

Hampshire Water Transfer and Water Recycling Project

Environmental Statement – Appendix 20.2 Cumulative Effects Assessment

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1 Introduction

1.1 Purpose of this appendix

- 1.1.1 This appendix presents the Cumulative Effects Assessment (CEA) of the shortlisted 'other existing development and/or approved development'. Within each development the grey topic rows represent where a CEA is not required for that topic as the development is outside of their topic Zone of Influence (Zol). A summary of the residual significant effects is presented in section 20.9 of Environmental Statement (ES) Chapter 20 Cumulative and in-combination effects, Volume I (Document reference 6.1, DCO Volume 6).
- 1.1.2 The traffic and transport Zol for the EIA has been established through stakeholder engagement as part of the Transport Assessment Scoping Report. The ES Zol has been defined by identifying the most probable routes for construction traffic, for both the movement of materials and employees, and operational traffic. The indicative study area for the purposes of the ES is shown in ES Figure 18.1 Traffic and transport study area: Proposed Development and key links, Volume III (Document reference 6.3, DCO Volume 6).
- 1.1.3 Following regard to host authority responses, the longlist of 'other developments' that underpins the CEA is based on a cut-off date of February 2026 (ES Appendix 20.1 List of 'other developments' – longlist and shortlist, Volume II (Document reference 6.2, DCO Volume 6)). The longlist and shortlist will be kept under review with regard to any new information arising that may be relevant to the Proposed Development and assessment. Any new information will be considered to identify any new likely significant cumulative effects arising, and if identified, these will be reported as an update during examination.

1.2 Development Plan Allocations

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
Winchester City Council (WCC)									
WCC ALL003	The Vineyard/Tangier Lane Housing Allocation Allocated for the development of approximately 120 dwellings.	1	580m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from Hampshire County Council (HCC). It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptors identified	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	As this is currently only an allocation for housing, no detailed ecological assessment is available for review. However, it is reasonable to assume that any potential impacts on ecological features would be subject to mitigation that would ensure effects are reduced to a level that is not significant. As such, cumulative effects during construction or operation are not considered likely.	N/A	N/A	N/A
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the Institute of Sustainability and Environmental Professionals (ISEP) (formerly known as the Institute of Environmental Management and Assessment) guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The cumulative scheme is located on the north-eastern edge of Local Landscape Character Area (LLCA) 30: Durley Claylands, which coincides with part of the Order Limits to the south. There would be no new permanent structures within this LLCA. The closest viewpoint is VP075 on Albany Road near the allotments, approximately 250m to the north-west. Construction - There is potential for adverse cumulative landscape effects in construction should the programmes overlap, due to an increased presence of construction activity in the area. However, given the limited geographical extent of the cumulative scheme, any combined effect would be limited, and the cumulative effect would not exceed the reported moderate adverse (significant) effects of the Proposed Development alone. Operation - During operation, there would be no intervisibility between the scheme and the Proposed Development, because the Pipeline is underground. Therefore no cumulative landscape or visual effects.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Noise and vibration	Yes	This scheme will introduce additional noise and vibration sensitive receptors but is outside the noise and vibration study area; hence the Proposed Development will not result in significant effects on these receptors. The construction of the scheme could cause cumulative effects at receptors that are shared with the Proposed Development. However, noise and vibration effects arising from construction of a scheme of this scale are likely to be relatively minor. The operation of this scheme (a residential development) is not anticipated to emit noise or vibration with the potential to disturb receptors. It is therefore considered that there is no potential for likely significant inter-project cumulative effects.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although there is surface water connectivity to the Proposed Development, it is anticipated that appropriate mitigation measures (e.g. construction and operational drainage plans; pollution control) will be adopted as part of the construction and operation of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
WCC ALL007	Clayfield Park Housing Allocation Allocated for the development of approximately 53 dwellings.	3	665m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional	Not significant	N/A	Not significant.

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	No cumulative effects are anticipated during the construction and operation of the Proposed Development. There is no hydrological connectivity to the scheme and any internationally designated site.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Tourism: Not relevant for strategic tourism receptors or tourist bed space accommodation. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, there is no surface water connectivity to the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction and operation of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
WCC ALL008	The Lakes Housing Allocation Allocated for the development of approximately 140 dwellings.	1	1.7km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The scheme appears to have been built, therefore, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a partly built residential scheme located within LLCA29: Shedfield Heathlands. The Order Limits is located approximately 1.7km to the south-west. There would be no new permanent structures within this LLCA, and there are no common visual receptors. Construction - There is potential for adverse cumulative landscape effects during construction should the programmes overlap, due to an increased presence of construction activity. However, intervening vegetation and built form Waltham Chase and Shirell Heath would limit any combined effect, and the cumulative effect would not add to the identified moderate adverse (significant) effects of the Proposed Development alone. Operation - It is unlikely that there would be cumulative operational effects because the Pipeline between the Water Recycling Plant (WRP) site and Otterbourne Water Supply Works (WSW) would be underground.	Not significant	N/A	N/A
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Tourism: Not relevant for strategic tourism receptors or tourist bed space accommodation. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, there is no surface water connectivity to the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction and operation of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
WCC ALL010	Morgan's Yard Mixed Use Allocation Allocated for the development of approximately 100 dwellings, extension of the adjoining St John the Baptist Primary School, and employment generating uses to replace existing jobs lost on the site.	1	250m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Ecological Impact Assessment (EclA) not available on Planning Portal and therefore it is not possible to confirm if there are any residual effects on ecological features anticipated from construction and operation of the scheme. The Planning statement confirms: "The BMEP demonstrates extensive measures will be taken to enhance and maintain improved biodiversity across the development". No residual effects are listed for the scheme in the Planning Statement relating to ecology. Comments on the application for the scheme from the county ecologist on 13 April 2023 raise concerns about presence of dormice and the lack of surveys. The Proposed Development has a Neutral residual effect for impacts to hazel dormouse, following implementation of mitigation and impacts are temporary only. Therefore, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	Yes	There is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and Proposed Development and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	No cumulative effects are anticipated during the construction and operation of this scheme as the effects of this scheme on residential, community and commercial receptors and on development land within the 500m study area are anticipated to be minor. The nature and scale of the scheme, and its blend of uses, and its distance from the Order Limits are not expected to give rise to a cumulative increase in impact. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.	Not significant	N/A	Not significant
				Landscape and visual	Yes	This scheme lies within LLCA 29: Shedfield Heathlands, which coincides with part of the Order Limits to the south. There would be no new permanent structures within this LLCA. The closest representative viewpoint is VP068 on Little Bull Lane approximately 325m to the west of this scheme. Construction - There is potential for adverse cumulative landscape effects in construction should the programmes overlap, due to an increased presence of construction activity in the area. However, given the limited geographical extent of the cumulative scheme, any combined effect would be limited, and the cumulative effect would not exceed the reported moderate adverse (significant) effects of the Proposed Development alone. Operation - During operation, there would be no intervisibility between the scheme and the Proposed Development, because the Pipeline between the WRP site and Otterbourne WSW would be underground. Therefore no cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	Once constructed and occupied, this scheme will introduce new receptors with the potential to experience noise and vibration effects from the Proposed Development. If the scheme is occupied prior to commencement of Proposed Development construction works, noise and vibration impacts could occur. The Outline Construction Environmental Management Plan (CEMP) (Document reference 7.1, DCO Volume 7) commits that a Noise and Vibration Management Plan (NVMP) would be prepared. This NVMP will identify whether these new sensitive receptors are occupied and include updated noise modelling and assessments in order to identify appropriate secondary mitigation measures to reduce construction noise effects. If the new sensitive receptors are occupied, the Contractor will adhere to mitigation measures required to avoid likely significant effects in the detailed CEMP and NVMP. Hence the Proposed Development will not result in significant effects on these receptors.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						The construction and operation of the scheme could cause cumulative effects at receptors that are shared with the Proposed Development. However, noise and vibration effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for significant inter-project cumulative effects.			
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Tourism: Not relevant for strategic tourism receptors or tourist bed space accommodation. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and Transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits. It is anticipated that appropriate mitigation measures will be adopted as part of the construction and operation of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely. Although the scheme is within 2km of the Order Limits, there is no surface water connectivity to the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
WCC ALL014	Strategic Housing Allocation – West of Waterlooville Allocated for the development of approximately 3,000 dwellings together with supporting uses.	1	1.5km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and the scheme. Both the scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative likely significant effects on habitats, badger, fish, Great Crested Newt (GCN), dormouse and nesting birds during construction and designated sites and bats during construction and operation. However with the implementation of mitigation including sensitive lighting design following best practice, timing works to avoid the nesting bird season, use of Ecological Clerk of Works (ECoW), pollution prevention, badger sett closure under license and habitat creation and enhancement there would be no likely significant effects from either development. Mitigation and enhancements for habitats and protected species will be secured through CEMP and Landscape Environmental Managements Plans. Therefore given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The cumulative scheme would be allocated on the north-eastern corner of landscape receptor LLCA19: Forest of Bere East wooded farmland. The Proposed Development would be located approximately 8km away in the south-western part of this LLCA to the south of Winchester. There would be no new permanent structures within this LLCA and there are no common visual receptors. The closest section of the Proposed Development to the scheme comprises the Pipeline between the WRP site and Otterbourne WSW along the northern slope of Portsdown Hill, approximately 1.2km to the south, within the adjacent LLCA 18, and Break Pressure Tank (BPT) and Intermediate Pumping Station (IPS) E (BPT/IPS-E) within LLCA 15 to the south. Construction - If the programmes overlap, construction activity would occur at both ends of the LLCA. However, the separation distance and the presence of substantial mature trees and other vegetation within the intervening landscape would prevent cumulative effects. The cumulative effect would not exceed the reported moderate adverse (significant) effects of the Proposed Development alone. Operation - There would be no intervisibility between the scheme and BPT/IPS-E during operation and no cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. Whilst this allocation permits a significant number of dwellings, these are likely to come forward over a long period of time with a relatively modest number completed each year. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic assessed in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
WCC ALL015	Whiteley Green Housing Allocation Allocated for the development of approximately 75 dwellings.	1	3.8km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach			

