



AQUIND Limited

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**Environmental Statement Addendum –
Appendix 14 Note on PRow, Long Distance
Walking Paths and Cycle Route Diversions**

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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1. NOTE ON PROW, LONG DISTANCE WALKING PATHS AND CYCLE ROUTE DIVERSIONS

1.1. INTRODUCTION AND PURPOSE OF THE REPORT

1.1.1.1. Chapter 25 (Socio-economics) of the Environmental Statement ('ES') (APP-140), Paragraph 25.7.2.35 identifies that the requirement for diversions to Public Rights of Way ('PROW') are not considered to add substantial distance to the journey length of the PROW. This supplementary note demonstrates how this conclusion was reached by illustrating:

- The length of a likely diversion required for identified routes; and
- That there is suitable allowance within the Order Limits for a diversion.

1.1.2. PROW DIVERSION APPRAISAL

1.1.2.1. Chapter 25 (Socio-economics) of the ES, states the following in relation to PROW, Long Distance Walking Routes and cycle routes during construction:

25.7.2.35 The proposed diversions are not considered to add substantial distance to the journey length of the PROW (medium sensitivity) and, with the exception of PROW 4, would only be for a temporary duration of time (not more than 1-2 weeks for each circuit at each location specified above). As such, the magnitude of change in terms of severance is considered to be low, leading to a minor-moderate (not significant) adverse, direct, temporary short-term effect. The magnitude of change for PROW 4 is considered to be medium, as it may be diverted for a longer period of time due to construction of the Converter Station Area, resulting in a moderate adverse (significant) effect.

25. 7.2.37 Additionally, there are four Long Distance Walking Routes (high sensitivity) that are within the Order Limits (Monarchs Way in Section 1, Wayfarers Walk in Section 3- 4, The Solent Way in Sections 7-10, and Shipwrights Way in Section 10). It is anticipated that the construction of the Onshore Cable Corridor is also likely to directly sever these routes which will require temporary diversions to be implemented. Similar to above, pedestrians using these routes would experience disruption to their journeys and an increase in journey length and time. However, the routes would remain open and only temporarily diverted (1-2 weeks per circuit). In

future there may also be a regional section of coastal path, although it is not yet known whether this would be affected. The magnitude of the impact in terms of severance is considered low, leading to a moderate adverse (significant), direct, temporary short-term effect.

25.7.2 Sections of off-road cycle routes have also been identified at National Route 222 (high sensitivity) alongside Eastern Road and along coast path in Milton Common. As with PRow, proposed diversions will be designed to avoid adding substantial distance to the journey length of the route. The magnitude of the impact in terms of severance is considered low, leading to a moderate adverse (significant), direct, temporary short-term effect.

1.1.2.2. Post mitigation, severance and diversion of PRow, Long Distance Paths and off-road cycle routes are expected to result in a minor to moderate (not significant) temporary, direct short term effect (Table 25.15, Chapter 25 (Socio-economics) of the ES). Mitigation includes:

- Proposed diversions will be designed to avoid adding substantial distance to the journey length of the route;
- Where PRow, cycle routes and Long Distance Paths need to be closed, an alternative route will be provided, and signage will be provided in advance of the temporary closure; and
- No PRow, Long Distance Path or Cycle Route will be subject to permanent closure or diversions.

1.1.2.3. Diversions are indicative at this stage as a Contractor has not yet been appointed, but the diversions illustrated are sufficient to demonstrate their minor scale to support significance assigned in the ES, which also takes into account their temporary nature as described above.

1.1.2.4. Where Chapter 25 (Socio-economics) of the ES has identified PRow which stop directly at a road which lies within the Order Limits (PRow 11, PRow 31 and PRow 17), these are shown within this PRow note to show that no diversion is needed and hence no significant effects.

1.1.2.5. The sections below identify that 'on road' diversions will be required where installation of the cable route will be within the footway, leaving inadequate width for pedestrians to pass the construction zone. Where this is the case a diversion route will be provided alongside the construction zone, on the carriageway and suitably secure from live traffic.

- 1.1.2.6. The Access Rights of Way ('ARoW') Plan and Schedule 8 of the Draft DCO application identify the Permissive Paths and PRoW that are due to be stopped up, which comprise the following outlined below:
- Between points TSF/1/b and TSF/1/c (Sheet 1, ARoW Plan) PRoW 4;
 - Between points TSF/2/a and TSF/2/b (Sheet 2, ARoW Plan) PRoW 41/ 13;
 - Between points TSF/6/a and TSF/6/b (Sheet 6, ARoW Plan) PRoW 24;
 - Between points TSF/7/a and TSF/7/b (Sheet 7, ARoW Plan) PRoW 33;
 - Between points TSPP/9/a and TSPP/9/p (Sheet 9, ARoW Plan);
 - Between points TSPP/9/b and TSPP/9/c (Sheet 9, ARoW Plan);
 - Between points TSPP/9/d and TSPP/9/e (Sheet 9, ARoW Plan);
 - Between points TSPP/9/f and TSPP/9/g (Sheet 9, ARoW Plan);
 - Between points TSPP/9/h and TSPP/9/i (Sheet 9, ARoW Plan);
 - Between points TSPP/9/j and TSPP/9/k (Sheet 9, ARoW Plan);
 - Between points TSPP/9/l and TSPP/9/m (Sheet 9, ARoW Plan);
 - Between points TSPP/9/n and TSPP/9/o (Sheet 9, ARoW Plan);
 - Between points TSPP/9/p and TSPP/9/q (Sheet 9, ARoW Plan);
 - Between points TSH/10b and TSH/10/c (Sheet 10, ARoW Plan);
 - Between points TSH/10/d and TSH/10/e (Sheet 10, ARoW Plan); and
 - Between points TSH/10/f and TSH/10/g (Sheet 10, ARoW Plan).
- 1.1.2.7. This PRoW note includes indicative diversions for those PRoW and Permissive Paths that are being temporarily stopped up (listed above). Following submission of the DCO application, the draft DCO and ARoW plans have been updated in order to show two additional Permissive Paths through Milton Common and one through Bransbury Park in respect of which stopping up powers are sought. Those paths are those listed above as the points between: TSPP/9/a and TSPP/9/p, TSPP/9/p and TSPP/9/q and TSH/10/g and TSH/10/g.
- 1.1.2.8. For the purposes of the ARoW Plans, Permissive Paths include all Sustrans Cycle Routes, local routes and Long Distance Paths. Where Permissive Paths or PRoW are not due to be stopped up, they have not been included on the ARoW plans. They have been included in this PRoW note to demonstrate that there will be no significant effects, as described within the ES.

1.2. PUBLIC RIGHTS OF WAY

1.2.1. PROW 4

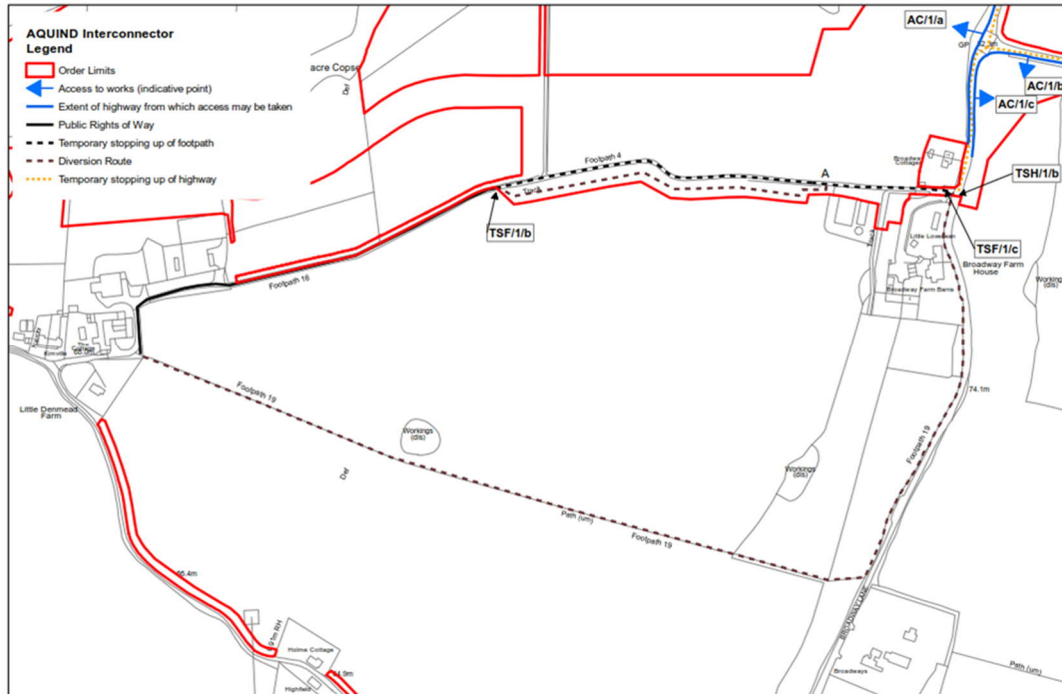


Plate 1 - Indicative diversion route for PRow 4

1.2.1.1. PRow 4 and part of PRow 16 shown is a farm track between Broadway Farm and Little Denmead Farm, shown on Sheet 1 of the ARoW Plans. PRow 4 will be temporarily stopped up between points TSH/1/c and TSH/1/b for approximately 3 months and between TSH/1/b and Point A for a further 15 months.

There will be two diversions during this period.

1.2.1.2. The length of track beginning from TSH/1/c and Point A will require closure for up to 3 months during the construction period, but closure would be extended to TSH/1/b at the furthest extent of the Order Limits to prevent pedestrians travelling eastwards entering a 'dead-end'. During the time the track is unavailable, users will be diverted south to an existing PRow (PRow 19). From TSH/1/c users will be diverted south for approximately 365m down Broadway Lane, then west (along the existing PRow 19) for approximately 680m to join back with PRow 16 (which remains open at this point). Signage would be required at the junction of PRow 19 and 16 at Little Denmead Farm to prevent users travelling eastwards to TSH/1/b while the footpath is closed. The indicative diversion will add an additional 275m to the overall journey length.

- 1.2.1.3. For the remainder of the construction period in this area (15 months), the part of the track beginning from TSF/1/c and Point A would remain open, with an indicative diversion route shown for the remainder of the track to TSF/1/b. Here, the PRow could be diverted 10m south of the existing alignment and run parallel to the existing PRow. The indicative diversion will add an additional 20m to the overall journey length between point A and TSF/1/b. At TSF/1/b users would be able to continue west on PRow16.

