



AQUIND Limited

AQUIND INTERCONNECTOR

Environmental Statement Addendum – Appendix 19 Landscape Assessment Assumption Clarification

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

Document Ref: 7.8.1.19

PINS Ref.: EN020022

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PINS REF.: EN020022

DOCUMENT: 7.8.1.19

DATE: 6 OCTOBER 2020

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DOCUMENT

Document	7.8.1.19 Environmental Statement Addendum – Appendix 19 Landscape Assessment Assumption Clarification
Revision	001
Document Owner	WSP UK Limited
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Date	18 September 2020
Approved By	A. Follis
Date	18 September 2020

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LANDSCAPE ASSESSMENT

ASSUMPTION CLARIFICATION

1.1.1.1. This Appendix outlines changes to Chapter 15 Landscape and Visual Effects paragraphs 15.4.7.2, 15.4.7.3 and 15.4.7.4.

1.2. REVISED SECTION 15.4 ASSESSMENT METHODOLOGY

1.2.1. GENERAL POINTS OF REFERENCE:

- 1.2.1.1. The following is information to clarify certain key points of the coverage of the LVIA
- Views were taken from publicly accessible locations and a professional judgement was made for residential receptors. A residential visual amenity study was not undertaken.
 - A comprehensive visual assessment was undertaken describing and assessing the effects from all the potentially affected visual receptors within the Study Area for the Converter Station.
 - The visual assessment of the Converter Station was informed by a series of agreed representative photographs and wirelines from agreed representative viewpoints to give a clear picture of anticipated effects, with visualisations/photomontages from agreed selected key viewpoints. Similarly, for the Landfall agreed representative photographs and accompanying wirelines demonstrate the anticipated effects – no photomontages were required.
 - All options for the Onshore Cable Corridor forming part of the Application were assessed.
 - New guidance ‘TGN 06/19 Visual Representation of Development Proposals’ was published by the Landscape Institute on 17 September 2019. The Landscape Institute advises that the new guidance should apply to new commissions undertaken from 17 September 2019, but a reasonable grace period would apply and reasonable judgements made over the implications of the changeover. The Guidance Note replaces LI Advice Note 01/11 and Technical Guidance Note 02/17. In the case of this assessment no changes were made to the visualisations prepared.

1.2.3. GENERAL OVERARCHING ASSUMPTIONS:

1.2.3.1. A number of overarching assumptions were made in undertaking the LVIA, as follows.

Converter Station Area (Section 1):

- Telecommunication Buildings would be sited in Section 1 as referred to on Parameter Plan Sheets 2 and 3 and in accordance with the Design Principles.
- During decommissioning stage, a new construction compound would be established to remove the buildings, structures and associated infrastructure for recycling and disposal. Works would include reprofiling of existing landform where practicable and “recent” mitigation planting replaced where disturbed.

Onshore Cable Corridor (Section 2-9):

- The HVDC Onshore Cable would be laid as set out in Chapter 3 (Description of the Proposed Development). Impacts on important habitats and vegetation particularly trees subject to Tree Preservation Orders (‘TPOs’), hedgerow trees, hedgerows and grassland would be minimised through Onshore Cable Micrositing.

Landfall (Section 10)

- Up to two ORS buildings would be sited within the Landfall refer to Parameter Plan Sheet 1.

1.3. MITIGATION MEASURES:

1.3.1.1. All mitigation measures listed in paragraphs 15.4.7.2, 15.4.7.3 and 15.4.7.4 now sit under Section 15.7. The following section lists the bullet points under their original paragraph headings and states (in parentheses) where these should now be read.

1.3.2. 15.4.7.2 GENERAL:

- The micrositing of embedded landscape mitigation measures would be subject to the results of archaeological trial trenching (included in paragraph 15.7.1.2 – general embedded mitigation measures).
- All planting lost would be replaced with like for like species where practicable and in agreement with the relevant discharging authority (included in paragraph 15.7.1.2 bullet point 17 – general embedded mitigation measures and new sub section in section 15.7 – specific embedded mitigation measures – Onshore Cable Route Section 2 to 10).

- All PRow and footpaths affected by the Proposed Development would be reinstated to the same condition and quality as previously (included in paragraph 15.7.1.2 – general embedded mitigation measures and new sub section in section 15.7 – specific embedded mitigation measures – Onshore Cable Route Section 2 to 10).

1.3.3. 15.4.7.3 CONVERTER STATION AREA (SECTION 1):

- As referred to in the indicative Converter Station Area Layout Plans Option B(i) (document reference 2.7) at least 15 m clearance would be provided to protect adjacent groups of trees and hedgerows from the Converter Station and associated infrastructure within the Converter Station Area including Ancient Woodland (refer to paragraph 15.7.1.22 bullet point 1 – existing constraints for the Converter Station, infrastructure and planting).
- New cables can be planted over with hedgerows and scrub on the basis that engineering specify a concrete duct block underground to protect the cables from roots and the drying out of the duct surround (refer to paragraph 15.7.1.22 bullet point 9 – new planting constraints for Onshore Cable Route falling in the Converter Station Area).
- New tree planting would be offset by 5 m on either side of the Onshore Cable Route (to be included within paragraph 15.7.1.22 under new planting constraints for Onshore Cable Route falling within the Converter Station Area).
- No planting can take place over existing Scottish Southern Energy Networks ('SSEN') oil filled cables – an allowance has been made of 1 m on either side of centre line of cable for hedgerow planting and 5 m on either side for tree planting (refer to paragraph 15.7.1.22 bullet point 3 -existing constraints for the Converter Station, infrastructure and planting).