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Tourism: Not relevant for strategic tourism receptors or tourist bed space accommodation. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
WCC ALL017	Strategic Housing Allocation – North Whiteley Allocated for the development of approximately 3,500 dwellings.	1	2.4km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The scheme lies within LLCA 38: Colden Common This scheme lies on the eastern edge of LLCA 21: Whiteley Woodlands, to the south of the railway line between Fareham and Eastleigh, which creates a strong dividing line in the landscape. The Proposed Development would be located within the northern part of LLCA 21, approximately 2km from the scheme and there would be no intervisibility between the two. Therefore, the scheme would not add to the impacts identified for the Proposed Development and cumulative landscape and visual effects are not likely in construction or operation.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic assessed in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.			
				Water environment	No				
Eastleigh Borough Council (EBC)									
EBC ALL 001	South of Stokewood Surgery, Bishopstoke Allocated for healthcare uses to support the provision of healthcare facilities in the Bishopstoke Parish.	1	1.7km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The Design and Access Statement for the scheme states that "...in terms of ecology the proposal extension sits on a small open grassed space bordered by the existing building and tarmac footpath, a space that has little or no habitat value and therefore an ecology survey is not required". Therefore, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.			
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, there is no surface water connectivity to the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
EBC ALL008	Land at Toynbee Road, Eastleigh Allocated for residential redevelopment for approximately 64 dwellings.	3	2.75km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic assessed in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I [(Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
EBC ALL011	Eastleigh River Side Redeveloped with a mixed-use scheme including a Technology and Innovation Centre and associated facilities.	3	2.5km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
EBC ALL012	Land east of Allbrook Way Allocated for approximately 95 dwellings.	3	690m	Air quality and odour	Yes	Scoped out - no live planning application so development should not form part of core scenario as per TAG Unit M4.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The Proposed Development, and scheme are both hydraulically connected to the River Itchen Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI). There is potential for cumulative impacts on the same designated sites during the construction phase. These designated sites are considered very important. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The scheme lies on the western part of LLCA 37: Settled Upper Itchen Valley, which overlaps with part of the Order Limits, located approximately 700m across Otterbourne Park to the north and across the River Itchen to the east. There would be no new permanent structures within this LLCA, and there are no common visual receptors. Construction - There is potential for adverse cumulative landscape effects during construction should the programmes overlap, due to an increased presence of construction activity. However, the dense intervening vegetation between Otterbourne Park and along the river would limit any combined effect, and the cumulative effect would not add to the identified moderate adverse (significant) effects of the Proposed Development alone.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Operation - It is unlikely that there would be cumulative operational effects because the Pipeline between the WRP site and Otterbourne WSW would be underground.			
				Noise and vibration	Yes	This scheme will introduce additional noise and vibration sensitive receptors but is outside the noise and vibration study area; hence the Proposed Development will not result in likely significant effects on these receptors. The construction of the scheme could cause cumulative effects at receptors that are shared with the Proposed Development. However, noise and vibration effects arising from construction of a scheme of this scale are likely to be relatively minor. The operation of the scheme is not anticipated to emit noise and vibration which could impact on shared receptors. It is therefore considered that there is not the potential for significant inter-project cumulative effects.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	This scheme has not been included on the short-list for Traffic and transport given there is no live planning application. As per TAG Unit M4, development without a live planning application should not form part of the core scenario.	N/A	N/A	N/A
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, there is no surface water connectivity to the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction and operation of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
EBC ALL013	Land west of Allbrook Way Allocated for approximately 45 dwellings.	1	850m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The Proposed Development, and the scheme are both hydraulically connected to the River Itchen SAC and SSSI. There is potential for cumulative impacts on the same designated sites during the construction and operational phases. The scheme EclA confirms “<i>Potential indirect effects from the proposals upon the nearby River Itchen SAC SPA Ramsar SSSI will be prevented through the management of potential construction impacts on Site</i>”. The Proposed Development will not result in a likely significant residual effect on the River Itchen SAC and SSSI during construction following mitigation. During operation, the scheme EclA confirms “<i>Potential wastewater impacts upon the Solent Maritime SAC, Solent and Southampton Water SPA will be addressed by achieving nutrient neutrality for wastewater impacts by offsetting.</i>” The Proposed Development will not result in a likely significant residual effect on these sites during operation and mitigation measures will be implemented including pollution management measures. Therefore given the mitigation in place for the scheme, no cumulative effects are anticipated during construction or operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, ‘Assessing Greenhouse Gas Emissions and Evaluating their Significance’.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, there is no surface water connectivity to the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
EBC ALL015	Land north-east of Winchester Street, Botley Allocated for development of up to 375 dwellings. The draft Order Limits include a small section of land adjacent to the A334/Botley Road junction. to facilitate potential widening on land within the extent of adopted highway, however, it has been agreed with HCC that this widening is not required. The land has been retained in the Order Limits in case these assumptions change post-DCO.	1	615m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.			
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
EBC ALL016	Land west of Horton Heath, Eastleigh Allocated for the development of approximately 1,500 dwellings, 6ha of employment land, open space, retail and community facilities including a primary school and a new link road to Bubb Lane	1	2.3km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Owing to the distance between the scheme and the Proposed Development and that the ES Addendum states "...it is considered reasonable to conclude that no significant construction or operation/occupation effects on ecology could occur", no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The scheme is located on the southern edge of the landscape and visual study area, partially within Landscape Receptor LLCA 35: Houghton Heath. No part of the Proposed Development coincides with LLCA 35, and there are no common visual receptors. The Order Limits are located approximately 2.5km to the north. Built form within Fair Oak and the higher ground to the north would prevent intervisibility or perceptual awareness between the two. Cumulative landscape and visual effects are therefore unlikely.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. Whilst this allocation permits a significant area of development, this is likely to come forward over a long period of time with a relatively modest area completed each year. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No	Although not within the ZoI, it is noted the Proposed Development, and the scheme are both hydraulically connected to the River Itchen. As such, there is potential for cumulative impacts on the same designated waterbody during the construction phase. The River Itchen, due to its designations, is considered very important. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the River Itchen resulting in a minor effect which is not significant.			
EBC ALL017	Land east of Kings Copse Avenue and east of Tanhouse Lane Allocated for development to include approximately 120 dwellings	1	2.6km	Air quality and odour	No				
				Archaeology and cultural heritage	No				
				Terrestrial and freshwater biodiversity	Yes	Both the scheme and the Proposed Development are hydrologically connected to Solent Maritime SAC and Solent & Southampton Water Special Protection Area (SPA) and Ramsar. The scheme will have potential nutrient nitrogen pollution impacts on Habitats Sites within the Solent Catchment due to potential for increased wastewater from operation of the housing development. Therefore if the scheme is in operation prior to construction of the Proposed Development, there would be potential for cumulative effects on these Habitats Sites. The Habitats Regulations Assessment (HRA) Appropriate Assessment for the scheme is not available on Eastleigh Borough Council planning portal. However, Natural England's response to the HRA (available on planning portal) states a statutory obligation for the scheme to comply with Eastleigh Borough Council's Nutrient Neutrality Offset Scheme. The HRA for the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Proposed Development states there are potential waterborne pollution impacts to these Habitats Sites but with implementation of the proposed mitigation, there will be negligible impact on water quality and no adverse effects on the integrity of these Habitats Sites. Assuming the scheme complies with the Nutrient Neutrality Offset Scheme, no residual likely significant effects are anticipated for either development and therefore no cumulative effects are anticipated during the construction and operation of the Proposed Development. Given the distance between the scheme and the Proposed Development, no further cumulative effects on ecological features are considered likely (during either construction or operational phases).			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	No				
				Socio-economics, tourism and health	No				
				Traffic and transport	No				
				Water environment	No				
				Fareham Borough Council (FBC)					
FBC ALL001	Crofton Conservatories Allocated for approximately 49 dwellings.	3	2.7km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
FBC ALL002	Magistrates Court Allocated for approximately 37 dwellings.	1	2.3km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
FBC ALL003	Land adjacent to Red Lion Hotel, Fareham Allocated for approximately 18 dwellings.	1	2.3km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
FBC ALL004	97-99 West Street, Fareham Allocated for approximately 9 dwellings.	3	2.3km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
FBC ALL005	Portland Chambers, 66 West Street (upper floors) Allocated for approximately six dwellings.	3	2.3km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
FBC ALL006	Downend Road East	1	1.4km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
	Allocated for approximately 350 dwellings. An appeal has now lapsed with the project unimplemented					assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is potential for there to be a temporal overlap between the construction phase of the scheme and the Proposed Development. The Proposed Development and the scheme are both anticipated to have a Minor adverse effect (not significant) on bats following mitigation, due to operational lighting. However, due to the distance between the Proposed Development and the scheme which are separated by the M27, this is not considered to result in a cumulative effect. The HRA undertaken for the scheme concludes no likely significant effects on Portsmouth Harbour SPA, Ramsar and Solent and Southampton SPA and Ramsar following mitigation. These effects are in relation to recreational disturbance and hydrological changes (flood risk) during operation. The Proposed Development will not result in any residual likely significant effect to these designated sites during operation. The scheme includes measures for the avoidance of impacts to ecological features. Mitigation includes protection measures for reptiles, timings of works to avoid the nesting bird season, sensitive lighting and production of a LEMP. Therefore, given the distance of the scheme from the Order Limits, and that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This scheme lies within Landscape Receptor LLCA 21: Portchester. No parts of the Proposed Development lie within LLCA 21, and there are no common visual receptors. The Proposed Development is located approximately 1.3km to the north, across Portsdown Hill, within LLCA 18: Portsdown Hill Northern Slopes. The LVIA identifies no change and no effects on LLCA 21 during either the construction or operation of the Proposed Development. The potential for cumulative landscape and visual effects is unlikely, as there would be no intervisibility or perceptual connection between the Scheme and the Proposed Development due to the intervening landform of Portsdown Hill, during both construction and operation.	Not significant	N/A	Not significant
				Noise and vibration	No				

