



**AQUIND Limited**

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# **AQUIND INTERCONNECTOR**

## **Environmental Statement - Volume 3 - Appendix 23.6 Air Quality 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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**AQUIND Limited**

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Environmental Statement - Volume 3 –  
Appendix 23.6 Air Quality Cumulative  
Effects Assessment Matrix (Stage 3 & 4)

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## DOCUMENT

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# APPENDIX 23.6 AIR QUALITY CUMULATIVE EFFECT ASSESSMENT MATRIX (STAGE 3 & 4)

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## 1.1. INTRODUCTION

- 1.1.1.1. This document should be read in conjunction with the cumulative effects assessment ('CEA') chapter of the Environmental Statement ('ES') (Chapter 29) Volume 1 (document reference 6.1.29), Chapter 23 (Air Quality) of the ES Volume 1 (document reference 6.1.23) and Appendix 23.5 (Air Quality CEA Stage 1 & 2) of the ES Volume 3 (document reference 6.3.23.5).
- 1.1.1.2. The CEA for the Proposed Development follows the recommended approach as detailed by the Planning Inspectorate ('PINS') in PINS Advice Note Seventeen (PINS, 2015). This document summarises the final stages of the CEA approach which include;
- Stage 3 – Collate information on the developments identified at Stage 2; an
  - 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 Air Quality.

**Table 1 – Stage 3 & 4 CEA Matrix for Air Quality**

ID	Application Reference	Application for Development and Brief Description	Assessment of Cumulative Effect	Proposed Mitigation Applicable	Residual Cumulative Effect
10	Waterlooville Swimming Pool, Waterberry Drive, Waterlooville, PO7 7UW (APP/17/00295)	Full planning permission for reconfiguration of existing ground car park and development of single storey deck car park. Outline planning permission for future extension on current footprint of overflow car park at Waterlooville Leisure Centre for access and layout with all other matters reserved.	Very close to Order Limits, dust effects and trackout from construction vehicles may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the IAQM (Institute of Air Quality Management, 2016).
11	Former BAE Systems, Waterloo Park, Elettra Avenue, Waterlooville (APP/18/01072)	Outline planning application with all matters apart from access reserved for subsequent approval for the erection of Class B1(c) / B2 / B8 development and Class B8 Trade Counter use, Class A1 Retail, Class D2 Leisure and Classes A3 and A5 Drink / Food Establishments	Directly adjacent to Order Limits, dust effects and trackout from construction vehicles may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the IAQM (Institute of Air Quality Management, 2016).
12	Coastline between Ports Creek Railway Bridge and Kendall's Wharf, Portsmouth, PO3 5LY (14/01387/FUL)	Construction of new coastal defences consisting of raised earth embankments with rock armour on the seaward side, together with wave walls to abut the A2030 Eastern Road bridge to tie into the new embankments (along the alignment of the existing coastal defences), and associated landscaped works including a shared footpath constructed along the full length of the new embankment.	Directly adjacent to Order Limits, dust effects and trackout from construction vehicles may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the IAQM (Institute of Air Quality Management, 2016).
21	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	218m from order limits, only trackout may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the IAQM (Institute of Air Quality Management, 2016).

ID	Application Reference	Application for Development and Brief Description	Assessment of Cumulative Effect	Proposed Mitigation Applicable	Residual Cumulative Effect
23	Former Dairy Site, Station Road, Portsmouth, PO6 1PL (17/00224/OUT)	Outline application for the construction of up to 108 dwellings	47 m from Order Limits, dust effects and trackout from construction vehicles may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the IAQM (Institute of Air Quality Management, 2016).
24	Kendalls Wharf, Eastern Road, Portsmouth, PO3 5LY 17/01676/FUL	Construction of 50m quay wall as a continuation of the existing quay and provision of rock armouring at northern end to form a revetment; and construction of a 4m by 4m dolphin structure with linking walkway 25m to south of existing quay	23m from Order Limits, dust effects and trackout from construction vehicles may combine, dependant on the nature of works.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the IAQM (Institute of Air Quality Management, 2016).
25	Langstone Harbour Sports Ground, Eastern Road, Portsmouth (17/00182/FUL)	Construction of clubhouse (on land adjacent to football pitch)	Over 300 m from order limits, only trackout may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the IAQM (Institute of Air Quality Management, 2016).
28	St James Hospital, Locksway Road, Southsea, PO4 8HW (18/00288/OUT)	Outline application for the construction of 107 dwellings including provision of vehicular and pedestrian access, public open space and hard and soft landscaping  Construction of 4 years anticipated, commencing in 2018 and completing in 2021.	175 m from order limits, only trackout may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the IAQM (Institute of Air Quality Management, 2016).