1.2.2. PROW 41 / FOOTPATH 13 (ALSO DENMEAD MILLENNIUM TRAIL)



Plate 2 - Indicative diversion route for PRow 41 / Footpath 13

- 1.2.2.1. This PRow refers to a bridleway between Anmore Road and Edney's Lane, shown on Sheet 2 of the ARow plans. The PRow passes through an agricultural field in this location. The PRow will be temporarily stopped up between points TSF/2/a and TSF/2/b during the construction works in this area and a diversion will need to be provided during this time. In a worst-case scenario, diversions will last between 2-4 weeks (1-2 weeks per circuit) in total.
- 1.2.2.2. Plate 2 shows an indicative diversion route for PRow 41/ Footpath 13, beginning at point TSF/2/a and extending approximately 200m eastwards across the field on a parallel alignment to the existing route. The temporary diversion then extends southwards by approximately 60m to connect back to Footpath 13 at point TSF/2/b.

This indicative diversion will not increase the overall journey length between these two points.

1.2.3. PROW 11

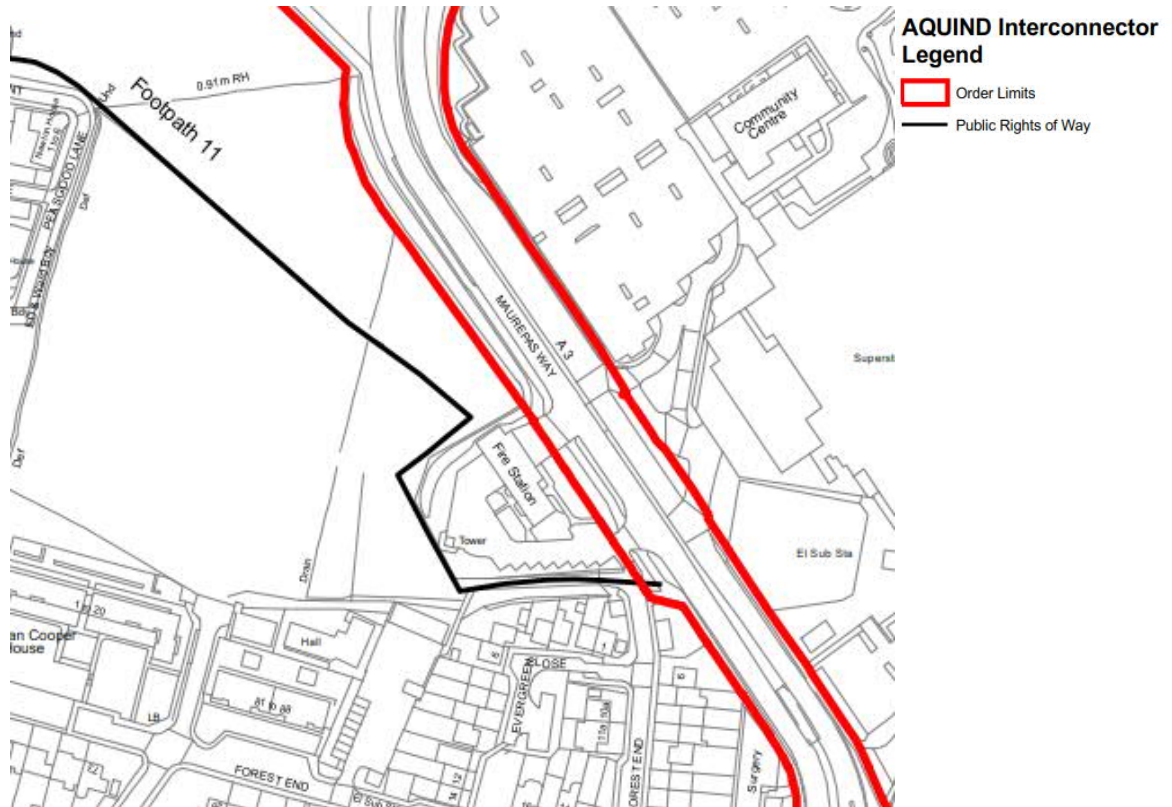


Plate 3 - PROW 11

1.2.3.1. This PROW refers to a footpath between Ellisons Crescent and Maurepas Way. The PROW stops as it reaches Maurepas Way (i.e. the boundary of the Order Limit), therefore no diversion is needed.

1.2.5. **PROW 17 (LOCATED ALONG MILK LANE)**

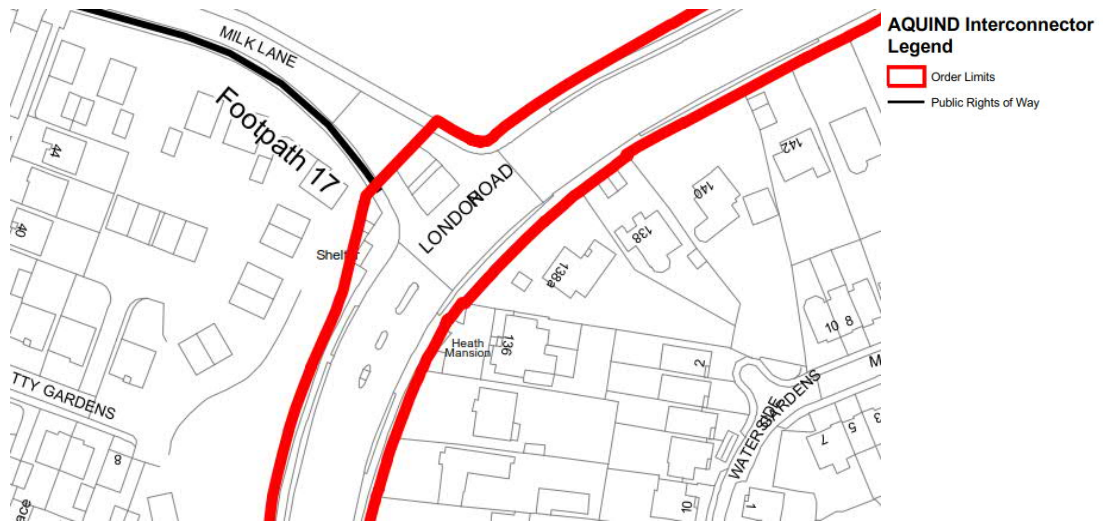


Plate 4 - PRoW 17

1.2.5.1. This PRoW refers to a footpath which runs along Milk Lane towards London Road. The PRoW stops as it reaches London Road (i.e. the boundary of the Order Limit), therefore no diversion is needed.

1.2.6. **PROW 24**

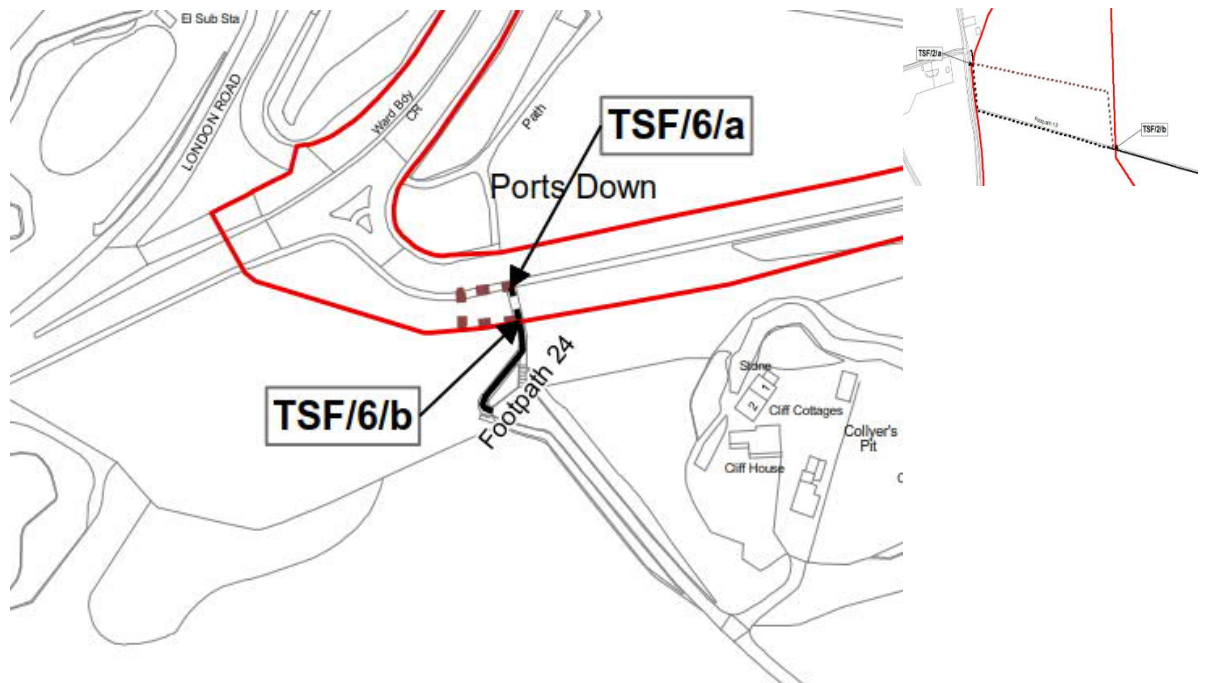


Plate 5 - Indicative diversion route for PRoW 24

1.2.6.1. This PRow refers to a footpath connecting Drayton Lane and the B2177, shown on Sheet 6 of the ARow plans. The PRow will be temporarily stopped up between points TSF/6/a and TSF/6/b during the construction works in this area and a diversion will need to be provided during this time. In a worst-case scenario, diversions will last between 2-4 weeks (1-2 weeks per circuit) in total.

1.2.6.2. Plate 5 shows an indicative diversion route for PRow 24, beginning at TSF/6/a and extending approximately 10m to the west of the existing footpath, running on a parallel alignment for a short distance and connecting back to PRow 24 at TSF/6/b. This indicative diversion will add approximately 25m to the overall journey length between these two points.

