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CUMULATIVE IMPACT 15

INTRODUCTION

15.1 This section assesses the potential cumulative impact generated by the proposed development. Throughout the technical chapters and associated appendices contained within the Environmental Statement, the impacts that the development could potentially have on the site and the surrounding area has been assessed.

15.2 This chapter draws together the findings of all the technical assessments and outlines whether any cumulative impacts may emerge from the interaction between different environmental impacts.

15.3 Cumulative impacts relate to the way in which different impacts can affect a particular environmental resource or location incrementally, for example, combined noise, dust and traffic emissions on a dwelling from a new road scheme.

15.4 In essence, cumulative impacts are those which result from incremental changes caused by other past, present or reasonable foreseeable actions together with the proposed development. Therefore, the potential impacts of the proposed development cannot be considered in isolation but must be considered in addition to impacts already arising from existing or planned development.

15.5 The application site is currently vacant but was formerly used as part of a rail freight yard and as a rail head at the end of the line. Immediately adjoining the western boundary is an allocated site for a rail aggregate depot and further west on the other side of the railway line is a highway depot

15.6 The site is situated within a predominately rural setting, being sparsely populated but with some residential properties immediately surrounding the site. The nearest residential property is Western Farm at 80m to the south east, with a small settlement at Micheldever Station (with a recreation ground), at 530m south of the site.

15.7 There are other properties along the north side of A303 (including Coxford Farm, The Boundary, Holinshea, The Beeches, Woodlands, The Pines and Cobley Wood House and there is also the grain depot complex.

15.8 The largest settlement within the 5km study area is the village of Micheldever, which is located approximately 4km south of the site.

15.9 A search of the Hampshire and Winchester planning registers has confirmed that no significant new developments are proposed in the Micheldever Station area, as follows:

- 12/01104/NMA – Station Garage, Andover Road, Micheldever Station – non material amendment to permission 09/00687/ful for the erection of 23 dwellings, Accepted.

- 11/00755/NMA – Station Garage, Andover Road, Micheldever Station – non material amendment to permission 09/00687/ful for the erection of 23 dwellings, Accepted.
- 11/01302/FUL – Micheldever Community and Recreation Centre – redevelopment including new changing facilities, kitchen and club room, Approved.
- 11/01076/FUL – The Bungalow, Overton Road – demolition of existing property and replacement with 2 x 2 bed semi detached house and 1 5 bed detached house, Approved.
- 10/00736/FUL – The Dove Inn – refurbishment and conversion of existing coach house to provide 5 letting rooms, Under Consideration.
- 10/00869/HCS – Highway Depot – new agricultural type barn to house rock salt, Approved.

15.10 In addition a review of the list of safeguarded waste sites in the Draft Hampshire Minerals and Waste Plan (November 2011) confirms that there are no energy recovery facilities in the Micheldever area as the safeguarded s in Hampshire are located at:

- Armstring Road, Basingstoke;
- Chineham;
- Fawley;
- Marchwood; and
- Portsmouth.

15.11 Drawing on the results of the Environmental Statement, a summary of the potential cumulative impacts the proposals could generate is provided and is set out below.

TRAFFIC

15.12 The Transport Assessment undertaken has assessed the existing pattern of accidents, and an evaluation has been undertaken to establish the calculated development traffic flows. None of the other developments proposed in the area when considered cumulatively, are considered to lead to an impact on highway capacity or unacceptable safety risk.

AIR QUALITY

15.13 A thorough assessment of potential emissions produced by the development has been carried out, which includes a consideration of the existing background levels, it was concluded that there would be no significant adverse air quality effects for both human and ecological receptors. In addition no new developments are proposed which could be considered to add cumulatively to this.

NOISE

15.14 An assessment of the noise impacts associated with the construction and operation of the proposed advanced conversion technology and anaerobic digestion facility at Micheldever has been carried out with reference to British

Standard and other government guidance. Noise issues relating to the operation of the development have been considered to the nearest noise-sensitive properties surrounding the site.

15.15 The noise assessment considers existing background levels and assesses the development against this and none of the proposed developments in the area are considered likely to add significantly to this existing background level. Therefore no cumulative noise effects have been identified.

WATER ENVIRONMENT

15.16 It is not considered that the proposed development will generate a negative cumulative impact on the local water environment. Overall, it is concluded that, with respect to ground and surface water, there would be no significant residual impacts of the proposed development with the proposed mitigation measures in place. The development will not increase flood risk on other sites in the vicinity.

LAND QUALITY

15.17 The site is a brownfield site and the proposed development would provide the opportunity to put it back to a beneficial use. It is not considered that the proposed development will generate a negative cumulative impact on local land quality.

LANDSCAPE

15.18 The baseline study would have considered the existing developments in the area such as the Highway Depot, A303 and Grain Store in reaching its conclusions on the likely landscape and visual impacts of the proposed development and none of the proposed new developments in the area are considered to add cumulatively to this. The potential visual impact of the new access on to the Overton Road has been identified but this is considered to be a local impact on one viewpoint with no cumulative implications.

ECOLOGY

15.19 The residual impacts of the proposed development have been highlighted with specific regard to habitat loss from the Micheldever Oil Terminal SINC, residual habitat loss has been quantified at 0.25 ha of calcareous grassland, although this does not take into account areas of calcareous grassland which attempts to re-instate would be made as part of the proposed mitigation. No cumulative impacts on biodiversity have been identified as a result of this loss.

15.20 The potential effects of air quality emissions on ecological receptors has also been considered with regard to the existing background and no exceedences of applicable standards are predicted so no cumulative impacts as a result of the proposed development have been identified.

CULTURAL HERITAGE

15.21 The historic development of the application site has been outlined through assessment of the available data and historic mapping. A large proportion of the western part of the application site has been disturbed through extensive groundworks associated with the adjacent railway and rail sidings.

15.22 The indirect impacts on the settings of nearby assets of historic interest have been considered, which includes a consideration of the existing baseline for the site and no cumulative impacts as a result of the any of the proposed new developments in the area have been identified.

SOCIO ECONOMIC

15.23 No cumulative socio-economic impacts have been identified.

SUMMARY

15.24 This chapter considers the potential for cumulative impacts to arise, as a result of the proposed development in conjunction with other developments within the vicinity of the site.

15.25 The assessment confirms that the proposed development will not have any negative cumulative impacts when considered in relation to existing and forthcoming developments in the vicinity of the site.