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the housing scheme is within 2km of the Order Limits, it is separated from the Order Limits by the significant topographic ridge of Portsdown Hill. This means there is no surface water connectivity to the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
FBC ALL007	Funtley Road South Allocated for approximately 125 dwellings.	1	1.9km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is no hydrological connectivity to the scheme and any internationally designated site. It has been assessed that with the implementation of mitigation, no residual likely significant effects on ecological features from the Proposed Development are anticipated. The Ecological Assessment of the scheme concludes the design of the scheme and the implementation of mitigation measures will ensure there are no adverse effects on any designated sites or protected species. No adverse impacts	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						have been identified in relation to any designated sites of nature conservation importance. The schemes application site contains a Site of Importance for Nature Conservation (SINC) and Ancient Woodland, both of which are to be appropriately protected, retained and enhanced as part of the development proposals. Therefore, given the distance of the scheme from the Order Limits, and that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This scheme lies within LLCA26: Meon Valley Wickham, which coincides with part of the Order Limits approximately 2.6km to the north, at Wickham Golf Course. IPS-G is also located within this LLCA approximately 3.4km to the north. There are no common visual receptors. Construction: There would be an increased presence of construction activity should the programmes overlap. However, the magnitude of impact would be limited by the substantial mature trees and other vegetation in the intervening landscape and these effects are therefore not likely to be significant. Operation: There would be no intervisibility between the scheme and the IPS-G during operation and no cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						there are unlikely to be any likely significant cumulative effects.			
				Water environment	Yes	Although the development is within 2km of the Order Limits, there is no surface water connectivity to the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
FBC ALL010	3-33 West Street Allocated for approximately 26 dwellings.	1	2km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	No				
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.			
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
FBC ALL013	Assheton Court Allocated for approximately 60 dwellings (net yield 27).	1	2.2km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
FBC ALL014	12 West Street, Portchester (upper floors) Allocated for approximately 30 dwellings.	3	2km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
FBC ALL015	Menin House, Privett Road Allocated for approximately 50 dwellings (net yield 26).	3	3.4km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the project alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No	Outside Landscape study area, and no common visual receptors identified.			
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
FBC ALL016	Land north of Henry Cort Drive Allocated for approximately 55 dwellings.	3	3.1km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No	Outside Landscape study area, and no common visual receptors identified.			
				Noise and vibration	No				