1.2.7. PROW 31

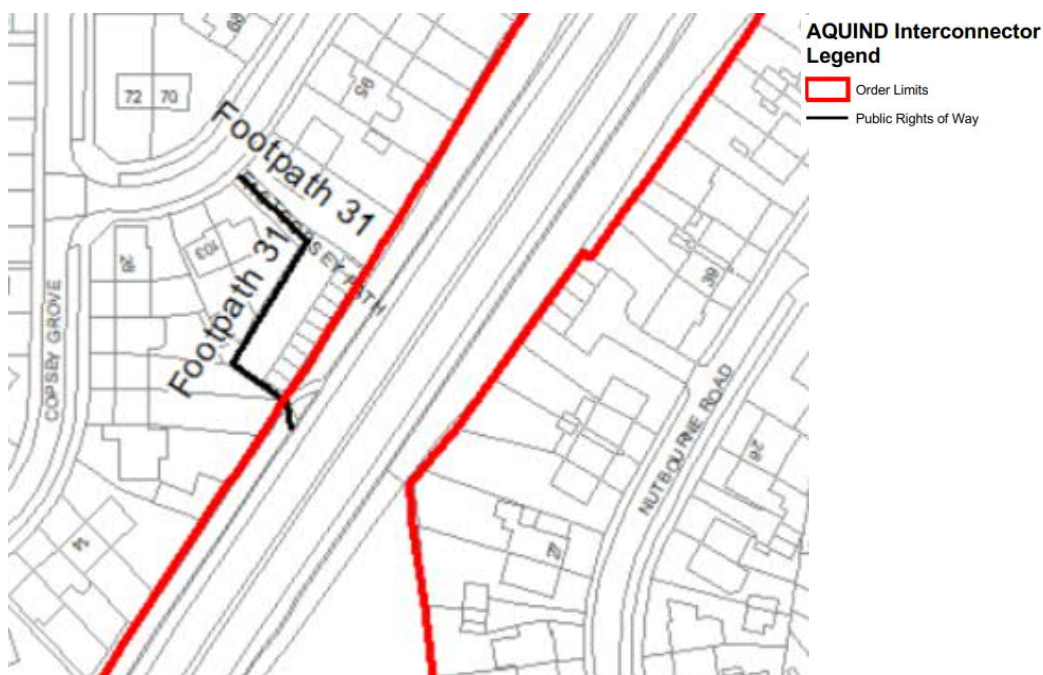


Plate 6 - PRow 31

1.2.7.1. This PRow refers to a footpath which connects Copsy Grove with Eastern Road. The PRow stops as it reaches Eastern Road (i.e. the boundary of the Order Limit), therefore no diversion is needed.

1.2.8.

PROW 33 (ZETLAND FIELDS)

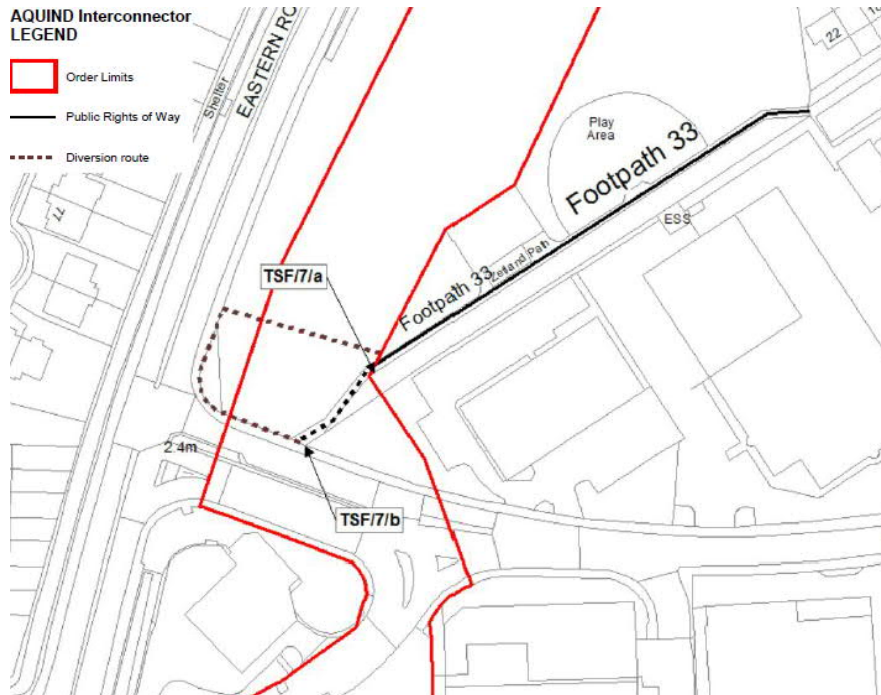


Plate 7 - Indicative diversion route for PROW 33

- 1.2.8.1. This PROW refers to a section of footpath which connects Zetland Road with Fitzherbert Road, shown on Sheet 7 of the AROW plans.
- 1.2.8.2. The PROW will be temporarily stopped up between points TFS/7/a and TFS/7/b during the construction works in this area and a diversion will need to be provided during this time. In a worst-case scenario, diversions will last between 2-4 weeks (1-2 weeks per circuit) in total.
- 1.2.8.3. Plate 7 shows an indicative diversion route for PROW 33, beginning at TFS/7/a and extending approximately 50m to the west, running south for approximately 40m and then running approximately 30m east to re-join PROW 33 at TFS/7/b. This indicative diversion will add approximately 60m to the overall journey length between points TFS/7/a and TFS/7/b.

1.3. PERMISSIVE PATHS (ALL SUSTRANS CYCLE ROUTES, LOCAL ROUTES AND LONG-DISTANCE PATHS)

1.3.1. HORNDEAN OFF ROAD CYCLE ROUTE

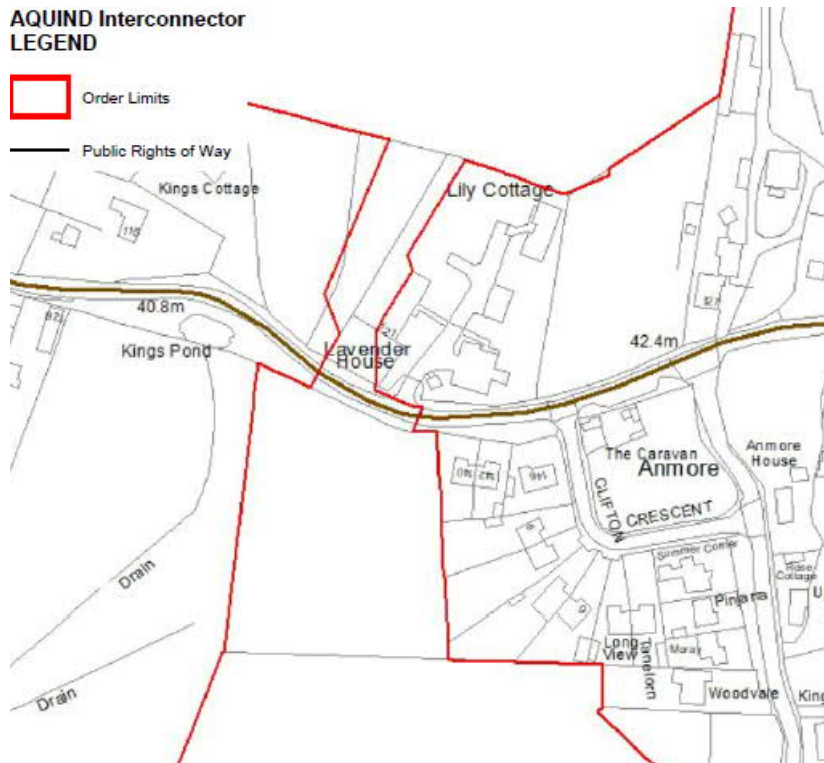


Plate 8 - Horndean off-road cycle path

1.3.1.1. Plate 8 refers to a section of the Horndean Off Road Cycle Route which runs along Anmore Road in this area, shown on Sheet 3 of the ARoW plans. The section of the route which lies along the road and is within the Order Limits will be subject to localised on road diversions during the construction period of the Proposed Development in this area.

1.3.1.2. An on road cycle route can be provided within the carriageway with a minimum unobstructed width of 1.5m¹. On road diversions will ensure that cyclists can pass in a safe manner, with suitable barriers between the construction works. In a worst-case scenario, diversions will last between 2-4 weeks (1-2 weeks per circuit) in total.

¹ ES – Appendix 22.1A Framework Traffic Management Strategy (APP-449). Section 2.9

1.3.2.

DENMEAD MILLENNIUM TRAIL / HORNDEAN TECHNOLOGY COLLEGE LOCALLY PROMOTED ROUTE

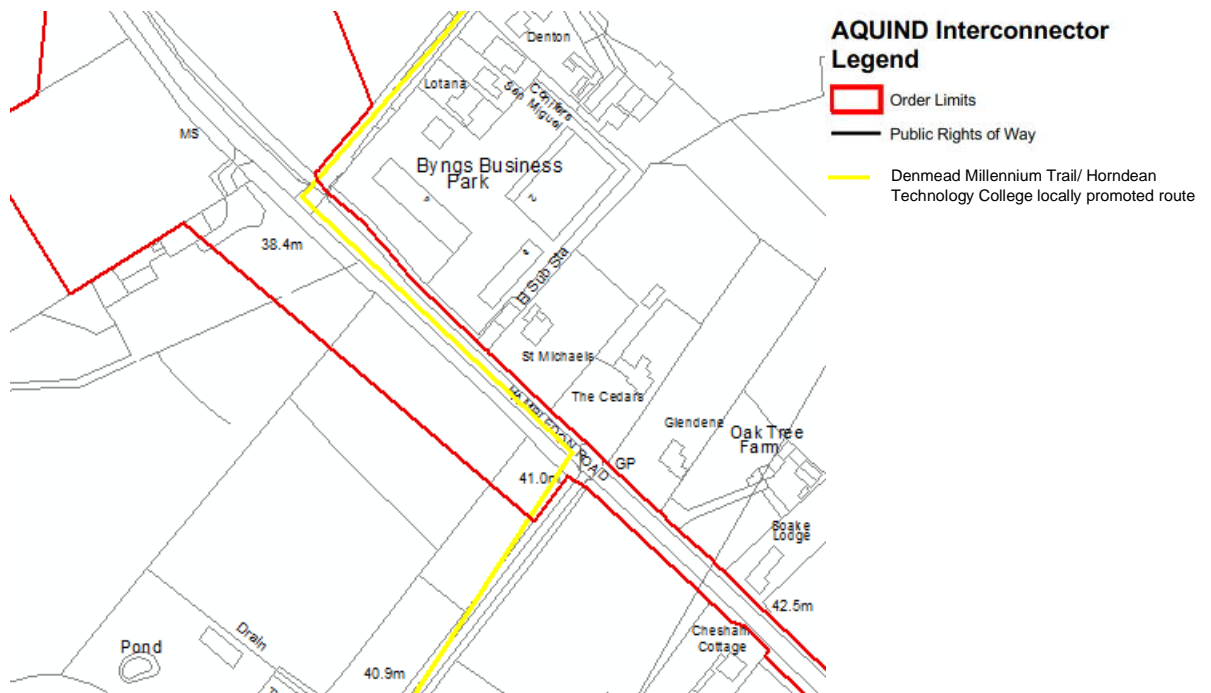


Plate 9 - Denmead Millennium Trail / Horndean Technology College locally promoted route

1.3.2.1.