1.3.4. 15.4.7.4 ONSHORE CABLE CORRIDOR (SECTION 2-9):

- Land would be reinstated following the installation of the Onshore Cable Route (refer to new sub section in section 15.7 – specific embedded mitigation measures – Onshore Cable Route Section 2 to 10).

- Where construction works obstruct a footway an absolute minimum unobstructed width of 1 m would be provided alongside the construction corridor and where this is not possible a safe alternative route. This would include provision of suitable crossing facilities where required, including the temporary replacement of existing pedestrian crossings that may need to be closed to facilitate construction see the Traffic Management Strategy (within Appendix 22.1 (Transport Assessment) of the ES Volume 3 (document reference 6.3.22.1)) (refer to paragraph 15.7.1.2 bullet point 10 – general embedded mitigation measures).
- During construction of the Onshore Cable Route reasonable access would be made for pedestrians going to or from premises abutting a street (add to paragraph 15.7.1.2 bullet point 10 – general embedded mitigation measures).
- In some locations, a footway closure may be required without a suitable alternative route being available nearby or on the opposite side of the carriageway. In these instances, a pedestrian route would be provided within the carriageway (add to paragraph 15.7.1.2 bullet point 10– general embedded mitigation measures).
- Some temporary footway closures may be required to facilitate delivery and collection of materials. In the majority of cases this would be mitigated through alternative footway links being available or other measures stipulated in the Traffic Management Strategy (add to paragraph 15.7.1.2 bullet point 10 – general embedded mitigation measures).
- Where hedgerows are lost these would be replanted with like for like species; on the basis that engineering specify a concrete duct block underground to protect the cables from roots and the drying out of the duct surround (refer to new sub section in section 15.7 – specific embedded mitigation measures – Onshore Cable Route Section 2 to 10).
- New tree planting would be offset by 5 m on either side of the Onshore Cable Route (refer to new sub section in section in 15.7 – specific embedded mitigation measures – Onshore Cable Route Section 2 to 10).

1.4. REVISIONS TO SECTION 15.7 PROPOSED MITIGATION

1.4.1.1. Section 15.7 of the ES Chapter 15 covers proposed mitigation under two categories during construction:

- General Embedded Mitigation Measures
- Specific Embedded Mitigation Measures

1.4.1.2. An additional section has been introduced to cover over Specific Embedded Mitigation Measures (Onshore Cable Route Section 2 to 10). This aligns with the updated Outline Landscape and Biodiversity Strategy (APP-506 Rev 002) and includes the following:

1.4.2. SPECIFIC EMBEDDED MITIGATION MEASURES FOR THE ONSHORE CABLE CORRIDOR (SECTION 2 TO 10)

- All land temporarily impacted upon through the installation of the Onshore Cable Route shall be reinstated;
- Any street furniture removed or damaged during the installation shall be replaced with street furniture of the same quality;
- All PRoWs /footpaths / car parks affected by the Proposed Development shall be reinstated to a quality and finish at least equivalent to before works being carried out ;
- All planting lost shall be replaced with like for like species of a similar size where practicable and in agreement with the relevant discharging authority;
- Where hedgerows are lost these shall be replanted with like for like species; on the basis that engineering specify a concrete duct block underground to protect the cables from roots and the drying out of the duct surround.
- New tree planting shall be offset by 5 m on either side of the Onshore Cable Route and more specifically the cable trench;
- All works which may affect the public realm coastal defences relating to Portsmouth City Council's Coastal Defence Scheme (considered in cumulative effects) and referred to in paragraph 15.5.4.8 of Chapter 15 shall be reinstated to the same quality and finish as the future baseline; and
- Cable routing shall be developed to avoid affecting hedgerows and hedgerow trees on the boundaries of the Order Limits.

1.4.2.1. Specific embedded mitigation measures for each section of the Onshore Cable Route will remain under Section 15.8.

1.5. REVISIONS TO SECTION 15.8 ASSESSMENT

1.5.1.1. As noted in the ES Chapter 15 paragraph 15.7.1.41 specific embedded mitigation measures for Sections 2-10 are outlined in the Section 15.8 - Assessment.

- 1.5.1.2. For the Onshore Cable Corridor, the flexibility required for design and construction means it is more appropriate to develop any necessary mitigation in detail once the final alignment and construction areas have been decided and actual impacts are understood. Therefore, to inform the assessment a combination of specific embedded mitigation measures alongside a set of specific assumptions were used. These specific assumptions have been redefined as “detailed design guidance which must be implemented.”
- 1.5.1.3. The tables below provide a summary of specific sections of the Onshore Cable Corridor. The left-hand column outlines the specific embedded mitigation measures and assumptions in the 2019 ES Chapter, whilst the right-hand column is based on updated OLBS and a refined position. Where appropriate a note has been provided explaining whether there is no change to the item or that the item has been omitted.

