



AQUIND Limited

AQUIND INTERCONNECTOR

Environmental Statement – Volume 3 – Appendix 15.10 Landscape and Visual Amenity Cumulative Effects Assessment Matrix (Stage 3 & 4)

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations
2009 – Regulation 5(2)(a)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

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Amenity Cumulative Effects Assessment
Matrix (Stage 3 & 4)

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APPENDIX 15.10 LANDSCAPE AND VISUAL AMENITY CUMULATIVE EFFECTS ASSESSMENT MATRIX (STAGE 3 & 4)

- 1.1.1.1. This document should be read in conjunction with Chapter 29 (Cumulative Effects) of the Environmental Statement ('ES') Volume 1 (document reference 6.1.29), Chapter 15 (Landscape and Visual Amenity) of the ES Volume 1 (document reference 6.1.15) and Appendix 15.9 (Landscape and Visual Amenity Cumulative Effects Assessment Matrix (Stage 1 & 2) of the ES Volume 3 (document reference 6.3.15.9).
- 1.1.1.2. The Cumulative Effects Assessment ('CEA') for the Proposed Development follows the recommended approach as detailed by the Planning Inspectorate ('PINS') in PINS Advice Note Seventeen (Planning Inspectorate, 2015). This document summarises the final stages of the CEA approach which include:
- Stage 3 – Collate information on the developments identified at Stage 2; and
 - Stage 4 – Review the Stage 2 project to assessed whether cumulative effects may arise.
- 1.1.1.3. Table 1 summarises the potential cumulative effects of the short-listed developments with the Proposed Development in relation to Landscape and Visual Amenity.

Table 1 – Stage 3 & 4 Matrix for Landscape and Visual Amenity

ID	Tier	Application Reference	Application for development and brief description	Assessment of cumulative effect	Proposed mitigation applicable	Residual cumulative effect
21	Tier 1	Portsmouth Park Hotel, Eastern Road, Portsmouth, PO6 1UN	Construction of 2 single storey buildings to form restaurant/takeaway with drive-thru (Use Class A3/A5) and coffee shop/café (Use Class A1/A3) with drive-thru with associated car parking and landscaping and alterations to existing hotel car park and circulation and realignment of existing access roads	<p>Section 7 Onshore Cable Route:</p> <p>Extent of works would be concentrated to the south and southwestern side of the Hotel and within the car park whilst the Onshore Cable Route would run to the north, east and southeast of the hotel.</p> <p>Sensitive receptors include:</p> <p>Immediate residents of the hotel and recreational users given the extent of installation works around the hotel.</p>	<p>Embedded mitigation:</p> <p>Implementation of the Onshore Outline CEMP taking due consideration to lighting and working hours.</p> <p>Proposed mitigation:</p> <p>If sites are constructed concurrently then site liaison and management would be required where practicable, to reduce effects, in relation to</p>	<p>Landscape character:</p> <p>Localised moderate adverse (significant) cumulative effects on tranquillity during construction.</p> <p>Visual Amenity:</p> <p>Moderate to major adverse localised (significant) cumulative effect on visitors to the hotel during construction.</p> <p>Minor-moderate adverse (not significant) cumulative effect on remaining hotel residents within the hotel curtilage/utilising the car park during construction.</p>

ID	Tier	Application Reference	Application for development and brief description	Assessment of cumulative effect	Proposed mitigation applicable	Residual cumulative effect
				Localised landscape character - tranquillity.	impacts on landscape, visual amenity, construction traffic management and noisy activities.	Moderate adverse (not significant) cumulative effect for recreational users in Farlington Fields during construction. Site liaison and management of works would result in insignificant effects.
62	Tier 1	North Portsea Island Coastal Flood Defence Scheme, Eastern Road and Kendall's Wharf (19/00706/FUL)	Phase 4 of the North Portsea Island Coastal Flood Defence Scheme is a combination of two distinct sections: Kendall's Wharf and Eastern Road. The full length of the frontage is 2,4 km (300 m for Kendall's Wharf and 2,1 km for Eastern Road). The sea defences are being raised to +4,8 m AOD along the frontage	Section 7 Onshore Cable Route: New alignment of coastal defence wall near the Onshore Cable Route and west/south of Kendall's marine aggregate wharf. Works would include the need for various works compounds, haul roads and	Embedded mitigation: Implementation of the Onshore Outline CEMP taking due consideration to lighting and working hours and replacement planting with like for like species where practicable	Landscape character: Moderate adverse (significant) cumulative effects associated with open space, associated trees and Solent Way. Minor adverse (not significant) cumulative effects associated with tranquillity. Visual amenity:

ID	Tier	Application Reference	Application for development and brief description	Assessment of cumulative effect	Proposed mitigation applicable	Residual cumulative effect
			<p>to accommodate a 1 in 500 Standard of Protection. The road raising and steel sheet piles of Kendall's Wharf works will be raised to a lower level as set back from the coast.</p> <p>The Kendall's Wharf defences tie in with Anchorage park embankment defences (constructed in 2016) in the North and are set landward of Kendall's Wharf aggregates, who are responsible for their own flood protection. The first c. 150 m of sea defence will be a raised earth embankment with a 3 m crest and continuation of the 2 m wide coastal path. This</p>	<p>facilities. It would entail vegetation clearance and new planting. PRow to the east of Kendall's Stadium would be closed during works with alternative route along Eastern Road. Access would also be improved into Kendall's Wharf.</p> <p>Likely to be localised temporary construction effects on landscape and visual amenity resulting from an overlap in activities along Eastern Road and around Kendall's Wharf as well as cumulatively with</p>	<p>and reinstatement of the Solent Way in terms of surfacing and street furniture if damaged.</p> <p>Proposed mitigation:</p> <p>If sites are constructed concurrently then site liaison and management would be required where practicable, to reduce effects, in relation to impacts on landscape, visual amenity, construction traffic</p>	<p>Minor to moderate adverse (significant) cumulative effects on recreational users.</p> <p>Site liaison and management of works would result in insignificant effects.</p>

ID	Tier	Application Reference	Application for development and brief description	Assessment of cumulative effect	Proposed mitigation applicable	Residual cumulative effect
			<p>will tie into an area of road raising landward of Kendall's Wharf. South of the road will be a 150 m steel sheet pile wall which will tie into the coastal defences at Eastern Road.</p> <p>The scope of the works for Eastern Road, at summary level, comprises of the construction of a reinforced seawall, including sheet pile and bearing pile installation with local realignment. Part of this will be an encasement and part new sea wall with a stepped revetment. The construction of replacement slipways</p>	<p>Sensitive receptors include:</p> <p>Recreational users of Kendall's Stadium, Langstone Harbour Water Sports Centre and users of PRowS – The Solent Way</p> <p>Landscape character – open space and trees and the Solent Way.</p>	<p>management and noisy activities.</p> <p>Coordination over mitigation planting to ensure no loss or damage and reinstatement of surfacing of the Solent Way.</p>	

ID	Tier	Application Reference	Application for development and brief description	Assessment of cumulative effect	Proposed mitigation applicable	Residual cumulative effect
			<p>and access steps will also be required.</p> <p>Other aspects of phase 4 that will /could be involved and should be considered by the contractor:</p> <ul style="list-style-type: none"> — some minor elements of contractor led design, — additional ground /site investigation, — services searches and trial pitting to locate services, — installation of flood boards /gates, — responding to any emergency failures to other parts of PCC's coastal defence related assets for which PCC 			

ID	Tier	Application Reference	Application for development and brief description	Assessment of cumulative effect	Proposed mitigation applicable	Residual cumulative effect
			<p>may call on the contractor's services,</p> <ul style="list-style-type: none"> — site clearance, — demolition and removal of 150 m of existing seawall in the southern section of the site and creation of a high roost site /bird island, — reconstruction of the coastal path, — landscape works. 			
65	Tier 1	Norths Hill, Portsmouth, PO6 3RU (18/01646/FUL)	Construction of 20 MW embedded Short Term Operating generating plant building; auxillary equipment; DNO substation associated works; and a new	Section 1 Converter Station: Small scale development directly south of the Converter Station and on the northern slopes of Portsdown Hill. The	Embedded mitigation: None proposed. Due to distance and location Development No 65 would sit	Visual amenity: Negligible adverse (not significant) cumulative effects on visual receptors.

ID	Tier	Application Reference	Application for development and brief description	Assessment of cumulative effect	Proposed mitigation applicable	Residual cumulative effect
			wooden maintenance shed.	<p>overall mass and height of the operating plant whilst small includes the presence of four stacks up to 15 m high.</p> <p>Sensitive receptors include:</p> <p>Visual receptors within and on the edge of the 8 km ZOI relating to the Converter Station.</p>	below and be “read” against a background of other historic vertical structures along Portsdown Hill.	
66	Tier 1	Fraser Range (19/00420/FUL)	Part demolition and redevelopment of the site. Including the conversion of three existing structures and construction of new buildings (108 apartments and 26 houses), associated access, parking and	Section 10 Landfall: Access to Development No 66 would be along a shared pedestrian/vehicular unnamed road from Fort Cumberland Road which skirts the western and south	<p>Embedded mitigation:</p> <p>Mitigation planting around the ORS buildings will provide a partial screen to vehicular movements along</p>	<p>Landscape character:</p> <p>Localised minor adverse (not significant) cumulative effects on tranquillity during construction.</p> <p>Visual Amenity:</p> <p>Negligible adverse (not significant) cumulative</p>