Plate 9 refers to a section of the Denmead Millennium Trail/ Horndean Technology College locally promoted route, which runs along and crosses Hambledon Road, shown on Sheet 3 of the ARoW plans. The section of these routes which lies along the pavement and is within the Order Limits (up to 200m in length) will be subject to localised on road diversions during the construction period of the Proposed Development in this area. In a worst-case scenario, diversions will last between 2-4 weeks (1-2 weeks per circuit) in total.

1.3.2.2.

A pedestrian route can be provided within the carriageway with a minimum unobstructed width of 1m¹ (along with ramps and footway boards where required). On road diversions will ensure that pedestrians and cyclists can pass in a safe manner, with suitable barriers between the construction works. Particular attention will also be paid to the needs of people with mobility and visual impairments to ensure that their safety and free movement is retained.

1.3.3. WAYFARER'S WAY LONG DISTANCE PATH

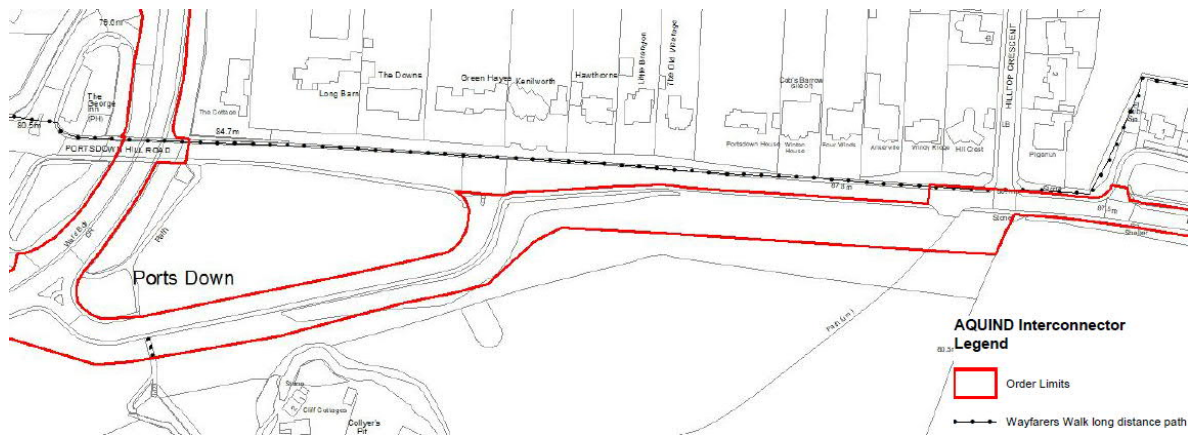


Plate 10 - Wayfarer's Way Long Distance Path

- 1.3.3.1. Plate 10 refers to a section of the Wayfarer's Way Long Distance Path, which runs along Portsdown Hill Road. The section of the trail which lies along the pavement and is within the Order Limits (for up to approximately 600m) will be subject to localised on road diversions during the construction period of the Proposed Development in this area. In a worst-case scenario, diversions will last between 2-4 weeks (1-2 weeks per circuit) in total.
- 1.3.3.2. A pedestrian route can be provided within the carriageway with a minimum unobstructed width of 1m¹ (along with ramps and footway boards where required). On road diversions will ensure that pedestrians and cyclists can pass in a safe manner, with suitable barriers between the construction works. Particular attention will also be paid to the needs of people with mobility and visual impairments to ensure that their safety and free movement is retained.

1.3.4.

SOLENT WAY LONG DISTANCE PATH (A27)

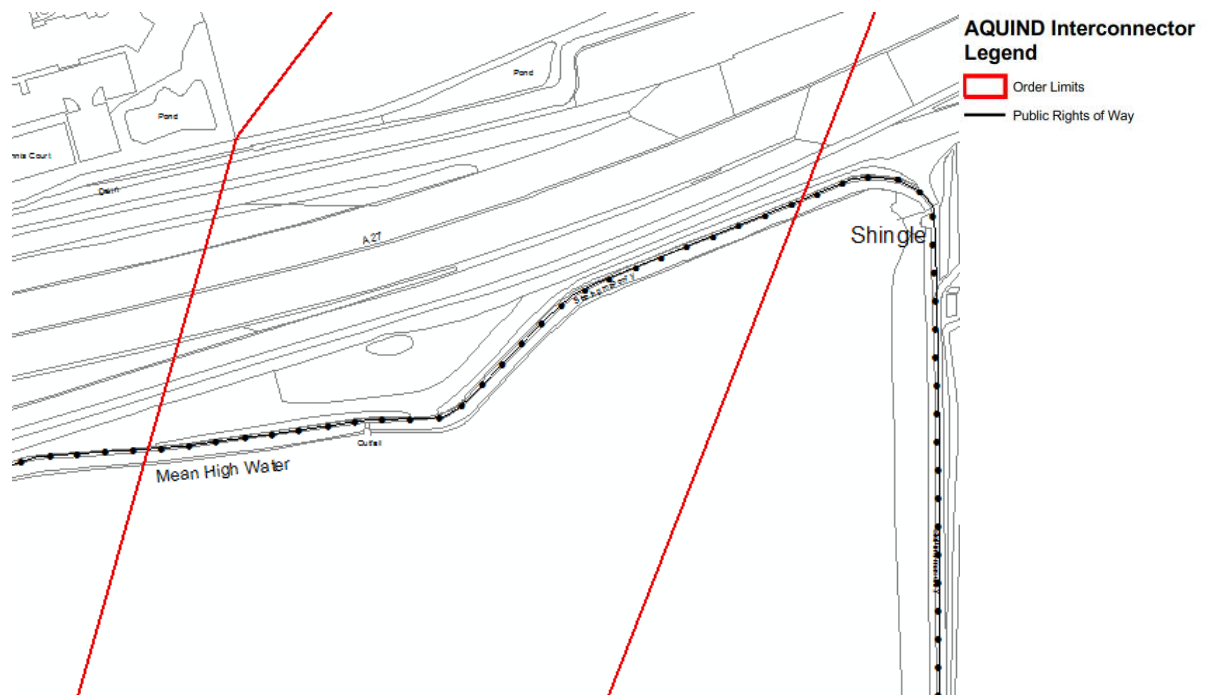


Plate 11 - Solent Way Long Distance Path

- 1.3.4.1. Plate 11 refers to a section of the Solent Way Long Distance Path, which intersects the Order Limits on a track adjacent to the A27 (Havant Bypass).
- 1.3.4.2. As described in Chapter 3 (Description of the Proposed Development) of the ES (APP-118), there are six locations along the Onshore Cable Corridor where ducts will be installed by HDD or Trenchless methods.
- 1.3.4.3. As outlined in Paragraph 3.6.4.28 of the ES, the Onshore Cable Corridor will progress via HDD under the A27, Langstone Harbour and the north-western corner of Kendall's Wharf (HDD-3). Construction compounds will be located at Kendall's Wharf and Farlington Playing Fields. As outlined within Paragraph 3.5.8.1 of the ES, the HDD method limits disturbance to the environment when compared with open trenching techniques. As such, no diversion is needed for the Solent Way Long Distance Path in this location, which will remain open for the duration of the construction period.

1.3.5.

SOLENT WAY LONG DISTANCE PATH (NORTH OF BAFFINS MILTON ROVERS FC)