1.7. SECTION 2: ANMORE

Table 1 - Section 2: Anmore

2019 ES Chapter	ES Addendum 2020
Specific Embedded Mitigation	Revised embedded mitigation measures
<ul style="list-style-type: none"> • Native hedgerows would be replaced with like for like species. 	<ul style="list-style-type: none"> • As previous – no change and referred to under Section 2-9 Onshore Cable Corridor – General mitigation measures
Assumptions (replaced with “detailed design guidance which must be implemented”)	Detailed design guidance which must be implemented
<ul style="list-style-type: none"> • No mature trees would be affected by the cable routing. Trees are an important feature visually within this section. 	<ul style="list-style-type: none"> • Trees are an important feature visually within this section. The detailed alignment shall be developed to ensure no mature trees are affected by the cable routing.
<ul style="list-style-type: none"> • The impact on the deciduous copse to the field east of Saltbox Barn/Cottages would be avoided with a 15 m standoff. 	<ul style="list-style-type: none"> • The impact of the cable installation on the deciduous copse (W682) to the field east of Saltbox Barn/Cottages shall be avoided with a 15 m standoff.
<ul style="list-style-type: none"> • Sections of hedgerows and hedgerow trees where lost would be replaced where practicable, with hedgerow trees repositioned at least 5 m away from the Onshore Cable Route. 	<ul style="list-style-type: none"> • Sections of hedgerows bounding the Order Limits would remain unaffected. Hedgerows lost shall be replaced and hedgerow trees shall be replaced where it is practicable to plant replacements at least 5 m from the Onshore Cable Route.

2019 ES Chapter	ES Addendum 2020
<ul style="list-style-type: none"> The preferred cable route would avoid impacting on the oak tree subject to a TPO (T393) (TPO - 2246 T1) to north of Anmore Road and a mature Category A oak tree (T409). 	<ul style="list-style-type: none"> The Onshore Cable Route shall avoid impacting on the TPO'd oak tree (T393) (TPO - 2246 T1) to north of Anmore Road and a mature Category A oak tree (T409).

1.8. SECTION 3: DENMEAD / KINGS POND MEADOW

Table 2 - Section 3: Denmead / Kings Pond Meadow

2019 ES Chapter	ES Addendum 2020
Specific Embedded Mitigation	Revised embedded mitigation measures
<ul style="list-style-type: none"> Native hedgerows and hedgerow trees lost would be replaced with like for like species. 	<ul style="list-style-type: none"> As previous – no change and referred to under Section 2-9 Onshore Cable Corridor – General mitigation measures
Assumptions (replaced with “detailed design guidance which must be implemented”)	Detailed design guidance which must be implemented
<ul style="list-style-type: none"> Through detailed design (a combination of Onshore Cable Micrositing, Trenching and HDD) measures would be taken to limit the impact on mature Category A/B trees (predominately oak trees) where practicable. 	<ul style="list-style-type: none"> Detailed design measures shall be taken to limit the impact on mature Category A / B trees (predominately oak trees).
<ul style="list-style-type: none"> Sections of hedgerows and hedgerow trees where lost would be replaced with where practicable, with hedgerow 	<ul style="list-style-type: none"> Sections of hedgerows bounding the Order Limits would remain unaffected. Hedgerows lost shall be replaced and hedgerow trees

2019 ES Chapter	ES Addendum 2020
trees repositioned at least 5 m away from the Onshore Cable Route.	shall be replaced where it is practicable to plant replacements at least 5 m from the Onshore Cable Route.
<ul style="list-style-type: none"> • Cable works would run close to the edge of (G661, T300, T302 and T306) (TPO 1350 G1) and (T299 and H799) (TPO - 1350 G6) would be reviewed at detailed design to minimise impacts considering Onshore Micro Siting 	<ul style="list-style-type: none"> • Works that run close to the edge of (G661, T302 and T306) (TPO - 1350 G1) and (T300 and H799) (TPO - 1350 G6) shall be reviewed at detailed design to minimise impacts through Onshore Cable Micrositing.

1.9. SECTION 4: HAMBLEDON ROAD TO FARLINGTON AVENUE

Table 3 - Section 4: Hambledon Road to Farlington Avenue

2019 ES Chapter	ES Addendum 2020
Previous Specific Embedded Mitigation	Revised embedded mitigation measures
<ul style="list-style-type: none"> • Mitigation trees to replace trees lost at the junction of Hambledon Road and Darnel Road where practicable. 	<ul style="list-style-type: none"> • Revised and included in detailed design guidance which must be implemented.
<ul style="list-style-type: none"> • Mitigation tree and shrubs to replace planting lost to the north of Hambledon Road and south of Milton Road where practicable. 	<ul style="list-style-type: none"> • Revised and included in detailed design guidance which must be implemented.
<ul style="list-style-type: none"> • Native hedgerows and hedgerow trees lost would be 	<ul style="list-style-type: none"> • As previous – no change and referred to under Section 2-9