ID	Tier	Application Reference	Application for development and brief description	Assessment of cumulative effect	Proposed mitigation applicable	Residual cumulative effect
			landscaping works and construction of new seawall flood defences.	<p>edge of Fort Cumberland car park within which the proposed ORSs and compound would sit. Works are proposed to widen the road to allow for two way traffic with a 3 m shared foot/cycleway from the junction with Fort Cumberland Road. Buildings would be two to five storeys.</p> <p>Sensitive receptors include:</p> <p>Residents immediately along Fort Cumberland Road/Henderson Road, residents/visitors to</p>	<p>the unnamed access road.</p> <p>Proposed mitigation:</p> <p>If sites are constructed concurrently then site liaison and management would be required where practicable, to reduce effects, in relation to impacts on landscape, visual amenity, construction traffic management and noisy activities.</p> <p>Further mitigation planting to the</p>	<p>effects on visual receptors during construction and operation.</p> <p>Site liaison and management of works would result in insignificant effects.</p>

ID	Tier	Application Reference	Application for development and brief description	Assessment of cumulative effect	Proposed mitigation applicable	Residual cumulative effect
				<p>Southsea Leisure Park and recreational users utilising cycle routes and SINC during construction and operation.</p> <p>Transport users along immediate roads in the vicinity of the Landfall and Fort Cumberland car park during construction.</p> <p>Landscape character - Tranquillity during construction.</p>	<p>east of Fort Cumberland car park to provide screening of vehicular movements.</p>	
67	Tier 1	Land South of Lovedean Electricity Substation, Broadway Lane,	Installation of two energy storage systems and associated infrastructure with a total capacity of 49.95 MW	<p>Section 1 Converter Station:</p> <p>Proposal for 40 energy storage batteries, 132 kv substation to a height of 5.5 m, two</p>	<p>Embedded mitigation:</p> <p>Implementation of the Onshore Outline CEMP and mitigation planting proposed</p>	<p>Landscape character:</p> <p>Localised moderate adverse (significant) cumulative effects on landscape character</p>

ID	Tier	Application Reference	Application for development and brief description	Assessment of cumulative effect	Proposed mitigation applicable	Residual cumulative effect
		Lovedean, Waterlooville 57524/001		customer substations up to 2.5 m surrounded by a 2.1 m high fence with a new access point off Broadway Lane and mitigation planting. Sensitive receptors include: Landscape character LCA3fi and specific landscape features which inform landscape character namely land use, infrastructure and tranquillity resulting in further land take, the generation of additional construction traffic and use of narrow, enclosed lane changing its	along northern edge of PRow DC16/HC04 and Access Road. Proposed mitigation: This development is currently not permitted. However, if sites are ultimately constructed concurrently then site liaison and management would be required where practicable, to reduce effects, in relation to impacts on landscape, visual amenity,	LCA3fi during construction. Localised moderate adverse (significant) cumulative effects on land use and infrastructure through the creation of a further access point during construction and at year 0, operation. Localised moderate adverse (significant) cumulative effects on tranquillity during construction. Visual amenity: Moderate adverse (significant) cumulative effects on immediate residents and recreational users of

ID	Tier	Application Reference	Application for development and brief description	Assessment of cumulative effect	Proposed mitigation applicable	Residual cumulative effect
				<p>perceptual/experiential character.</p> <p>Local residents based in properties to the south east of the site (Chapter 15 Nos. 17 and 18) and recreational users of PRow in the immediate vicinity.</p> <p>All of these receptors are affected by the proposed Converter Station.</p>	<p>construction traffic management and noisy activities.</p>	<p>PRoW DC16/HC04 and minor adverse (not significant) on users of PRow DC19/HC28.</p> <p>After 10 years visual impacts would reduce as embedded mitigation planting matures.</p> <p>Site liaison and management of works would result in insignificant effects.</p>
68	n/a	Land to the south of Old Mill Lane and east/south-east of The Haven, Denmead	Pivot Power considering site for battery storage plant project	<p>Section 1 Converter Station:</p> <p>Access off Old Mill Lane utilising an existing field gate, 4 m high acoustic fence along the western boundary and 20</p>	<p>Embedded mitigation:</p> <p>Implementation of the Onshore Outline CEMP and mitigation planting proposed measures for the</p>	<p>Landscape character:</p> <p>Localised moderate adverse (significant) cumulative effects on landscape character Downland Mosaic, LCTW2 and setting of</p>