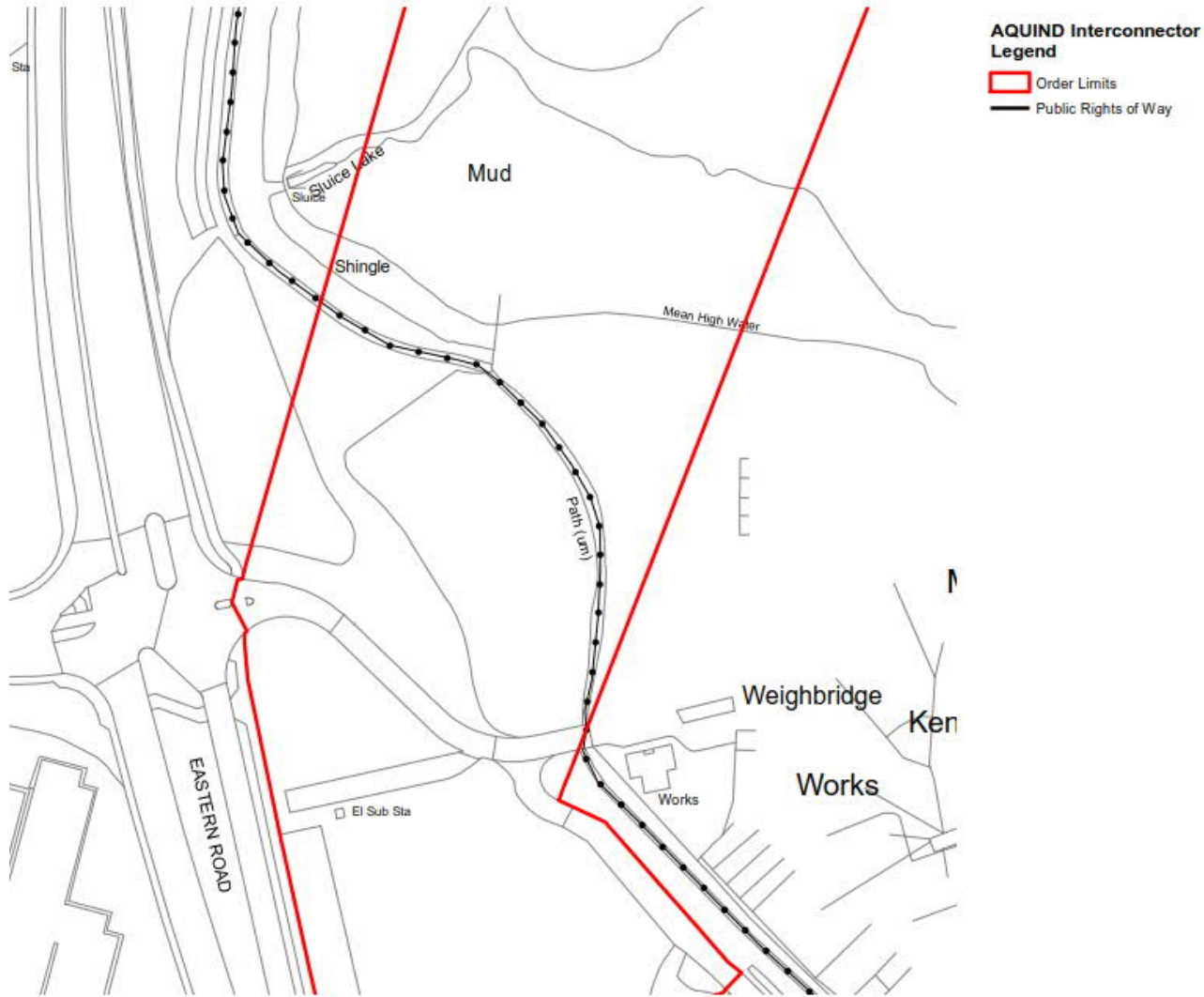


Plate 12 - Solent Way Long Distance Path

- 1.3.5.1. Plate 12 refers to a section of the Solent Way Long Distance Path, which intersects the Order Limits on a track to the north of Baffins Milton Rovers FC, shown on Sheet 8 of the ARoW plans.
- 1.3.5.2. As outlined within Chapter 3 of the ES, the Onshore Cable Corridor will progress via HDD under the A27, Langstone Harbour and the north-western corner of Kendall's Wharf (HDD-3). Where the Solent Way intersects the Order Limits just north of Baffins Milton Rovers FC, HDD will be used. As outlined within Paragraph 3.5.8.1 of the ES, the HDD method limits disturbance to the environment when compared with open

trenching techniques. As such, no diversion is needed for the Solent Way Long Distance Path in this section, which will remain open for the duration of the construction period.

1.3.6. PERMISSIVE PATHS WITHIN MILTON COMMON

- 1.3.6.1. During the construction works on Milton Common, temporary diversions will need to be provided during this time.
- 1.3.6.2. Protective fencing will be erected north to south within the Order Limits with openings, allowing users of the Permissive Paths to move across Milton Common at marked crossing points. Note that the crossings will be unavailable (and therefore diversions will be needed) only when duct installation occurs in that specific location. In a worst-case scenario, diversions will last between 2-4 weeks (1-2 weeks per circuit) in total.
- 1.3.6.3. The Permissive Paths to be stopped up on Milton Common, and the indicative diversions are shown on Plate 13 and are described below.

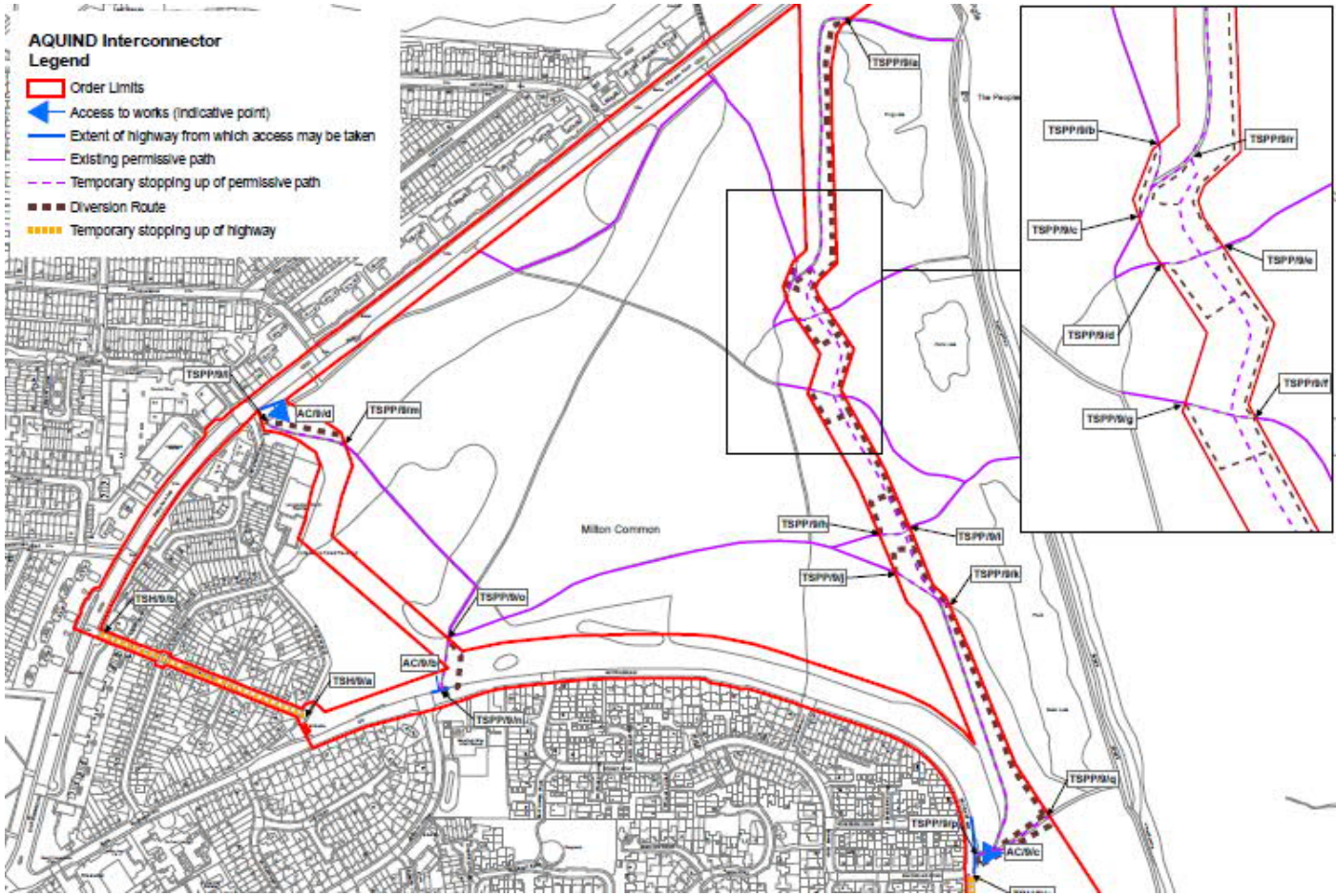


Plate 13 - Indicative Diversions for Permissive Paths in Milton Common

Between points TSPP/9/a and TSF/9/p (Sheet 9, ARoW Plan)

- 1.3.6.4. Plate 13 shows an indicative diversion route between points TSPP/9/a and TSPP/9/p. From point TSPP/9/a users will be diverted 10m to the east, where they will follow a diversion which is parallel to the existing Permissive Path (points B and C on Plate 14). Upon reaching TSPP/9/q (Plate 14), the diversion heads westwards for approximately 90m to re-join the Permissive Path at point TSPP/9/p. This indicative diversion will add approximately 100m to the overall journey length between points TSPP/9/a and TSCR/9/p.

Between points TSPP/9/b and TSPP/9/c (Sheet 9, ARoW Plan)

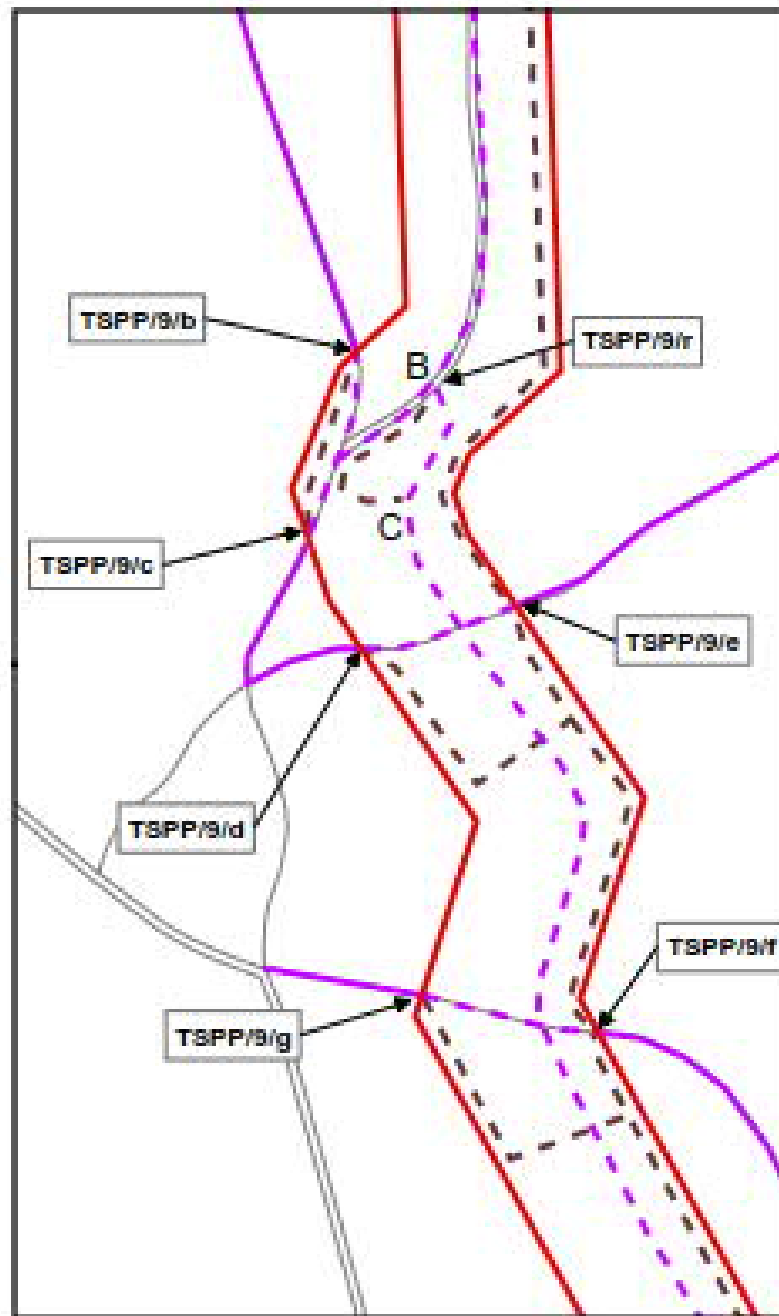
- 1.3.6.5. Plates 13 and 14 show an indicative diversion route between points TSPP/9/b and TSPP/9/c. From point TSPP/9/b, users will be diverted 5m to the west, where they will follow a diversion which is parallel to the existing Permissive Path, before heading approximately 5m eastwards back to joint point TSPP/9/c. This indicative diversion will add approximately 10m to the overall journey length between points TSPP/9/b and TSCR/9/c.