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
FBC ALL017	Land west of Dore Avenue, Portchester Allocated for approximately 12 dwellings.	3	1.6km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Small residential development that is not hydrologically connected to internationally designated sites. No cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the development is within 2km of the Order Limits, the scheme is very small scale (12 units) and there is no surface water connectivity to the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted during the construction of the housing scheme to manage flood risk, construction drainage and the potential supply of contaminants and therefore limit the potential for cumulative effects to occur during the construction stage. It is not expected that occupation of the 12 units would have cumulative effects on continuous and intermittent/accidental releases to surface or groundwaters, or surface and groundwater flows and flood risk during operation. It is anticipated that the scheme would follow standard procedures to implement a drainage strategy to manage any runoff, and houses would be connected to a foul sewerage system. Cumulative effects on water receptors during operation are therefore considered unlikely.	Not significant	N/A	Not significant
FBC ALL018	Land west of Downend Road Allocated for approximately 550 dwellings.	2	1km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This scheme lies within LLCA 21: Portchester. No part of the Proposed Development coincides with LLCA 21, and there are no common visual receptors. The LVIA identifies no change and no effects on LLCA 21 during either the construction or operation of the Proposed Development. Cumulative effects on landscape and visual receptors are unlikely, as there would be no intervisibility or perceptual connection between the scheme and the Proposed Development due to the intervening landform of Portsdown Hill.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
FBC ALL019	Land North of Military Road, Wallington Allocated for employment land.	1	1.1km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Small scale development - less than 1ha (up to 2,000 square metres). No potential for cumulative effects identified. Added to shortlist and covered under TEMPro growth factors. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The scheme's EclA concluded that " <i>no significant residual effects are anticipated post-development</i> ". Due to the distance between the scheme and the Proposed Development (1.1km), the presence of the M27 between the developments, the lack of impact pathways and given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	No common receptors identified.	N/A	N/A	N/A
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the development is within 2km of the Order Limits, there is no surface water connectivity to the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
FBC ALL020	Standard Way Allocated for employment land.	1	1.1km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Small scale development - less than 1ha (up to 2,000 square metres). No potential for cumulative effects identified. Added to shortlist and covered under TEMPro growth factors. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	No information on residual effects during construction or operation of the scheme could be found on the Fareham planning portal. However, as planning has been approved it is assumed that no significant residual impacts were identified. Therefore, given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Land use and agriculture	No				
				Landscape and visual	Yes	No common receptors identified.	N/A	N/A	N/A
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the development is within 2km of the Order Limits, there is no surface water connectivity to the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
FBC ALL021 Duplicate of FBC PC001	N/A – this Local Plan represents numerous development allocations and covers an extended geographic area so does not have a single 'development name and description'. Including the M27 junction 10 improvement which HCC is leading and working with National Highways to help facilitate the delivery of Welborne Garden Village. Including New Electricity Substation To The North East Of Welborne And A Heat Exchange Energy Centre, Including The Provision Of A Car Park And Access, Associated Hard And Soft Landscaping And Drainage; And The Undergrounding Of The Existing Overhead Electricity Lines (132Kv And	N/A	0m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	Potential for disturbance during construction of common archaeological features and deposits close to the boundaries of the Proposed Developments during construction resulting in increase to magnitude of effects. An agreed archaeological scheme of investigation would be in place for the Proposed Development and would address specific effects arising from cumulative disturbance. Potential increased change to setting of Albany Farm where construction works in its setting occur contemporaneously with the Proposed Development. No operational period cumulative effects are anticipated.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
	11Kv), The Removal Of Existing Pylons, Erection Of New Terminal Towers And Provision Of Underground Cabling, Site Clearance, Site Compounds And Haul Routes, Ecological Habitat Including Land To Obtain Biodiversity Net-Gain, Nutrient Mitigation, Construction Access, Utility Connections, Engineering Operations And Earthworks. Land to the West and East of A32 and Land Within Dash Wood Mayles Lane Knowle Hampshire			Terrestrial and freshwater biodiversity	Yes	Owing to the proximity of the scheme (FBC ALL021/FBC PC001) to the Proposed Development, relatively large scale and possible temporal overlap during the construction and operational phases there is potential for cumulative effects. Both schemes (FBC ALL021/FBC PC001) and the Proposed Development are assessed to have minor adverse residual effects (which are not significant) on bats during their operational phases. Residual effects are expected from street lighting of the schemes (FBC ALL021/FBC PC001) and operational lighting of the IPS-F (Proposed Development). However, with the implementation of mitigation, including good practice lighting design, there would be no likely significant effects from either development. No further residual effects on ecological features are considered likely from the scheme (FBC ALL021/FBC PC001) (during either construction or operational phases). Therefore, given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	Yes	Should planning permission be granted there is the potential for there to be a temporal overlap between the construction phases of the schemes and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	The Proposed Development has been designed to avoid major housing allocation sites for future development, including the site of the proposed Welborne Garden Village. The Order Limits include a small area of land within the Welborne Garden Village allocation (which this Local Plan - Welborne Local Plan 3 covers) for a temporary construction compound to support the construction of IPS-F at Albany Farm (see ES Figure 1.1 Location of the Proposed Development and Order Limits, Volume III (Document reference 6.3, DCO Volume 6)). The area of land that would be required is allocated for residential development and play space within the Welborne Garden Village masterplan. The eventual land take would be a small part of the land included within the Order Limits for access. IPS-F would be outside the Welborne Garden Village boundary and so there would be no permanent requirement for land within the allocation, except from a potential permanent access road via the site's internal road network that may be required, the options are still being considered. There is the potential for cumulative impacts on access to residential properties, community and business receptors and to development land during construction. However, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						to the permanent loss of agricultural land associated with the cumulative schemes.			
				Landscape and visual	Yes	The scheme (Welborne) occupies a large portion of LLCA 23: Portsdown Hill Open Downs West, part of the Order Limits, including IPS-F which is adjacent to the scheme within the north-eastern part of this LLCA. The closest representative viewpoints are VP047 along the A32 and within the scheme; VP123 on a footpath bordering the eastern edge of the scheme, and VP124 located on a footpath approximately 375m to the north-east of the scheme. Both the scheme and the Proposed Development would also be visible from a number of viewpoints to the east, including VP130. The construction of the project would result in changes to the landscape character of the area, including permanent change of land use and visual amenity. The Proposed Development, which has identified moderate adverse (significant) landscape effects within this LLCA, would increase extent of construction works to the north of the scheme, with associated moderate adverse (significant) visual effects. However owing to the nature of the Welborne project, the Proposed Development would not exacerbate the effects beyond those already predicted and no likely significant cumulative effects are anticipated. During operation, the project would continue to result in likely significant effects, whereas the Proposed Development would have only minor adverse effects. IPS-F would be the only above-ground structure in the area related to the Proposed Development; it would be screened by the scheme in views from the south and seen in the context of the scheme from other viewpoints. Any significant operational effects would relate to Welbourne Village, rather than to the Proposed Development, no cumulative effects are therefore predicted.	Not significant.	N/A	Not significant
				Noise and vibration	Yes	Due to the proximity of the scheme to the Proposed Development, and its relatively large scale and potential temporal overlap in construction phases, there is the potential for cumulative effects of a direct nature on receptors. However, such impacts would only occur if works were undertaken simultaneously in close proximity to each other, which is considered extremely unlikely to occur given the linear nature of the Proposed Development, although it is recognised that construction works of relatively long duration are proposed for IPS-F. The cumulative scheme is divided up into neighbourhoods, the only neighbourhood in close proximity to shared receptors with the IPS-F construction works is Albany. According to the consented Site Wide Housing Strategy for the cumulative scheme, the first dwellings in the Albany neighbourhood will not be constructed until 2041, which is around 8 years after the anticipated completion of the IPS construction and commissioning works. Whilst the commencement of construction works on the Albany neighbourhood is not specified, given the nature of the scheme, it is reasonable to assume that these works would not last for 8 years. Hence, cumulative scheme construction works with the potential to cause noise impacts at shared receptors are not anticipated to occur simultaneously with those of the Proposed Development. In addition, the planning consent for the cumulative scheme requires that a CEMP is prepared and submitted for each proposed neighbourhood, which shall include the measures to monitor and prevent adverse impacts caused by noise and vibration, thus limiting the potential for cumulative effects to occur. The assessment of indirect (i.e. traffic) noise effects utilises cumulative traffic data as a primary input. Potential cumulative traffic noise effects have been assessed as	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximat e distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						reported in section 15.8 of the ES Chapter 15 Noise and vibration, Volume I (Document reference 6.1, DCO Volume 6) and found to be not significant.			
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. Whilst the allocation policies permit a significant area of development, this is likely to come forward over a long period of time with a relatively modest area completed each year. The schemes likely to be permitted under this Local Plan are considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area, such that there are unlikely to be any significant cumulative effects. The consented ES for Welborne Garden Village does not identify any significant traffic and transport effects associated with the construction stage. As detailed in the Traffic Management Strategy (Document reference 7.3, DCO Volume 7), any works in the highway associated with the Proposed Development would be coordinated with the Welborne Garden Village proposals, where practicable. As such, there are no new likely significant effects anticipated as a result of the cumulative impacts of both developments.	Not significant	N/A	Not significant
				Water environment	Yes	Due to the proximity of the scheme to the Proposed Development, and its relatively large scale and potential temporal overlap in construction phases, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. However, due to the nature of the scheme and the regulatory regime under which it will be constructed, it is assumed that appropriate mitigation measures secured in a CEMP and additional assessments (e.g. Flood Risk Assessment (FRA)) will be incorporated into the design thus limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
Portsmouth City Council (PCC)									
PCC ALL007	PCS1 Tipner	1	2.0km	Air quality and odour	Yes	Scoped out by Traffic and transport.	Not significant	N/A	Not significant
	Archaeology and cultural heritage			Yes	No common receptor identified.	N/A	N/A	N/A	
	Terrestrial and freshwater biodiversity			Yes	Owing to the proximity of the scheme and the Proposed Development to Portsmouth Harbour SPA, Solent and Dorset Coast SPA, functionally linked land (Solent Wader and Brent Goose Strategy (SWBGS) sites) and the possible temporal overlap during the construction phase there is potential for cumulative effects. Both the scheme and the	Not significant	N/A	Not significant	