ID	Tier	Application Reference	Application for development and brief description	Assessment of cumulative effect	Proposed mitigation applicable	Residual cumulative effect
		19/01071/FUL*		<p>contained battery units with associated infrastructure edged by 2.75 m high palisade fencing, CCTV cameras and landscaping.</p> <p>Sensitive receptors include:</p> <p>Landscape character Downlands Mosaic, LCTW2, setting of SDNP, and specific landscape features which inform landscape character – infrastructure, tranquillity and landuse resulting from further landtake and the generation of additional construction traffic and use of</p>	<p>Converter Station in terms of planting.</p> <p>Proposed mitigation:</p> <p>This development is currently not permitted. However, if sites are ultimately constructed concurrently then site liaison and management would be required where practicable, to reduce effects, in relation to impacts on landscape, visual amenity, construction</p>	<p>SDNP during construction.</p> <p>Localised moderate adverse (significant) cumulative effects on land use and infrastructure through the creation of a further access track during construction and at year 0, operation.</p> <p>Localised moderate adverse (significant) cumulative effects on tranquillity during construction through the movement of construction traffic along Old Mill Lane.</p> <p>Visual Amenity: Moderate adverse (significant) cumulative</p>

ID	Tier	Application Reference	Application for development and brief description	Assessment of cumulative effect	Proposed mitigation applicable	Residual cumulative effect
				<p>narrow, enclosed lane changing its perceptual/experiential character.</p> <p>Local residents based in properties to the north east of the site (Chapter 15 Nos. 1,2,3,4,5 and 6) and users of the Monarch's Way.</p> <p>All of these receptors are affected by the proposed Converter Station.</p>	<p>traffic management and noisy activities</p> <p>Additional mitigation planting measures to the west and north of Development No.68 to provide further screening for immediate residents and Monarch's Way as well as introduction of hedgerow trees within existing hedgerow to the east of Development No. 68.</p>	<p>effects on immediate residents and recreational users of Monarch's Way.</p> <p>Site liaison and management of works would result in insignificant effects.</p> <p>Impacts on residents and users of the Monarch's Way would reduce as both embedded mitigation planting and additional planting matures.</p>

ID	Tier	Application Reference	Application for development and brief description	Assessment of cumulative effect	Proposed mitigation applicable	Residual cumulative effect
73		England Coast Path – Portsmouth to South Hayling	Natural England's proposals to the Secretary of State under section 51 of the National Parks and Access to the Countryside Act 1949 for improved access along the coast of Hampshire between Portsmouth and South Hayling	<p>Section 7, 8, 9 and 10 Onshore Cable Route:</p> <p>The proposals utilise existing the Solvent Way along the eastern edge of Eastern Road and NCR. There would be a direct overlap in some locations with the installation of the cable route for instance Milton Allotments and Kendall's Stadium as well as sections of Eastern Road.</p> <p>Sensitive receptors include:</p> <p>Recreational receptors utilising the Solvent</p>	<p>Embedded mitigation:</p> <p>Implementation of the Onshore Outline CEMP taking due consideration to lighting and working hours.</p> <p>Proposed mitigation:</p> <p>If sites are constructed concurrently then site liaison and management would be required where practicable, to reduce effects, in relation to impacts on</p>	<p>Visual amenity:</p> <p>Minor to moderate adverse (significant) cumulative effects on recreational users during construction.</p> <p>Site liaison and management of works with associated with detailed landscape proposals would reduce effects to insignificant.</p>

ID	Tier	Application Reference	Application for development and brief description	Assessment of cumulative effect	Proposed mitigation applicable	Residual cumulative effect
				Way, Eastern Road and cycle routes.	landscape, visual amenity, construction traffic management and noisy activities. Coordination of landscaping works in terms of reinstatement of surfaced routes and street furniture.	

*The application for development number 68 (Land to the south of Old Mill Lane and east/south-east of The Haven, Denmead 19/01071/FUL) was withdrawn on the 2/07/2019. As the application could be re-submitted in the future, for the purpose of the cumulative effects assessment, it has been assessed.

REFERENCES

Planning Inspectorate. (2015). Advice note seventeen: Cumulative effects assessment relevant to nationally significant infrastructure.

