

Appendix G

INTEGRATION STATEMENT



Our Ref: 784-A115925-1

27 April 2021

Your Ref:

SUBJECT: Barratt David Wilson Homes / WSCC Ecology and Biodiversity Integration Statement

The following statement has been prepared by Tetra Tech and WSP on behalf of Barratt David Wilson Homes and West Sussex County Council respectively. Its purpose is to demonstrate the collaboration which has taken place between the two parties in respect of Ecology and Biodiversity for the proposed A29 Bypass (WSCC) and proposed residential development at Land North of Barnham Road, Eastergate (BDW). In particular, it sets out the joined-up thinking on a number of key topic areas which is intended to address the potential for significant cumulative effects as a result of the two schemes.

Green Infrastructure / Wildlife Corridors

WSCC

The green infrastructure strategy (Appendix 3.2 to the ES reference WSCC/052/20) identifies two key wildlife corridors, one linear woodland belt to the east (which runs along the public right of way), and one to the west which coincides with the main badger sett. Although both are bisected by the road, the landscape strategy incorporates both with the aim of maintaining habitat connectivity for aerial species such as bats at a minimum. The western corridor also incorporates a badger underpass to provide connectivity for badgers utilising the wider area.

BDW

Although the proposed residential development remains at a high-level design stage, a concept framework plan has been shared with Arun District Council. This will form the basis for the design of the scheme and incorporates both the eastern and western wildlife corridor – providing linkages south to Barnham Road. It is also intended to provide further East / West habitat connections to link the two corridors through the site. The eastern corridor will also be widened within the site to incorporate areas of open space and sustainable drainage.

Urban Design

WSCC

Noise monitoring results were shared with the Barratt David Wilson Homes team early in the development process. The noise barrier proposed at the eastern end of the Scheme, includes for an absorptive material for the north section (approximately 280 m) which faces the site of the potential new residential development. This is to reduce the potential for the reflection of noise from the noise mitigation barrier to any new dwellings on the western side of the Scheme. Low noise surface material for the road would not have an impact on noise levels at the 30mph posted speed limit.

BDW

Noise impacts will be considered as part of the residential development with mitigation included as required. The layout and orientation of the development will consider noise sources and use the built form to create a barrier to noise. The building designs will also consider noise with appropriate levels of glazing and ventilation designed to mitigate noise. Landscaping is not considered to be effective for noise mitigation, however a considered landscape strategy will link to the green and blue infrastructure of the WSCC Scheme providing continuity of habitat and connectivity as well as visual separation from the noise source which can be effective in perceived noise mitigation.

Landscape Strategy

WSCC

The landscape strategy evolved through liaison with other disciplines to ensure a coherent and safe scheme, which encourages active travel, integrates Sustainable Urban Drainage Systems (SuDS) and also meets

Biodiversity Net Gain (BNG) objectives. The strategy primarily aims to mitigate the landscape and visual impacts of the road scheme and reduce the visual impacts of the associated acoustic barrier to nearby receptors. The landscape strategy follows guidance from the Green Infrastructure (GI) Strategy to connect with existing GI and strengthens local connectivity. The soft landscape strategy creates a variety of new habitats within the red line boundary, including many of Principle Habitats (UK BAP, JNCC), including: Traditional Orchards; Lowland Meadow; Ponds and Hedgerows.

BDW

No detailed landscape strategy has yet been designed for the residential scheme, however key landscape features have been identified within the framework plan, including the two wildlife corridors, and areas of woodland to be retained. Wherever possible, the landscape strategy will seek to compliment the WSCC scheme, providing continuity of habitat and connectivity.

Lighting

WSCC

To minimise adverse effects on nocturnal species, including bats and badgers, lighting across the route has been carefully designed in consultation with WSCC Lighting and Ecology Teams and SSE. Street lighting appropriate to light the road is only present at the junction approaches, only the cycle path is to be lit for the entire length of the route. Lighting columns within the vicinity of the PRoW are to be switched off completely during the active bat season (April – October), and a dimming regime to be implemented from 20:00 on lighting across the rest of the Scheme. Carriageway lighting aims to minimise light pollution for neighbouring properties via location of lights and lantern design.

BDW

It is likely that internal lighting will be required for adoptable roads within the scheme, however this will be designed to avoid light spill above 1 lux on wildlife corridors and other sensitive features. Wherever possible, warm-spectrum LED lighting will be used. Private drives and other non-adopted areas are unlikely to be lit. Where lighting is required for footpaths or cycle ways, this will be through low-level bollard lighting with no upward light spill.

Bats

WSCC

The proposed crossing for the public right of way has been located to the east to avoid significant impacts from lighting (required for safety) on this important bat corridor. Navigational features such as linear hedgerows have been retained and enhanced through the landscape strategy. Bat boxes will be installed on retained trees.

BDW

The eastern wildlife corridor identified as valuable for bats will be integrated within the proposed development, with additional buffering to avoid impacts from lighting. The western corridor will also be integrated, with additional landscape planting to provide foraging habitat for bats.

Badgers

WSCC

An artificial badger sett has been created to the north of the route to compensate for the complete or partial loss of the main sett. This will be closed under licence from Natural England. A wildlife underpass is proposed within the western wildlife corridor to maintain connectivity to the wider area.

BDW

If feasible, the southern portion of the main sett will be retained within a retained landscape area within the proposed development, with suitable buffers to minimise disturbance. Connectivity will be provided north via the underpass and south via the wildlife buffer. The scheme will also include areas of suitable foraging habitat and seek to minimise impacts on other setts within the area. Discussions are ongoing between WSP and Tetra Tech regarding licencing and the potential for a combined or phased approach should the

proposed residential development progress along similar timescales to the road. The key objective is to avoid the need to close any sett or portion of sett more than once.

Biodiversity Net Gain

WSSC

The landscape design for the road includes replacement orchard habitat and wildflower meadows within the red line boundary. The BNG values as included in the submitted ES include a c.45% increase in area-based habitats and following updates to the landscape design submitted within the Revised ES, will result in a 10% increase in hedgerow units. Giving an overall BNG of 10% for the Scheme.

BDW

The proposed development will seek to achieve a biodiversity net gain in both area-based habitats and hedgerow units. However, this will be subject to further levels of design. Consistent with the road scheme, the two main areas of focus will be orchard and grassland habitat creation and enhancement.

Reptiles

WSSC

The road scheme will result in the loss of some areas of reptile habitat. Construction-phase mitigation will comprise displacement, with reptiles moved to the north of the route. This is intended to prevent double-handling and the potential for animals to be moved or captured again during the construction phase of the residential development.

BDW

Due to the larger areas of suitable habitat affected, the residential development will most likely require a translocation to be undertaken, with individuals caught and relocated by hand. A receptor site has not yet been identified due to the early stage of the project, however it is likely that an in-situ receptor will be used, potentially with a further site to the north of the road should numbers be too high for the in-situ site to support during construction.

Birds

WSSC

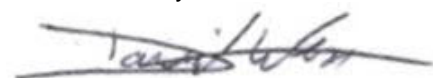
The road scheme seeks to retain trees wherever possible with replacement habitat incorporated into the landscape design. Clearance works will be undertaken outside the breeding season or under suitable supervision.

BDW

The residential development will also seek to retain breeding and nesting habitat wherever possible, with new planting and a diverse scheme of artificial nesting sites. Construction works will also be timed to avoid nesting where possible and where not, preceded by nesting bird checks and supervised as required.

With the above avoidance and mitigation measures (and subject to the detailed design of the residential development) it is considered that there will be no significant cumulative effects upon ecological features on site.

Yours sincerely



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