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
	walking linked to and enhancing the existing networks. To accommodate this level of development some local highway improvements may be required.					Proposed Development are assessed to have minor adverse residual effects (which are not significant) on designated sites during their construction phases. Residual effects are expected from habitat loss/degradation and disturbance of qualifying species (wintering birds). With the implementation of mitigation, such as a SWBGS mitigation strategy including financial contributions towards local schemes and good practice such as sensitive timings there would be no likely significant effects from either the scheme or the Proposed Development. No further residual effects on ecological features are considered likely from the scheme (during either construction or operational phases). Therefore, given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, there is no surface water connectivity to the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
Havant Borough Council (HBC)									
HBC ALL009	Parking Area off Rhinefield Close Forms part of a wider allocation for residential development (approximately 60 dwellings in total).	3	1km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Small development that is not hydrologically connected to internally designated sites. No cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area, such that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The closest component of the Proposed Development to this relatively small scale housing scheme (60 units) is the Pipelines between the WRP site and Bedhampton Springs. It is construction using trenchless and open-cut construction, and above-ground pipeline. There is also no surface water connectivity between the housing scheme and Proposed Development. It is anticipated that appropriate mitigation measures (e.g. surface water drainage plan) will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL010	Garage Court off Grateley Crescent Forms part of a wider allocation for residential development (approximately 60 dwellings in total).	3	980m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Small scheme that is not hydrologically connected to internationally designated sites. No cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The closest component of the Proposed Development to this relatively small scale housing project is the Pipelines between the WRP site and Bedhampton Springs. It is construction using trenchless and open-cut construction, and above-ground pipeline. There is also no surface water connectivity between the housing scheme and Proposed Development. It is anticipated that appropriate mitigation measures (e.g. surface water drainage plan) will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL011	Garage Court off Awbridge Road Forms part of a wider allocation for residential development (approximately 60 dwellings in total).	3	660m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional	Not significant	N/A	Not significant.

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Small scheme that is not hydrologically connected to internationally designated sites. No cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The closest component of the Proposed Development to this relatively small scale housing scheme (60 units) is the Pipelines between the WRP site and Bedhampton Springs. It is construction using trenchless and open-cut construction, and above-ground pipeline. There is also no surface water connectivity between the housing scheme and Proposed Development. It is anticipated that appropriate mitigation measures will be adopted (e.g. surface water drainage plan) as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
HBC ALL012	Garage Court off Ernest Road Forms part of a wider allocation for residential development (approximately 60 dwellings in total).	3	510m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Small scheme that is not hydrologically connected to internationally designated sites. No cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects	Not significant	N/A	Not significant
				Noise and vibration	Yes	This scheme will introduce additional noise and vibration sensitive receptors but is outside the noise and vibration study area; hence the Proposed Development will not result in likely significant effects on these receptors. The construction of the scheme could cause cumulative effects at receptors that are shared with the Proposed Development. However, noise and vibration effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for significant inter-project cumulative effects.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.			
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The closest component of the Proposed Development to this relatively small scale housing scheme (60 units) is the Pipelines between the WRP site and Bedhampton Springs. It is construction using trenchless and open-cut construction, and above-ground pipeline. There is also no surface water connectivity between the housing scheme and Proposed Development. It is anticipated that appropriate mitigation measures (e.g. surface water drainage plan) will be adopted as part of the construction of the housing project and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL013	Garage Court off Fair Oak Drive Forms part of a wider allocation for residential development (approximately 60 dwellings in total).	3	690m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The Proposed Development, and the scheme are both hydraulically connected to hermitage stream which flows into Solent Maritime SAC, Chichester and Langstone Harbour SPA, Ramsar and SSSI. There is potential for cumulative impacts on the same designated site during the construction phase. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated site resulting in a minor effect which is not significant during construction. No operational effects are anticipated.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The closest component of the Proposed Development to this relatively small scale housing scheme (60 units) is the Pipelines between the WRP site and Havant Thicket Reservoir. There is also no surface water connectivity between the housing scheme and Proposed Development. It is anticipated that appropriate mitigation measures (e.g. surface water drainage plan) will be adopted as part of the construction of the housing project and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL014	Garage Court off Forestside Avenue Forms part of a wider allocation for residential development (approximately 60 dwellings in total).	3	705m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	This scheme will introduce additional noise and vibration sensitive receptors but is outside the noise and vibration study area; hence the Proposed Development will not result in likely significant effects on these receptors. The construction of the scheme could cause cumulative effects at receptors that are shared with the Proposed Development. However, noise and vibration effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for significant inter-project cumulative effects.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The closest component of the Proposed Development to this relatively small scale housing scheme (60 units) is the Pipelines between the WRP site and Bedhampton Springs. It is construction using trenchless and open-cut construction, and above-ground pipeline. There is also no surface water connectivity between the housing scheme and Proposed Development. It is anticipated that appropriate mitigation measures (e.g. surface water drainage plan) will	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.			
HBC ALL015	Parking area off Forestside Avenue Forms part of a wider allocation for residential development (approximately 60 dwellings in total).	3	780m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The closest component of the Proposed Development to this relatively small scale parking area is the Pipelines between the WRP site and Bedhampton Springs. It is construction using trenchless and open-cut construction, and above-ground pipeline. . There is also no surface water connectivity between the housing project and Proposed Development. It is anticipated that appropriate mitigation measures (e.g. surface water drainage plan) will be adopted as part of the construction of the parking area and therefore limit the potential for cumulative effects to occur Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL017 This Local Plan Allocation has been covered by the HBC emerging plan allocation HBC EALL008	Land at Palk Road Allocated for approximately 21 dwellings.	1	0m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Owing to the proximity of the scheme and the Proposed Development and the possible temporal overlap during construction and operation phases there is potential for cumulative effects. Both developments are hydraulically connected to the Hermitage Stream and therefore have connectivity to the Solent Maritime SAC, Chichester and Langstone Harbours SPA and Ramsar and Langstone Harbours SSSIs. The scheme Planning Statement includes that the "...application is supported by an Ecological Impact Assessment and Biodiversity Metric which states that the site does not support any significant populations of key species, however precautionary advice is provided in relation to bats, nesting birds, badgers, hedgehogs and reptiles". The EclA is not available on the Havant Planning Portal. If the scheme is granted permission it is assumed that the application will include good practice mitigation to avoid having a likely significant residual effects ecological features, including the aforementioned designated sites, and therefore, no cumulative effects are anticipated during construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing	N/A	N/A	N/A