2019 ES Chapter	ES Addendum 2020
<p>replaced with like for like species where practicable.</p>	<p>Onshore Cable Corridor – General mitigation measures</p>
<p>Assumptions (replaced with “detailed design guidance which must be implemented”)</p>	<p>Detailed design guidance which must be implemented</p>
<ul style="list-style-type: none"> • Works should be avoided in the footway or verge where there are mature trees (Category A/B) and where practicable. 	<ul style="list-style-type: none"> • Works shall not be permitted in the footway or verge where there are mature trees (Category A/B), except where technical constraints make this unavoidable.
<ul style="list-style-type: none"> • Through detailed design (a mix of trenching and Onshore Cable Micrositing - a mix of trenchless and trenching) measures would be taken to limit the impact on mature trees where practicable. 	<ul style="list-style-type: none"> • Removed and revised in general embedded mitigation in arboricultural section of the updated OLBS with references to BS 5837.
<ul style="list-style-type: none"> • Works would take place within Portsdown Country Park car park on top of Portsdown Hill. 	<ul style="list-style-type: none"> • Works would take place within Portsdown Country Park car park on top of Portsdown Hill and shall avoid trees to the north of Portsdown Hill Road.
<ul style="list-style-type: none"> • Mitigation trees to replace trees lost opposite the junction of Hambledon Road and Darnel Road, and to the north of Hambledon Road and south of Milton Road would be repositioned at least 5 m away from the Onshore Cable Route. 	<ul style="list-style-type: none"> • Mitigation tree planting to replace any trees lost opposite the junction of Hambledon Road and Darnel Road, and to the north of Hambledon Road and south of Milton Road shall be repositioned at least 5 m away from the Onshore Cable Route within the Order Limits. Where the siting of new trees cannot be

2019 ES Chapter	ES Addendum 2020
	accommodated, replanting in the locality is required.
<ul style="list-style-type: none"> • Cable works would run close to the edge of a number of trees subject to TPO’s. Opportunities should be reviewed at detailed design to minimise impacts, considering Onshore Cable Micrositing where practicable. 	<ul style="list-style-type: none"> • Cable works that run close to the edge of a number of trees subject to TPO’s including G651 (TPO 1301) must be reviewed at detailed design to minimise impacts, considering Onshore Cable Micrositing.
	<ul style="list-style-type: none"> • Works shall avoid impacting on G654 (TPO 75/1982) Christ Church, Portsdown.

1.10. SECTION 5: FARLINGTON

Table 4 - Section 5: Farlington

2019 ES Chapter	ES Addendum 2020
Previous Specific Embedded Mitigation	Revised embedded mitigation measures
<ul style="list-style-type: none"> • The land owned by Portsmouth Water between Eveleigh and Havant Road would be reinstated with compatible grass mix and any street furniture damaged, replaced. 	<ul style="list-style-type: none"> • As previous – no change and referred to in general terms under Section 2-9 Onshore Cable Corridor – General mitigation measures.
<ul style="list-style-type: none"> • Native hedgerows, hedgerow trees and ornamental trees lost would be replaced with like for like species where practicable. 	<ul style="list-style-type: none"> • As previous – no change and referred to under Section 2-9 Onshore Cable Corridor – General mitigation measures.
Assumptions (replaced with “detailed design guidance which just be implemented”)	Detailed design guidance which must be implemented

2019 ES Chapter	ES Addendum 2020
<ul style="list-style-type: none"> Detailed design measures including Onshore Cable Micrositing would be taken to limit the impact on mature ornamental street and garden trees where practicable. These include Category A to C trees which form an important visual feature in this section. 	<ul style="list-style-type: none"> Detailed design measures shall be taken to minimise the impact on mature ornamental street and garden trees. These include Category A to C trees which form an important visual feature in this section. Where significant incursion is unavoidable, replanting in the locality is required.
<ul style="list-style-type: none"> Cable works would run close to the edge of a partially pollarded poplar and hedgerow (H888 and T925) (TPO – 201). Opportunities would be reviewed at detailed design to minimise impacts considering Onshore Cable Micrositing where practicable. 	<ul style="list-style-type: none"> Cable works that run close to the edge of a partially pollarded poplar and hedgerow (H896 and T925) which are subject to a TPO (TPO – 201) shall be reviewed at detailed design to minimise impacts considering Onshore Cable Micrositing, with a slight variation in the route to avoid the TPOs (within the Order Limits).
	<ul style="list-style-type: none"> In agreement with PCC, in the event that TPO feature H896 (201/1997) requires replacement, other than the poplar (T925), these features shall be replaced with like for like species. For T925, alternative species such as beech, sweet chestnut or yew may be considered.
<ul style="list-style-type: none"> Tree group G911 (category C trees) would be lost as a consequence of the cable route running through land forming part of Portsmouth Water's 	<ul style="list-style-type: none"> Tree group G911 (category C trees) would be lost where the cable route proceeds through land to the south of Eveleigh Road.