ID	Application Reference	Application for Development and Brief Description	Assessment of Cumulative Effect	Proposed Mitigation Applicable	Residual Cumulative Effect
29	Admiral Lord Nelson School, Dundas Lane, Portsmouth, PO3 5XT (18/01891/FUL)	Construction of single storey front extension to include 10 additional classrooms; associated landscaping to include new sports pitches; reconfigured vehicular and pedestrian access with increased parking and cycle allocation; new boundary fencing to front elevation	195 m from order limits, only trackout may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the IAQM (Institute of Air Quality Management, 2016).
30	Unit 5, Interchange Park, Robinson Way, Portsmouth, PO3 5QD (18/01027/FUL)	Construction of building of 3004sqm (GEA) for use within light or general industrial purposes (Class B1c or B2) or storage and distribution purposes (Class B8) to include ancillary office floorspace to first floor level with parking, servicing, landscaping and associated works	Directly adjacent to Order Limits, dust effects and trackout from construction vehicles may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the Institute of Air Quality Management (IAQM). Given the size and longer temporal nature of this development, communication with this developer should be undertaken as per the embedded mitigation in the CEMP. Where there is the potential for significant cumulative effects from traffic diversions and construction traffic, planning for traffic management should be undertaken in coordination with this developer.
31	Self-Drive Depot, Airport Service Road, Portsmouth, PO3 5PW (18/01050/FUL)	Construction of After Sales Centre (Class B2) comprising of 18-bay Workshop/MOT centre, reception area; Service Drive-In; valet servicing; and smart repair; to include associated car parking, vehicle storage, landscaping and vehicular access to Airspeed Road & Robinson Way, following refurbishment and demolition of existing buildings	127 m from order limits, only trackout may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the IAQM (Institute of Air Quality Management, 2016).



ID	Application Reference	Application for Development and Brief Description	Assessment of Cumulative Effect	Proposed Mitigation Applicable	Residual Cumulative Effect
36	17/00335/FUL Land Bounded by Tanners Lane, Kidmore Lane and Anmore Road, Denmead	(RESUBMISSION) Erection of 91 residential units, associated public open space, residents car park, landscaping, access, car parking, partial realignment of road junction and associated works.	6 m from Order Limits, dust effects and trackout from construction vehicles may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the IAQM (Institute of Air Quality Management, 2016).
43	Grainger Development Site Land West of London Road, Waterloo vill / Newlands Phase 1 Hambledon Road, Denmead, Hampshire (APP/10/00828 and 10/02862/OUT)	Outline application for the development of approx 2,550 no. dwellings including the construction of a new access from Ladybridge Roundabout, Milk Lane and completion of Maurepas Way access, a local centre (comprising retail, community building, land for healthcare, land for elderly care) public house, land for 2 primary schools, land for a nursery, land for employment uses, associated amenity space along with substantial green infrastructure, SuDS, land for allotments, main pumping station, land for cemetery, restoration of River Wallington, together with landscape structure planting (Matters for Approval Access only) Full planning application for the development of Phase 1 comprising 194 no. dwellings, internal roads, garages, driveways, pathways, boundary treatment, substation, pedestrian/cycleways, including to Maurepas Way, associated parking spaces, flood attenuation ponds, temporary play provision, associated amenity space and hard and soft landscape works. Full planning for engineering operations associated with infrastructure requirements and service provision for the detailed Phase 1 application, the temporary closure of Havant footpath No.11 and Southwick and Widley footpath No.30 with suitable alternative route provided.	353 m from order limits, only trackout may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the IAQM (Institute of Air Quality Management, 2016).