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There is potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits during the Proposed Development's construction and operation phases. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the Water environment topic.			
				Land quality and ground conditions	Yes	Should planning permission be granted there is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and Proposed Development and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	Site of scheme is currently in use for B8 storage uses by Portsmouth Water and others, and part of the site has been allocated for housing. Palk Road is to the north of the Pipelines between the WRP site and Bedhampton Springs, north of Bedhampton Springs, and to the north of the temporary construction compounds within this component. It is assumed existing businesses will move to alternative premises and there will be no net loss of employment land. The level of change in terms of reduced employment land and increased residential land is therefore not expected to trigger a cumulative effect when combined with the Proposed Development. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.	Not significant	N/A	Not significant
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	Once constructed and occupied, this scheme will introduce new receptors with the potential to experience noise and vibration effects from the Proposed Development. If the scheme is occupied prior to commencement of Proposed Development construction works at Bedhampton Springs, these construction noise and vibration impacts could cause adverse effects at the new sensitive receptors. Good construction practices are set out in the Outline CEMP (Document reference 7.1, DCO Volume 7). The Outline CEMP (Document reference 7.1, DCO Volume 7) also commits that a NVMP would be prepared. This NVMP will include updated noise modelling and assessments in order to identify appropriate secondary mitigation measures to reduce construction noise effects. If the new sensitive receptors are occupied, the Contractor will adhere to mitigation measures required to avoid likely significant effects in the detailed CEMP and NVMP. The scheme is sufficiently far from any other sources of noise and vibration associated with the Proposed Development such that likely significant effects would not be anticipated to occur at the new receptors. Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is also the potential for cumulative effects. However, this scheme is not expected to require construction working outside normal weekday construction hours apart from in exceptional circumstances, and construction impacts will be	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						controlled via measures specified in a CEMP for the scheme. Hence, construction noise and vibration effects arising from this scheme are considered unlikely to have the potential for likely significant inter-project cumulative effects.			
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the development is within 2km of the Order Limits, the closest component of the Proposed Development is the Pipeline between the WRP site and Bedhampton Springs, which connect to pipelines being delivered by Portsmouth Water between Bedhampton Springs and Havant Thicket Reservoir. This is construction using trenchless and open-cut construction, and above-ground pipeline. The scheme is located 200 m upstream of the above-ground section of pipeline. There is limited surface water connectivity via Hermitage Stream and downstream transitional and coastal waters. It is anticipated that appropriate mitigation measures will be adopted to manage water quality, surface and subsurface flows and flood risk and prevent cumulative effects on water receptors during construction. It is anticipated that the development would follow standard procedures to implement a drainage strategy to manage any runoff, and houses would be connected to a foul sewerage system. Cumulative effects on water receptors during operation are therefore considered unlikely	Not significant	N/A	Not significant
HBC ALL018 This Local Plan Allocation has been covered by the HBC emerging plan allocation EALL0011	Kingscroft Farm Allocated for employment land. Planning application for 122 dwellings.	1	0m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the	Not significant	N/A	Not significant.