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land to the south of Evelegh Road.	
<ul style="list-style-type: none"> Sections of hedgerows where lost would be replaced with like for like species. 	<ul style="list-style-type: none"> Sections of hedgerows where lost shall be replaced with like for like species.
<ul style="list-style-type: none"> Trees would be repositioned at least 5 m away from the Onshore Cable Route where practicable. 	<ul style="list-style-type: none"> Where trees are to be replanted in proximity to the Onshore Cable Route, they shall be repositioned at least 5m away from the Onshore Cable Route within the Order Limits.

1.11. SECTION 6: ZETLAND FIELD AND SAINSBURY'S CAR PARK

Table 5 - Section 6: Zetland Field and Sainsbury's Car Park

2019 ES Chapter	ES Addendum 2020
Previous Specific Embedded Mitigation	Revised embedded mitigation measures
<ul style="list-style-type: none"> Replacement tree and shrub planting to the south and north west of Zetland Field with like for like species where practicable. 	<ul style="list-style-type: none"> Revised and included in detailed design guidance which must be implemented.
Assumptions (replaced with "detailed design guidance which must be implemented")	Detailed design guidance which must be implemented
<ul style="list-style-type: none"> The Onshore Cable Corridor would result in the loss or partial loss of Category B tree groups or trees (G660, G910 and T73) and a Category C tree T74 within Zetland Field. Where 	<ul style="list-style-type: none"> The Onshore Cable Corridor will result in the partial loss of some Category A trees within group (G720) and Category B tree groups (G660 and G910) as well as the loss of one Category B tree

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<p>practicable trees and shrubs would be replaced with like for like species, trees repositioned at least 5 m away from the Onshore Cable Route.</p>	<p>T73 and Category C trees T71, T72 and T74 within Zetland Field. The installation works shall avoid impacting on a willow, Category B T924. Trees and shrubs shall be replaced with like for like species of a similar size where practicable and, trees repositioned at least 5 m away from the Onshore Cable Route. Where the siting of new trees cannot be accommodated, replanting in the locality is required.</p>
<ul style="list-style-type: none"> • Through detailed design measures would be taken where practicable (considering Onshore Cable Micrositing) to limit the impact on remaining mature ornamental street trees (a combination of London Plane, sycamore, ash, lime, willow, hornbeam and poplar) within Zetland Field. The trees are important in terms of visual amenity and screening as well as generating a strong sense of enclosure for immediate residents overlooking the Field. Visually there is a strong connection between the Field and Fort Purbrook on higher ground. 	<ul style="list-style-type: none"> • This section has been removed.
<ul style="list-style-type: none"> • Through detailed design measures would be taken where practicable (considering Onshore Cable Micrositing) to 	<ul style="list-style-type: none"> • Detailed design, measures shall be taken to minimise the impact on infrastructure planting including trees and shrub planting

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<p>limit the impact on infrastructure planting including trees and shrub planting between the eastern edge of Eastern Road, the petrol filling station and retail car park.</p>	<p>between the eastern edge of Eastern Road, the petrol filling station and retail car park.</p>
<ul style="list-style-type: none"> • Due to the Trenchless Techniques proposed there would be limited impact on tree and scrub planting on land along the southern edge of the retail park and forming the northern edge of the railway line. 	<ul style="list-style-type: none"> • There will be limited impact on tree and scrub planting on land along the southern edge of the retail park and forming the northern edge of the railway line.

1.13. SECTION 7: FARLINGTON JUNCTION TO AIRPORT SERVICE ROAD

Table 6 - Section 7: Farlington Junction to Airport Service Road

2019 ES Chapter	ES Addendum 2020
Previous Specific Embedded Mitigation	Revised embedded mitigation measures
<ul style="list-style-type: none"> Replacement trees and shrubs on either side of access track from Eastern Road, past Shell Garage to Farlington Playing Fields if required. 	<ul style="list-style-type: none"> As previous - no change and referred to under Section 2-9 Onshore Cable Corridor – General mitigation measures.
<ul style="list-style-type: none"> Replacement tree and shrub planting on either side of the access road to Kendall’s Wharf and Andrew Simpson Watersports Centre as well as along the western edge of Kendall’s Stadium. 	<ul style="list-style-type: none"> As previous - no change and referred to under Section 2-9 Onshore Cable Corridor – General mitigation measures and detailed design guidance.
<ul style="list-style-type: none"> Reinstatement of open space with compatible grass mix and any street furniture damaged, replaced. 	<ul style="list-style-type: none"> As previous - no change and referred to under Section 2-9 Onshore Cable Corridor – General mitigation measures.
<ul style="list-style-type: none"> All works which may affect the public realm coastal defences (considered in cumulative effects) would be reinstated to the same quality and finish as the future baseline 	<ul style="list-style-type: none"> As previous - no change and referred to under Section 2-9 Onshore Cable Corridor – General mitigation measures.
Assumptions (replaced with “detailed design guidance assumed to be implemented”)	Detailed design guidance assumed to be implemented
<ul style="list-style-type: none"> Due to Trenchless Techniques proposed there would be limited impact on tree and 	<ul style="list-style-type: none"> Detailed design measures shall be taken to minimise the impact on tree and scrub planting along