Between points TSPP/9/d and TSPP/9/e (Sheet 9, ARoW Plan)

- 1.3.6.6. Plates 13 and 14 show an indicative diversion route for between points TSPP/9/d and TSPP/9/e, beginning at point TSPP/9/d and running south east for approximately 40m then north east for approximately 30m. The temporary diversion then extends back north by approximately 40m to connect back to the Permissive Path at point TSPP/9/e. This indicative diversion will add approximately 80m to the overall journey length between points TSPP/9/d and TSCR/9/e.

Between points TSPP/9/f and TSPP/9/g (Sheet 9, ARoW Plan)

- 1.3.6.7. Plates 13 and 14 show an indicative diversion route for between points TSPP/9/g and TSPP/9/f, beginning at point TSPP/9/g and running south for approximately 40m then east for approximately 30m. The temporary diversion then extends north by approximately 40m to connect back to the Permissive Path at point TSPP/9/f. This indicative diversion will add approximately 80m to the overall journey length between points TSPP/9/f and TSCR/9/g.



**AQUIND Interconnector
Legend**





-  Order Limits
-  Existing permissive path
-  Temporary stopping up of permissive path
-  Diversion Route

Plate 14 - Indicative Diversions for Permissive Paths in Milton Common at points T&SPP/9/b to T&SPP/9/c, T&SPP/9/e to T&SPP/9/d and T&SPP/9/g to T&SPP/9/f

Between points TSPP/9/h and TSPP/9/i (Sheet 9, ARoW Plan)

- 1.3.6.8. Plates 13 and 15 show an indicative diversion route for between points TSPP/9/h and TSPP/9/i, beginning at point TSPP/9/h and running north for approximately 40m, then east for approximately 30m, then south by approximately 40m to connect back to the Permissive Path at point TSPP/9/i. This indicative diversion will add approximately 80m to the overall journey length between points TSPP/9/h and TSCR/9/i.

Between points TSPP/9/j and TSPP/9/k (Sheet 9, ARoW Plan)

- 1.3.6.9. Plates 13 and 15 show an indicative diversion route between points TSPP/9/j and TSPP/9/k, beginning at point TSPP/9/j and running north for approximately 20m then east for approximately 30m. The temporary diversion then extends south by approximately 60m to connect back to the Permissive Path at point TSPP/9/k. This indicative diversion will add approximately 80m to the overall journey length between points TSPP/9/j and TSCR/9/k.

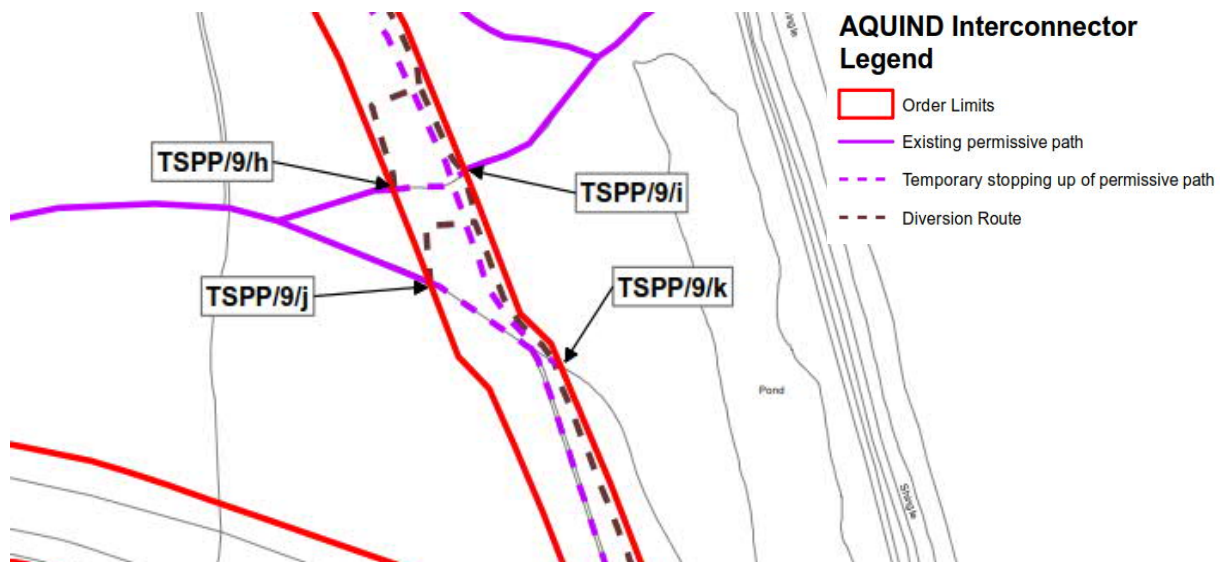


Plate 15 - Indicative Diversions for Permissive Paths in Milton Common at points TSPP/9/h to TSPP/9/i, and TSPP/9/j to TSPP/9/k

Between points TSPP/9/l and TSPP/9/m (Sheet 9, ARoW Plan)

1.3.6.10.

Plates 13 and 16 show an indicative diversion route for between points TSPP/9/l and TSPP/9/m, beginning at point TSPP/9/m and extending north for approximately 5m and extending west across the field on a parallel alignment to the existing route (approximately 100m). The temporary diversion then extends south by approximately 5m to connect back to the Permissive Path at point TSPP/9/l. This indicative diversion will add approximately 10m to the overall journey length between points TSPP/9/l and TSCR/9/m.

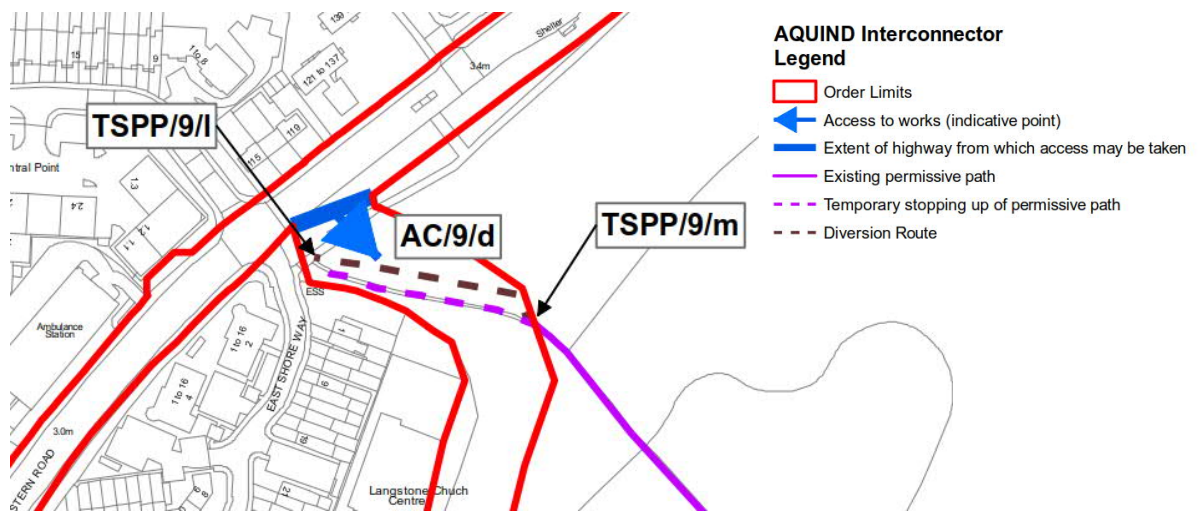


Plate 16 - Indicative Diversions for Permissive Paths in Milton Common at points TSPP/9/l to TSPP/9/m

Between points TSPP/9/n and TSPP/9/o (Sheet 9, ARoW Plan)

1.3.6.11. Plates 13 and 17 show an indicative diversion route for between points TSPP/9/n and TSPP/9/o, beginning at point TSPP/9/o and running south east for approximately 10m before extending south down the field on a parallel alignment to the existing route (approximately 30m). The temporary diversion then extends west by approximately 10m to connect back to the Permissive Path at point TSPP/9/n. This indicative diversion will add approximately 20m to the overall journey length between points TSPP/9/n and TSCR/9/o.

1.3.6.12.