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	Area is well screened by trees and planting in views from the Old Bedhampton conservation area. Retention of water meadows creates a clear separation between this scheme and the Proposed Development and the Proposed Development would relate clearly to existing industrial use at Bedhampton Springs. No cumulative effect would arise during construction or operation.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	Owing to the proximity of the scheme and the Proposed Development and the possible temporal overlap during construction and operation phases there is potential for cumulative effects. Both developments are hydraulically connected to the Hermitage Stream and therefore have connectivity to the Solent Maritime SAC, Chichester and Langstone Harbours SPA and Ramsar and Langstone Harbours SSSIs. No planning documents are available on the Havant planning portal. However, an Outline Planning application was found. This includes details of Natural England agreeing with the appropriate assessment that providing all mitigation measures are appropriately secured "...the proposal will not result in adverse effects on the integrity of the named designated sites in the Solent region". Assuming the scheme implements appropriate mitigation into the design no likely significant effects on designated sites are anticipated from either development. The Outline Planning application also states that "impacts on protected species on site or nearby and in particular in relation to dormouse, slow worms and bats can be appropriately mitigated and addressed in the detailed development proposals subject to appropriate conditions". Therefore, given it is assumed that there are no residual likely significant effects, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There is potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits during the Proposed Development's construction and operational phases. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	N/A	N/A	N/A
				Land quality and ground conditions	Yes	Should planning permission be granted there is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	The Kingscroft Farm site has a planning application for 122 dwellings, as part of the Proposed Development this site is not directly impacted. Kingscroft Farm is located to the south-east of the Proposed Development adjacent to Bedhampton Springs and the temporary construction	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						compounds, and north of the WRP site (see ES Figure 1.1 Location of the Proposed Development and Order Limits, Volume III (Document reference 6.3, DCO Volume 6)). No cumulative effects are anticipated during the construction and operation of the Proposed Development and this scheme as the effects of the scheme on residential, community and commercial receptors and on development land within the 500m study area are anticipated to be minor. This scheme is a planning application and therefore may not be consented or subsequently delivered which could have an impact on the end land use result. If not delivered for housing, the site retains its allocation for employment land. Whether the site is allocated and built out as employment land or housing, the non-significant cumulative effect remains, however due to this uncertainty there is less certainty on the cumulative effect. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.			
				Landscape and visual	Yes	This scheme lies within LLCA 08: Bedhampton, which includes part of the Order Limits located immediately to the west, across the Hermitage Stream. Proposed permanent structures within this area comprise approximately 250m of above-ground pipeline. The closest representative viewpoint is VP009, located along the Wayfarer's Walk. There is potential for adverse cumulative landscape and visual effects in construction should the programmes overlap. Effects would be limited by the existing built form and are therefore not likely to be significant. During operation, the scheme would introduce new built form along the Hermitage Stream, and while there may be cumulative landscape and visual effects at operation, these would be attributable to the residential scheme. Given the limited effect of the Proposed Development (a short section of above-ground pipeline), it would not contribute to any likely significant cumulative effect.	Not significant	N/A	Not significant
				Noise and vibration	Yes	Once constructed and occupied, this scheme will introduce new receptors with the potential to experience noise and vibration effects from the Proposed Development. If the scheme is occupied prior to commencement of Proposed Development construction works at Bedhampton Springs, these construction noise and vibration impacts could cause adverse effects at the new sensitive receptors. Good construction practices are set out in the Outline CEMP (Document reference 7.1, DCO Volume 7). The Outline CEMP (Document reference 7.1, DCO Volume 7) also commits that a NVMP would be prepared. This NVMP will include updated noise modelling and assessments in order to identify appropriate secondary mitigation measures to reduce construction noise effects. If the new sensitive receptors are occupied, the Contractor will adhere to mitigation measures required to avoid likely significant effects in the detailed CEMP and NVMP. The scheme is sufficiently far from any other sources of noise and vibration associated with the Proposed Development such that likely significant effects would not be anticipated to occur at the new receptors. Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is also the potential for cumulative effects. However, this scheme is not expected to require construction working outside normal weekday construction hours apart from in exceptional circumstances, and construction impacts will be controlled via measures specified in a CEMP for the scheme. Hence, construction noise and vibration effects	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						arising from this scheme are considered unlikely to have the potential for likely significant inter-project cumulative effects.			
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The closest component of the Proposed Development to this relatively small scale parking area is the Pipelines between the WRP site and Bedhampton Springs. It is construction using trenchless and open-cut construction, and above-ground pipeline. Although there is surface water connectivity between the housing project and Proposed Development, it is anticipated that appropriate mitigation measures (e.g. surface water drainage plan) will be adopted as part of the construction of the housing project and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL021	Solent Road North Allocated for employment land.	3	275m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	This scheme application is hydraulically connected to Brockhampton springs which is hydrologically connected to Chichester and Langstone Harbour SPA, Ramsar and SSSI and Solent Maritime SAC. Potential for cumulative effects of dust and airborne or waterborne pollution on designated sites if construction	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						periods overlap but this is not significant given the small size of the scheme. It has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated site resulting in a minor effect which is not significant.			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	Yes	Should planning permission be granted there is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and Proposed Development and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	This schemes site is located to the east of the Proposed Development adjacent to Bedhampton Springs and the temporary construction compounds (see ES Figure 1.1 Location of the Proposed Development and Order Limits, Volume III (Document reference 6.3, DCO Volume 6)). No cumulative effects are anticipated during the construction and operation of this allocation and the Proposed Development as the effects of the scheme on residential, community and commercial receptors and on development land within the 500m study area are anticipated to be minor. This site is an allocation and therefore may not be brought forward for the intended use. There is a planning application on the site for the development of a new Head Quarters building (use class E(g)(i)) for Portsmouth Water, as well as four additional industrial/warehouse units (use class B2/B8/E(g)(iii)), alongside associated parking, access, and other infrastructure required to facilitate the development. The planning application may not be consented or fully built out. Both of these factors could have an impact on the end land use result as the application may, or may not, be delivered therefore there is less certainty on the cumulative effect. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.	Not significant	N/A	Not significant
				Landscape and visual	Yes	This scheme lies within LLCA12: Brockhampton industrial area. No part of the Proposed Development coincides with LLCA 12, and there are no common visual receptors. The scheme is of small scale; it is unlikely to incur in cumulative effects.	Not significant	N/A	N/A
				Noise and vibration	Yes	This scheme will introduce additional noise sensitive receptors (offices). However, at this location, there are closer receptors to the Proposed Development which are of higher sensitivity, and the noise and vibration effects on these receptors will be not significant. Hence, the Proposed Development will not result in likely significant effects on the receptors introduced by the scheme. The construction and operation of the scheme could cause cumulative effects at receptors within the study area. However, noise and vibration effects arising from a scheme	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for significant inter-project cumulative effects.			
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The closest component of the Proposed Development is the Pipelines between the WRP site and Bedhampton Springs. It is construction using trenchless and open-cut construction, and above-ground pipeline. There is also limited surface water connectivity between the housing project and Proposed Development. It is anticipated that appropriate mitigation measures (e.g. surface water drainage plan) will be adopted as part of the construction of the project and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL031	SSE Offices Site, Bartons Road Allocated for approximately 90 dwellings.	3	570m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Not hydrologically connected to internationally designated site and over 1.8km from the nearest construction works. No	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						cumulative effects are anticipated during the construction and operation of the Proposed Development.			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	This scheme will introduce additional noise and vibration sensitive receptors but is outside the noise and vibration study area; hence the Proposed Development will not result in likely significant effects on these receptors. The construction and operation of the scheme could cause cumulative effects at receptors that are shared with the Proposed Development. However, noise and vibration effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant inter-project cumulative effects.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The closest component of the Proposed Development is the Pipelines between the WRP site and Bedhampton Springs. It is construction using trenchless and open-cut construction, and above-ground pipeline. There is also limited surface water connectivity between the housing project and Proposed Development. It is anticipated that appropriate mitigation measures (e.g. surface water drainage plan) will be adopted as part of the construction of	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						the housing project and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.			
HBC ALL032	Former Oak Park School Allocated for mixed use - housing (90 dwellings), care home and community health.	3	840m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the project-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	This scheme application, and the Proposed Development are hydrologically connected to Chichester and Langstone Harbour SPA, Ramsar and SSSI and Solent Maritime SAC. Potential for cumulative effects of dust and airborne or waterborne pollution on designated sites if construction periods overlap but this is not significant given the small size of the scheme. It has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated site resulting in a minor effect which is not significant.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The closest component of the Proposed Development is the Pipelines between the WRP site and Bedhampton Springs. It is construction using trenchless and open-cut construction, and above-ground pipeline. There is also some limited surface water connectivity between the housing project and Proposed Development, and therefore potential for cumulative effects on water quality. However, it is anticipated that appropriate mitigation measures will be adopted (e.g. surface water drainage plan) as part of the construction of the housing project and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL039 This Local Plan Allocation has been covered by the HBC emerging plan allocation EALL0013	Cabbagefield Row Allocated for approximately 116 dwellings. Planning application for 150 dwellings	1	0m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	No				
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There is potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits during the Proposed Development's construction and operational phases. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	N/A	N/A	N/A

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development, and built form within Bedhampton would prevent intervisibility or perceptual awareness between the two. Cumulative landscape and visual effects are therefore unlikely.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is adjacent to the Order Limits (Havant Thicket Reservoir) the construction of the reservoir does not form part of the Water Environment assessment as this is a separate planning application by Portsmouth Water. There is no pathway for effect during construction. During operation of the housing scheme, it is anticipated that appropriate mitigation measures will be adopted (e.g. surface water drainage plan - including foul water) and therefore limit the potential for cumulative effects to occur. The housing scheme is located outside Flood Zones 2 and 3 and there is very limited hydrological connectivity via surface water runoff pathways. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant.
HBC ALL041	Garage Court off Beaulieu Avenue Forms part of a wider allocation for residential development (approximately 60 dwellings in total).	3	242m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and	Not significant	N/A	Not significant.