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<p>scrub planting along the southern edge of the railway line.</p>	<p>the southern edge of the railway line.</p>
<ul style="list-style-type: none"> • The Onshore Cable Corridor would run through Farlington playing fields west of the hotel. It is assumed that the access track to the cricket pavilion and hotel car park is sufficient to withstand heavy vehicular loading and therefore not impact on adjacent Category B tree groups (G680, G783, G706, G671 and G582). The trees form strong landscape features and include individual trees within Farlington playing fields, mature avenue trees running to the pavilion, within the car park and around the northern and western edge of the hotel. If any trees are likely to be affected by construction work traffic, they should be pruned back, monitored and replaced where practicable with like for like species subject to agreement with PCC. Replacement trees should be repositioned at least 5 m away from the Onshore Cable Route. 	<ul style="list-style-type: none"> • The Onshore Cable Corridor will run through Farlington playing fields west of the hotel. Should the access track to the cricket pavilion and hotel car park not be sufficient to withstand heavy vehicular loading (and therefore not impact on adjacent Category B tree groups G680, G783, G706, G671 and G582) bog matting or similar techniques in accordance with paragraph 5.3.11 of the updated OLBS shall be used to avoid compaction of the RPAs. <p>Trees in this section including individual trees within Farlington playing fields, mature avenue trees running to the pavilion, within the car park and around the northern and western edge of the hotel form strong landscape features. If any trees are likely to be affected by construction traffic, they must be pruned back sufficient to avoid accidental damage and monitored. If it becomes necessary to remove any trees they shall be replaced like for like and of a similar size (subject to agreement with PCC as the relevant discharging authority). Replacement trees will be repositioned at least 5 m away</p>

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<ul style="list-style-type: none"> • Trees and shrub planting (Category B G695, G711 and T70) running to the west of the Baffins Milton Rovers Football Ground (Kendall Stadium) would be lost by the cable routing. Planting around Baffins Milton Rovers Football Ground (Kendall Stadium) is a key landscape feature which serves an important contribution to visual amenity and screening. Limited opportunity would be available to introduce replacement tree planting beyond 5 m of the cable route on the western side of the Stadium. The Order Limits includes an access road to the east of the Baffins Milton Rovers Football Ground (Kendall Stadium) which runs to Andrew Simpson Watersports Centre passed Kendall's Wharf (a mineral aggregate wharf). Whilst the Onshore Cable Corridor would impact on Category C trees and shrubs (a mix of poplar, willow, lime, pine and sycamore - G663, W885, W886, G908 and G909) these trees and shrubs 	<p>from the Onshore Cable Route within the Order Limits.</p> <ul style="list-style-type: none"> • Trees and shrub planting (Category B G695, G711 and T70) and associated root protection areas to the west of the Baffins Milton Rovers Football Ground (Kendall Stadium) would experience partial loss by the cable routing since the cable routing would run through the football ground rather than to the west. Planting around Baffins Milton Rovers Football Ground is a key landscape feature which serves an important contribution to visual amenity and screening. <p>The Order Limits includes an access road to the east of the Baffins Milton Rovers Football Ground which runs to Andrew Simpson Watersports Centre passed Kendall's Wharf (a mineral aggregate wharf) and existing vegetation to the north. The Onshore Cable Corridor will impact on Category C trees and shrubs (a mix of poplar, willow, lime, pine and sycamore - G663, W885, W886, G908 and G909). All of these trees and shrubs serve a limited visual amenity function apart from G663 which visually connects with tree planting south of the access road</p>

2019 ES Chapter	ES Addendum 2020
<p>serve a limited visual amenity function.</p>	<p>to the Football Ground and Watersport Centre. In these areas where significant incursion is unavoidable, trees must be replaced. To mitigate for the loss of these features a similar tree mix shall be planted on either side of the access road into Kendall's Wharf and Andrew Simpson Watersports Centre allowing for easements associated with the Onshore Cable Corridor.</p>
	<ul style="list-style-type: none"> Where significant incursion is unavoidable and the siting of new trees cannot be accommodated, replanting in the locality is required.

1.14. SECTION 8: EASTERN ROAD (ADJACENT TO GREAT SALTERN GOLF COURSE) TO MOORINGS WAY

Table 7 - Section 8: Eastern Road (Adjacent to Great Saltern Golf Course) to Moorings Way

2019 ES Chapter	ES Addendum 2020
<p>Previous Specific Embedded Mitigation</p>	<p>Revised embedded mitigation measures</p>
<ul style="list-style-type: none"> Reinstatement of open space with compatible grass mix and any street furniture damaged, replaced. 	<ul style="list-style-type: none"> As previous - no change and referred to under Section 2-9 Onshore Cable Corridor – General mitigation measures.
<ul style="list-style-type: none"> All works which may affect the public realm coastal defences (considered under cumulative impacts) would be reinstated to 	<ul style="list-style-type: none"> As previous - no change and referred to under Section 2-9 Onshore Cable Corridor – General mitigation measures.