ID	Application Reference	Application for Development and Brief Description	Assessment of Cumulative Effect	Proposed Mitigation Applicable	Residual Cumulative Effect
50	Berewood Phase 2 Development Site, London Road, Purbrook (APP/16/01211 and 16/03168/REM)	Town Park Phase A: Reserved Matters Application under 6 (i) a) c) and d) of planning consent APP/10/00828 & 10/02862/OUT	Directly adjacent to Order Limits, dust effects and trackout from construction vehicles may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the IAQM (Institute of Air Quality Management, 2016).
54	Berewood Phase 10a, South of Marrelsmoor Avenue, Waterlooville, Hampshire (17/02956/REM)	Berewood Phase 10a. Reserved Matters Application comprising 43 residential dwellings, associated amenity space, access, garages, parking, internal roads, pathways and associated landscaping. (Matters of layout, appearance, access, landscape and scale pursuant to application ref: 10/02862/OUT). Discharge of conditions 3, 6, (ii) a) b) d) f) h) i) j) k) l) n) m), 11 and 18	Directly adjacent to Order Limits, dust effects and trackout from construction vehicles may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the IAQM (Institute of Air Quality Management, 2016).
56	Berewood E2, Plot 1, Houghton Avenue, Waterlooville, Hampshire(18/015 81/REM)	Berewood E2 (Employment Land) Phase 1. Reserved Matters Application for 10,177 square metres (GEA) of B1c/B2/B8 Floorspace, within two buildings; Associated Landscaping, Access, Parking, Internal Roads and Pathways. (Matters of Layout, Appearance, Access, Landscape and Scale Pursuant to Application Ref. 10/02862/OUT). Discharge of Conditions 3, 6 (i) (a-d) and 6(ii) a) b) c) d) e) f) g) h) i) j) k) m)	Directly adjacent to Order Limits, dust effects and trackout from construction vehicles may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the IAQM (Institute of Air Quality Management, 2016).

ID	Application Reference	Application for Development and Brief Description	Assessment of Cumulative Effect	Proposed Mitigation Applicable	Residual Cumulative Effect
62	(19/00706/FUL) North Portsea Island Coastal Flood Defence Scheme, Eastern Road and Kendall's Wharf	Construction of new coastal defences consisting of a earth embankment to the north west; raising of access road, installation of sheet pile wall to the south-east boundary and associated landscaping works	432 m from order limits, only trackout may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the Institute of Air Quality Management (IAQM). Given the size and longer temporal nature of this development, communication with this developer should be undertaken as per the embedded mitigation in the CEMP. Where there is the potential for significant cumulative effects from traffic diversions and construction traffic, planning for traffic management should be undertaken in coordination with this developer.
66	(19/00420/FUL) Fraser Range	Part demolition, redevelopment and conversion of three existing structures and construction of new buildings to create 108 apartments and 26 houses, construction of new sea wall flood defences and walkway (to include removal and reinstatement of tank traps), access road, parking and landscaping works	433 m from order limits, only trackout may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the IAQM (Institute of Air Quality Management, 2016).
73	England Coast Path	National Infrastructure	Directly adjacent to Order Limits, although cumulative dust effects unlikely.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the IAQM (Institute of Air Quality Management, 2016).

ID	Application Reference	Application for Development and Brief Description	Assessment of Cumulative Effect	Proposed Mitigation Applicable	Residual Cumulative Effect
74	Southsea Seafront from Long Curtain Moat in the West to Eastney Marine Barracks in the East (19/01097/FUL)	Flood and coastal erosion management scheme comprising a combination of vertical sea wall, raising and realignment of the promenade, construction of stepped revetment, rock armour revetments and groynes, secondary defence walls and bunds, beach widening and management, and all associated works, highway alterations, removal of trees and landscaping. Scheme includes the removal and repositioning of 34no. Grade II Listed lamp columns, 3no. Grade II Listed shelters and 6no. Grade II Listed monuments, works affecting the Grade II Listed South Parade Pier, regrading and works to the Grade II Listed Southsea Common and works to the Grade I Listed Naval Memorial. The proposal constitutes EIA development	Directly adjacent to Order Limits, dust effects and trackout from construction vehicles may combine.	No additional mitigation required.	No residual cumulative effect is expected due to the requirement for dust risk assessments. The assessed dust risk is used to determine commensurate mitigation measures in accordance with the Institute of Air Quality Management (IAQM). Given the size and longer temporal nature of this development, communication with this developer should be undertaken as per the embedded mitigation in the CEMP. Where there is the potential for significant cumulative effects from traffic diversions and construction traffic, planning for traffic management should be undertaken in coordination with this developer.