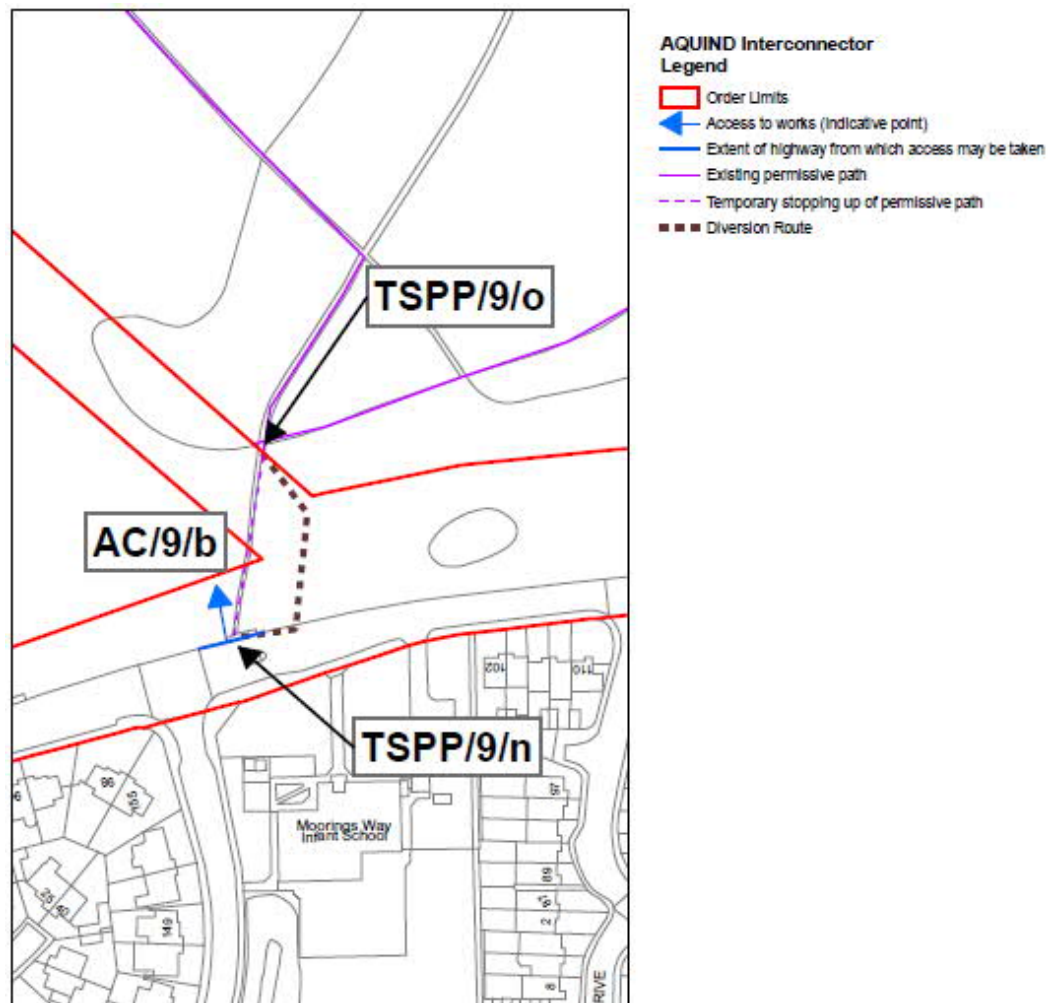


Plate 17 - Indicative Diversions for Permissive Paths in Milton Common at points TSPP/9/o to TSPP/9/n

Between points TSPP/9/p and TSPP/9/q (Sheet 9, ARoW Plan). Also known as the Sustrans National Cycle Route 222

- 1.3.6.13. Points TSPP/9/p and TSPP/9/q refers to a section of National Cycle Route 222 which intersects the Order Limits where it runs along a track (shown on Sheet 9 of the ARoW plans), onto Moorings Way. The route will be temporarily stopped up between points TSPP/9/p and TSPP/9/q during the construction works in this area and diversions will need to be provided during this time. In a worst-case scenario, diversions will last between 2-4 weeks (1-2 weeks per circuit) in total.
- 1.3.6.14. Plates 13 and 18 show an indicative diversion route, beginning at TSPP/9/p extending south for 10m, and running roughly parallel to the existing route (approximately 150m north east), before extending back northwards to re-join at point TSPP/9/q. This indicative diversion will add approximately 20m to the overall journey length between points TSPP/9/p and TSPP/9/q.
- 1.3.6.15. For the sections of the cycle route along Moorings Way (shown on Figure 25.2 PRow and Open Green Space within 500m of the Proposed Development Sheet 7; Chapter 25 (Socio-economics) of the ES), an on road cycle route can be provided within the carriageway with a minimum unobstructed width of 1.5m¹. On road diversions will ensure that cyclists can pass in a safe manner, with suitable barriers between the construction works. In a worst-case scenario, diversions will last between 2-4 weeks (1-2 weeks per circuit) in total.

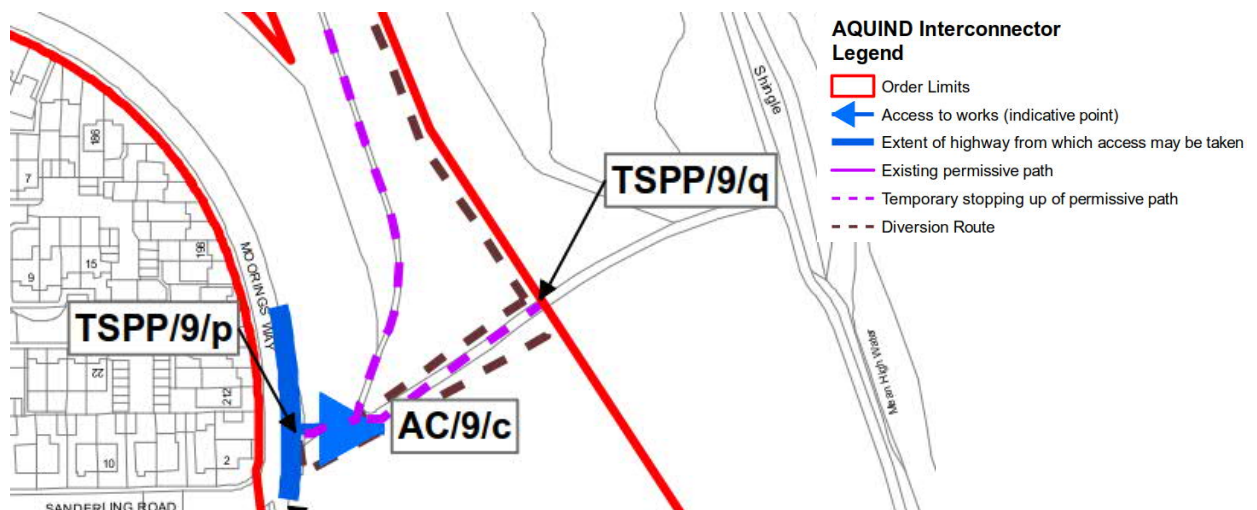


Plate 18 - Indicative Diversions for Permissive Paths in Milton Common at points TSPP/9/p to TSPP/9/q

PERMISSIVE PATHS WITHIN BRANSBURY PARK (SOLENT WAY LONG DISTANCE PATH AND NATIONAL SUSTRANS ROUTE 222)

- 1.3.6.16. During the construction works in Bransbury Park, temporary diversions will need to be provided. In a worst-case scenario, diversions will last between 2-4 weeks (1-2 weeks per circuit) in total.
- 1.3.6.17. The Permissive Paths to be stopped up within Bransbury Park, and indicative diversions are shown on Plate 19 and described below.

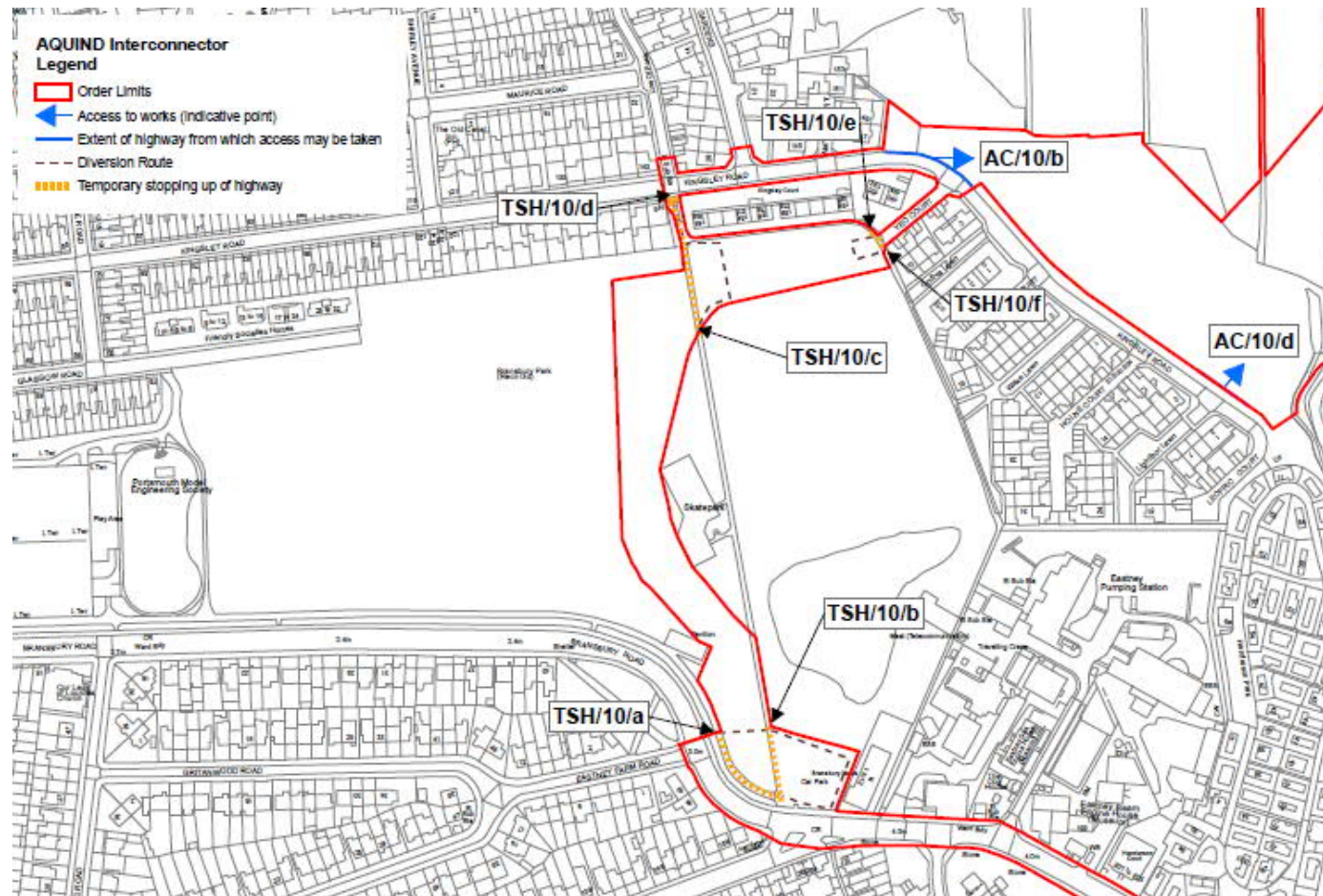


Plate 19 - Indicative diversion routes within Bransbury Park

Between points TSH10/f and TSH/10/g (Sheet 10, ARoW Plan)

- 1.3.6.18. The indicative diversion between points TSH/10/f and TSH/10/g extends 10m to the west from point TSH/10/f, 10m to the south and then back 10m to the east, connecting back to the path at point TSH/10/g. This indicative diversion will add approximately 20m to the overall journey length between points TSH/10/f and TSH/10/g.