2019 ES Chapter	ES Addendum 2020
<p>the same quality and finish as the future baseline.</p>	
<p>Assumptions (replaced with “detailed design guidance which must be implemented”)</p>	<p>Detailed design guidance which must be implemented</p>
<ul style="list-style-type: none"> • Where there are mature trees in the footway or verge and where practicable consideration should be given to whether works in those locations can be avoided. 	<ul style="list-style-type: none"> • Works shall not be permitted in the footway or verge where there are mature trees except where technical constraints make this unavoidable. Where significant incursion is unavoidable and the siting of new trees cannot be accommodated, replanting in the locality is required.
<ul style="list-style-type: none"> • Through detailed design, measures including Onshore Cable Micrositing where practicable, would be taken to limit the impact on mature Category B trees. 	<ul style="list-style-type: none"> • Detailed design, measures shall be undertaken to limit the impact on mature Category B trees and construction must follow BS 5837 as a minimum.
<ul style="list-style-type: none"> • Through detailed design, measures including Onshore Cable Micrositing where practicable, would be taken to avoid impacting on trees within Milton Common. Some scrub may be lost as a consequence. 	<ul style="list-style-type: none"> • Detailed design, measures shall be undertaken to avoid impacting on trees within Milton Common and the eastern edge of Portsmouth College/ Eastern Road. Some scrub may be lost as a consequence.
<ul style="list-style-type: none"> • Replacement of planting if lost would be planted at least 5 m away from the Onshore Cable Route. 	<ul style="list-style-type: none"> • Moved to general embedded mitigation and referred to under Section 2-9 Onshore Cable Corridor – General mitigation measures.

2019 ES Chapter	ES Addendum 2020
	<ul style="list-style-type: none"> Should the final details of the route alignment confirm the loss of TPO feature T59 opposite the junction of Burrfields Road near Great Salterns Mansion, this feature must be replaced with like for like species of a similar size.

1.16. SECTION 9: MOORINGS WAY TO BRANSBURY ROAD

Table 8 - Section 9: Moorings Way to Bransbury Road

2019 ES Chapter	ES Addendum 2020
<p>Previous Specific Embedded Mitigation</p>	<p>Revised embedded mitigation measures</p>
<ul style="list-style-type: none"> • Reinstatement of open space with compatible grass mix in addition to trees/shrubs and any street furniture damaged, replaced. 	<ul style="list-style-type: none"> • As previous - no change and referred to under Section 2-9 Onshore Cable Corridor – General mitigation measures.
<ul style="list-style-type: none"> • An allowance of 15 m has been made to the west of the Furze Lane for mitigation planting if required. 	<ul style="list-style-type: none"> • This section is now omitted.
<p>Assumptions (replaced with “detailed design guidance which just be implemented”)</p>	<p>Detailed design guidance which must be implemented</p>
<ul style="list-style-type: none"> • Where there are mature trees in the footway or verge and where practicable consideration should be given to whether works in those locations can be avoided. 	<ul style="list-style-type: none"> • Works shall not be permitted in the footway or verge where there are mature trees except where existing constraints make this unavoidable.
<ul style="list-style-type: none"> • Poplars to the east and west of Furze Lane and south of University of Portsmouth Langstone Campus (along Locksway Road) may be impacted upon as a consequence of the Onshore Cable Corridor based on the Arboriculture Report these are predominately Category B trees). The trees which are subject to TPO’s (TPO 1 to 24) 	<ul style="list-style-type: none"> • This section is now omitted.

2019 ES Chapter	ES Addendum 2020
<p>form an important visual screen, amenity and legibility function. Opportunities should be explored to replace the trees with other fastigate species on the eastern edge of sports grounds associated with the University in discussion with University and PCC. An allowance of 15 m has been made to the west of the lane for mitigation planting, if required.</p>	
<ul style="list-style-type: none"> Some Category B trees and shrubs (G900) within and edging Milton Lock Nature Reserve would be lost as a consequence of the Onshore Cable Corridor. The planting forms a screening function between the Nature Reserve and the adjacent pub car park. 	<ul style="list-style-type: none"> A small number of Category B trees and shrubs (G900) edging Milton Lock Nature Reserve and the pub car park will be lost as a consequence of the Onshore Cable Corridor. The planting forms a screening function between the Nature Reserve and the adjacent pub car park. Liaison shall take place with the site manager at Milton Lock Nature Reserve to agree the most appropriate form of mitigation.
<ul style="list-style-type: none"> Whilst the Onshore Cable Route would be HDD across Milton and Eastney Allotments, there would be the loss of Category C trees to the south (T916, T917 and G899). From a visual amenity perspective these serve a limited screening function and are not considered to be key landscape features. 	<ul style="list-style-type: none"> Whilst the Onshore Cable Corridor will be via HDD across Milton and Eastney Allotments, there will be the loss of Category C trees to the south (T916, T917 and G899). From a visual amenity perspective these serve a limited amenity function both in terms of character and screening – G899 mainly scrub with occasional trees and are not

