	By/Ckd	LM/CRR
Drawing Title	Figure 4.1 - Zone of Visual Influence	Date	24/03/16
Drawing Number:	2640-AS-05	Revision	P1

VISUAL RECEPTORS:

- Residents at:**
- VR1 Palelane Farm;
 - VR2 The Mounts, Elvetham Heath;
 - VR3 Elvetham Cottage;
 - VR4 The Bogs;
 - VR5 Lodge Farm;
 - VR6 Reed Cottage;
 - VR7 Edenbrook;
 - VR8 Taplin's Farm;
 - VR9 Wintney Farm;
 - VR10 Elvetham Hall;
 - VR11 Winchfield and Winchfield Hurst;
 - VR12 Crookham Village

- Visitors to (and Residents at):**
- VR13 Elvetham Hall Registered Park and Garden;
 - VR14 Elvetham Conservation Area;
 - VR15 Hartley Wintney Conservation Area;
 - VR16 North Fleet Conservation Area;
 - VR17 St Mary's Church, Hartley Wintney;
 - VR18 St Mary's Church, Winchfield;
 - VR19 Dogmersfield Park.

- Walkers at:**
- VR20 Edenbrook Country Park;
 - VR21 Footpaths leading to Hartley Wintney;
 - VR22 The Three Castle's Path National Trail.

- Motorists / passengers using:**
- VR23 Pale Lane;
 - VR24 The M3 Motorway;
 - VR25 Fleet Road;
 - VR26 South West Trains