Between points TSH/10/d and TSH/10/e (Sheet 10, ARoW Plan) also known as the Solent Way Long Distance Path and National Sustrans Route 222

- 1.3.6.19. The indicative diversion between points TSH/10/d and TSH/10/e extends approximately 20m north east of the existing footpath, 30m north, 20m west and then 30m northwards on a parallel track east of the existing footpath, connecting back to the path at point TSH/10/d. This indicative diversion will add approximately 40m to the overall journey length between points TSH/10/d and TSH/10/e.

Between points TSH/10b and TSH/10/c (Sheet 10, ARoW Plan), also known as the Solent Way Long Distance Path and National Sustrans Route 222

- 1.3.6.20. The indicative diversion extends 30m eastwards between points TSH/10/b and TSH/10/d respectively. This indicative diversion will reduce the overall journey length between points TSH/10/b and the TSH/10/c by approximately 70m.
- 1.3.6.21. For the period of time where the construction works will be operating in the area between points TSH/10/b and TSH/10/c, therefore meaning that this diversion route cannot be used, an alternative diversion from point TSH/10/c will be provided, which uses Bransbury car park to provide a route onto Bransbury Road/ Henderson Road.
- 1.3.6.22. For the sections of the Solent Way Long Distance Path and National Sustrans Route 222 Permissive Path along Henderson Road (shown on Figure 25.2 PRow and Open Green Space within 500m of the Proposed Development Sheet 7; Chapter 25 (Socio-economics) of the ES), a pedestrian and cycle route can be provided within the carriageway with a minimum unobstructed width of 1.5m¹ (along with ramps and footway boards where required). On road diversions will ensure that pedestrians/ cyclists can pass in a safe manner, with suitable barriers between the construction works. Particular attention will also be paid to the needs of people with mobility and visual impairments to ensure that their safety and free movement is retained.

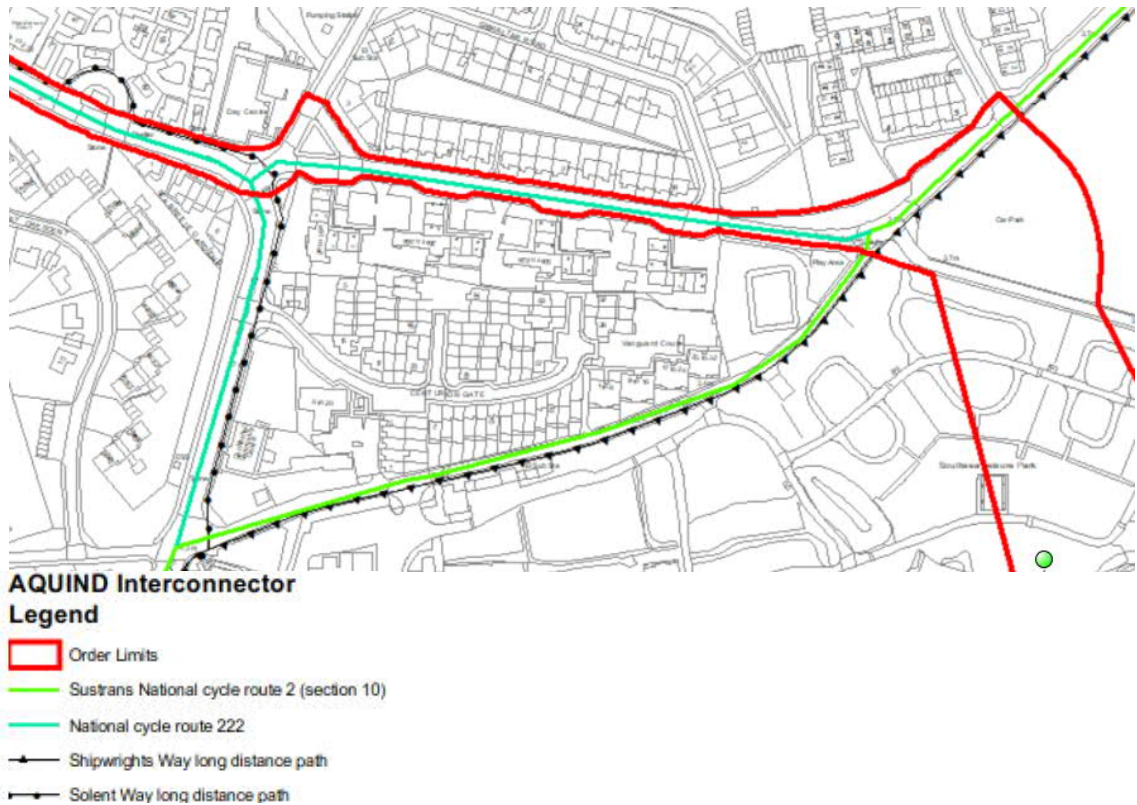


Plate 20 - National Cycle Route 2

1.3.7. NATIONAL CYCLE ROUTE 2 (AND SHIPWRIGHTS WAY LONG DISTANCE PATH ALONG FORT CUMBERLAND ROAD)

1.3.7.1. Plate 20 refers to a section of National Cycle Route 2 which runs along Melville Road and intersects the Order Limits where it joins Fort Cumberland Road, shown on Sheet 10 of the ARoW plans. Shipwrights Way Long Distance Path follows the same alignment as National Cycle Route 2 in this area.

1.3.7.2. Where National Cycle Route 2 and Shipwrights Way Long Distance Path cross the Order Limits along Fort Cumberland Road, an on road cycle route/ diversion can be provided within the carriageway with a minimum unobstructed width of 1.5m¹. On road diversions will ensure that cyclists can pass in a safe manner, with suitable barriers between the construction works. In a worst-case scenario, diversions will last between 2-4 weeks (1-2 weeks per circuit) in total.

1.4. SUMMARY OF AMENITY IMPACTS

1.4.1.1. The Chapter 15 (Landscape and Visual Amenity) of the ES (APP-130) considered the effects on visual amenity of users of local PRoW. Specific construction impacts which may generate a landscape and visual amenity effect included:

- *Erection of hedgerow and tree protection measures;*

- *Site clearance, removal of vegetation and topsoil stripping including cut and fill to form the Converter Station platform, the presence of temporary spoil heaps and the creation of the attenuation ponds;*
- *Creation of temporary Works Compounds and Laydown Areas;*
- *Creation of temporary and permanent routes (Onshore Cable Corridor, Landfall and Converter Station Area) and movement and activity of construction vehicles;*
- *Site lighting during morning and evening in winter to enable a full working day;*
- *Active change as development progresses and the gradual emergence of the Proposed Development;*
- *Visual presence of large machinery including HDD drilling equipment at Eastney Landfall;*
- *Construction work associated at Landfall to erect two ORS buildings;*
- *Creation of new landscape landforms with bare earth visible until planted/seeded;*
- *Implementation of landscape mitigation within the Order Limits unaffected by construction works, and after construction works have been completed; and*
- *Impact on the setting of the SDNP within 3 km of the Converter Station.*

1.4.1.2. Operational impacts which may generate a landscape and visual amenity effect included:

- *Introduction of permanent features including the Converter Station buildings and associated infrastructure, including security fencing and Telecommunications Buildings;*
- *Presence of a permanent Access Road for occasional operational traffic for maintenance;*
- *Creation of new hard and soft landscaping features;*
- *Increase in vegetation cover following mitigation planting;*
- *Enhancement and protection of existing planting; and*
- *Impact on the setting of the SDNP within 3 km of the Converter Station.*

1.4.1.3. Recreational receptors may be of high to low sensitivity depending on the nature of the route or location, the nature of the landscape and the people's reasons for being there. For the purposes of this assessment, users of scenic routes and recognised viewpoints are considered to be of high sensitivity as these are particularly valued locations, users of PRow and users of cycling routes are considered to be of medium sensitivity.

1.4.1.4.

Table 1 outlines a summary of effects on visual amenity of users of local PRoW within Chapter 15 of the ES. Note, Chapter 15 only assesses the amenity of PRoW surrounding the Converter Station in Section 1. Therefore, not all PRoW, Long Distance Paths and Cycle Routes included in the above sections included Table 1.

Table 1 - Summary of Amenity Effects on PRoW which are also subject to diversions as outlined above

PRoW / Recreational Receptor assessed within Chapter 15 ES	ES Reference	Effect During Construction (following mitigation)	Effect During Operation (0-10 years) (following mitigation)	Effect during Operation (Year 20) (following mitigation)	Effect during Decommissioning
Monarch's Way Long Distance Path	15.8.2.11 15.8.5.10 15.8.4.28 Table 15.11	Moderate-major adverse (significant) effects	Moderate-major (significant) adverse effect	Minor-moderate adverse (not significant).	Moderate (significant) adverse effects
PRoW 41 Between points TSF/2/a and TSF/2/b ARoW Plan, Sheet 2	15.8.2.11 15.8.4.29 Table 15.11	Minor to moderate adverse (significant) effects	Moderate localised (significant) effects	Minor adverse (not significant) effects	N/A
PRoW 4 Between points TSF/1/b and TSF/1/c and between points TSF/1/a and TSF/1/b ARoW Plan, Sheet 1	15.8.2.11 15.8.4.31 Table 15.11	Moderate adverse (significant) effect.	Moderate localised (significant) effects	Negligible	N/A
PRoW 17	15.8.4.33 Table 15.11	-	Minor adverse (not significant) effects but within specific locations there would be moderate significant localised effects	Minor (not significant) adverse to negligible	N/A
Horndean Technology Locally Promoted Route (Denmead Millennium Trail)	15.8.2.11 15.8.5.10 15.8.4.34 Table 15.11	Moderate adverse (significant) effect	Moderate adverse (significant) effect	Minor adverse (not significant)	Moderate adverse (significant) localised effect