2019 ES Chapter	ES Addendum 2020
<ul style="list-style-type: none"> Through detailed design, measures including Onshore Cable Micrositing would be used to limit the impact on Category A, B and C avenue trees running north/south within Bransbury Park and ornamental street trees to the south and western boundary of the Park. Trees include ash, birch, copper beech and London Plane. These trees serve an important function in terms of visual amenity albeit some are suffering from ash die back. Opportunities should be explored through detailed design to focus construction works towards the northern edge of Bransbury Road rather than through the north/south avenue within the Park as well as explore opportunities to remove diseased trees and replace with other ornamental species in agreement with PCC. 	<p>considered to be key landscape features.</p> <ul style="list-style-type: none"> Detailed design measures shall be undertaken to limit the impact on Category A, B and C avenue trees and their RPAs running north/south within Bransbury Park and ornamental street trees to the south and western boundary of the Park under the supervision of the Environmental Clerk of Works. This includes tree group G697. Trees include ash, birch, copper beech and London plane. These trees serve an important function in terms of visual amenity albeit some of the ash are suffering from ash die back. Opportunities must be explored to remove diseased trees and replace with other ornamental species in agreement with PCC. Where significant incursion is unavoidable, trees shall be replaced with like for like species of a similar size subject to agreement with PCC and plated 5 m beyond the Onshore Cable Route within the Order Limits. Where the siting of new trees cannot be accommodated, replanting in the locality is required.

1.17. SECTION 10: EASTNEY (LANDFALL)

Table 9 - Section 10: Eastney (Landfall)

2019 ES Chapter	ES Addendum 2020
Previous Specific Embedded Mitigation	Revised embedded mitigation measures
<ul style="list-style-type: none"> • Introduction of temporary solid construction hoards around the landfall construction to minimise impacts on noise and therefore tranquillity as well as impacts on immediate sensitive visual receptors. 	<ul style="list-style-type: none"> • As previous - no change and referred to under Section 10 – Eastney (Landfall) Onshore Cable Corridor – General mitigation measures.
<ul style="list-style-type: none"> • The indicative landscape mitigation plan (Figure 15.50 and Appendix 15.7 (Landscape Schedules, Planting Heights and Image Board)) illustrates the planting around the edge the ORS buildings to screen the compound and structures. These planting proposals include a native hedgerow and hedgerow tree planting which has been discussed with PCC. Planting would provide some screening function for receptors from the Southsea Leisure Park and residential properties overlooking the buildings from the north. 	<ul style="list-style-type: none"> • As previous - no change and referred to under Section 10 – Eastney (Landfall) Onshore Cable Corridor – General mitigation measures.
<ul style="list-style-type: none"> • Reinstatement of the existing gravel surface within Fort Cumberland car park and any street furniture (in the form of trip rails) replaced if removed or damaged. 	<ul style="list-style-type: none"> • As previous - no change and referred to under Section 10 – Eastney (Landfall) Onshore Cable Corridor – General mitigation measures.

2019 ES Chapter	ES Addendum 2020
<p>Assumptions (replaced with “detailed design guidance which must be implemented”)</p>	<p>Detailed design guidance which must be implemented</p>
<ul style="list-style-type: none"> • Works should be avoided in the footway or verge where there are mature trees (Category B) and where practicable. 	<ul style="list-style-type: none"> • Works shall not be permitted in the footway or verge where there are mature trees (Category B) except where existing constraints make this unavoidable. Where significant incursion is unavoidable, trees shall be replaced with like for like species of a similar size.
<ul style="list-style-type: none"> • Through detailed design (a mix of Trenching and Onshore Cable Micrositing) measures would be taken to limit the impact on mature Category B trees along Henderson Road/Fort Cumberland Road where practicable. Trees include ash and cherry, and many are subject to TPOs. As referred to in the Arboriculture Report the northern (east boundary) side of Henderson Road and Fort Cumberland Road would be the preferred choice for arboriculture and landscape to avoid impact on existing trees in this section. 	<ul style="list-style-type: none"> • Detailed design measures shall be taken to minimise the impact on mature medium value Category B trees along Henderson Road/Fort Cumberland Road. Trees include ash and cherry, many of which are subject to TPOs. Design and construction shall follow BS 5837 as a minimum.
<ul style="list-style-type: none"> • Works would be avoided in the footway or verge where there are mature trees and where practicable. 	<ul style="list-style-type: none"> • This section is now omitted.

2019 ES Chapter	ES Addendum 2020
<ul style="list-style-type: none"> It is assumed that the Category C mature ash (T6) within to the northern edge of Fort Cumberland car park at Eastney would be retained as this is an important landscape feature. 	<ul style="list-style-type: none"> Category C mature ash (T6) within to the northern edge of Fort Cumberland car park shall be retained as this is an important landscape feature.

1.18. CONCLUSION

- 1.18.1.1. This Appendix has taken the points listed in subsection 15.4.7 of the ES Chapter 15 [APP-130] as “assumptions and limitations,” reclassified them as appropriate, and redistributed certain points to sections 15.7 Mitigation and 15.8 Assessment of the ES Chapter.
- 1.18.1.2. This Appendix therefore does not alter the findings of the 2019 ES Assessment.