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	Whilst this scheme is within the noise and vibration Zol, it is adjacent to Havant Thicket Reservoir and therefore sufficiently far from the Proposed Development construction works such that there is no potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Water environment	Yes	Although the small scale housing scheme (60 units) is within 2km of the Order Limits, there is no surface water connectivity with the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL042	Parking Area off Beaulieu Avenue Forms part of a wider allocation for residential development (approximately 60 dwellings in total).	3	197m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	Whilst this scheme is within the noise and vibration Zol, it is directly south of Havant Thicket Reservoir and therefore sufficiently far from the Proposed Development construction works such that there is no potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the small scale development (parking area) is within 2km of the Order Limits, there is no surface water connectivity the Proposed Development. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL043	Garage Court off Brockenhurst Avenue Forms part of a wider allocation for residential development (approximately 60 dwellings in total)	3	300m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	This scheme is over 500m from any sources of airborne noise associated with the Proposed Development; hence, cumulative airborne noise impacts are not anticipated. The scheme is over 100m from the Proposed Development; hence, cumulative ground-borne noise and vibration impacts	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						are also not anticipated. Therefore, no cumulative effects are anticipated.			
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the small scale housing scheme (60 units) is within 2km of the Order Limits, there is no surface water connectivity the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL045	Garage Court off Kingsclere Avenue Forms part of a wider allocation for residential development (approximately 60 dwellings in total).	3	364m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Small scheme that is not hydrologically connected to internationally designated sites. Over 1.9km from nearest Proposed Development construction works. No cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	This scheme is over 500m from any sources of airborne noise associated with the Proposed Development; hence, cumulative airborne noise impacts are not anticipated. The scheme is over 100m from the Proposed Development; hence, cumulative ground-borne noise and vibration impacts are also not anticipated. Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the small scale housing scheme (60 units) is within 2km of the Order Limits, there is no surface water connectivity the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL046	Garage Court off Rownhams Road	3	170m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of	Not significant	N/A	Not significant.

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
	Forms part of a wider allocation for residential development (approximately 60 dwellings in total).					the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Small scheme that is not hydrologically connected to internationally designated sites. Over 1.8km from nearest Proposed Development construction works. No cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	This scheme is over 500m from any sources of airborne noise associated with the Proposed Development; hence, cumulative airborne noise impacts are not anticipated. The scheme is over 100m from the Proposed Development; hence, cumulative ground-borne noise and vibration impacts are also not anticipated. Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the small scale housing scheme (60 units) is within 2km of the Order Limits, there is no surface water connectivity the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL047	Garage Court off Sunwood Road Forms part of a wider allocation for residential development (approximately 60 dwellings in total).	3	700m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the project alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	This scheme and Proposed Development is connected to the Hermitage Stream which is hydrologically connected to Chichester and Langstone Harbour SPA, Ramsar and SSSI and Solent Maritime SAC. Potential for cumulative effects of dust and airborne or waterborne pollution on designated sites if construction periods overlap but this is not significant given the small size of the scheme. It has been assessed that with the implementation of environmental management plans; the Proposed Development would have a negligible impact on the designated site resulting in a minor effect which is not significant.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in the ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The small scale housing scheme (60 units) is within 2km of the Order Limits and both it and the Proposed Development are connected to the Hermitage Stream and downstream water bodies. However, it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme (e.g. surface water drainage plan and pollution control) and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL048 This Local Plan Allocation has been covered by the HBC emerging plan allocation EALL0016	Dunsbury Way Allocated for approximately 72 dwellings.	3	110m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Development application adjacent to tunnel section of pipeline. Over 1.8km from any construction works. No cumulative impacts.	N/A	N/A	N/A
				Marine biodiversity	No				

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	This scheme is over 500m from any sources of airborne noise associated with the Proposed Development; hence, cumulative airborne noise impacts are not anticipated. The scheme is over 100m from the Proposed Development; hence, cumulative ground-borne noise and vibration impacts are also not anticipated. Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the small scale housing scheme (72 units) is within 2km of the Order Limits, there is no surface water connectivity the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL050	Parking Area off High Lawn Way Forms part of a wider allocation for residential development (approximately 60 dwellings in total).	3	3m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptors identified	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	As this is currently only an allocation for housing, no detailed ecological assessment is available for review. However, it is reasonable to assume that any potential impacts on ecological features would be subject to mitigation that would ensure effects are reduced to a level that is not significant. As such, cumulative effects during construction or operation are not considered likely.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects	Not significant	N/A	Not significant
				Noise and vibration	Yes	This is a small car parking area and the potential for associated construction or operational phase noise and vibration effects is considered minimal. Cumulative effects on identified receptors are therefore considered unlikely.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any significant cumulative effects.			
				Water environment	Yes	This is a small housing development (60 units) and there is no surface water connectivity to the Proposed Development. It is anticipated that appropriate mitigation measures (e.g. construction and operational drainage plans; pollution control) will be adopted as part of the construction and operation of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL051	Garage Court off Whitsbury Road Forms part of a wider allocation for residential development (approximately 60 dwellings in total).	1	790m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.			
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the small scale housing scheme (60 units) is within 2km of the Order Limits, there is no surface water connectivity the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL052	Parking Area off Marldell Close Forms part of a wider allocation for residential development (approximately 60 dwellings in total).	3	660m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	This scheme is over 500m from any sources of airborne noise associated with the Proposed Development; hence, cumulative airborne noise impacts are not anticipated. The scheme is over 100m from the Proposed Development; hence, cumulative ground-borne noise and vibration impacts	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						are also not anticipated. Therefore, no cumulative effects are anticipated.			
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the small scale housing scheme (60 units) is within 2km of the Order Limits, there is no surface water connectivity the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL053	Oakshott Drive Allocated for approximately 8 dwellings.	3	594m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the			

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	This scheme is over 500m from any sources of airborne noise associated with the Proposed Development; hence, cumulative airborne noise impacts are not anticipated. The scheme is over 100m from the Proposed Development; hence, cumulative ground-borne noise and vibration impacts are also not anticipated. Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the very small scale housing scheme (8 units) is within 2km of the Order Limits, there is no surface water connectivity the Proposed Development. In addition, the closest component of the Proposed Development is the Pipelines between the WRP site and Bedhampton Springs. It is construction using trenchless and open-cut construction, and above-ground pipeline. It is anticipated that appropriate mitigation measures (e.g. surface water drainage plan) will be adopted as part of the construction of the housing project and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL054	Garage Court off Millbrook Drive	3	590m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of	Not significant	N/A	Not significant.

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
	Forms part of a wider allocation for residential development (approximately 60 dwellings in total).					the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	This scheme is over 500m from any sources of airborne noise associated with the Proposed Development; hence, cumulative airborne noise impacts are not anticipated. The scheme is over 100m from the Proposed Development; hence, cumulative ground-borne noise and vibration impacts are also not anticipated. Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.			
				Water environment	Yes	Although the small scale housing scheme (60 units) is within 2km of the Order Limits, there is no surface water connectivity the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL055	Parking Area off Longstock Road Forms part of a wider allocation for residential development (approximately 60 dwellings in total).	3	755m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the small scale housing scheme (60 units) is within 2km of the Order Limits, there is no surface water connectivity the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL056	Garage Court off Kimbridge Crescent Forms part of a wider allocation for residential development (approximately 60 dwellings in total).	3	593m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	This scheme is over 500m from any sources of airborne noise associated with the Proposed Development; hence, cumulative airborne noise impacts are not anticipated. The	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						scheme is over 100m from the Proposed Development; hence, cumulative ground-borne noise and vibration impacts are also not anticipated. Therefore, no cumulative effects are anticipated.			
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DOC Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the small scale housing scheme (60 units) is within 2km of the Order Limits, there is no surface water connectivity the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL058 This Local Plan Allocation has been covered by the HBC emerging plan allocation EALL0022	Goodwillies Timber Yard Allocated for approximately 96 dwellings.	3	1.9km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Small scheme that is not hydrologically connected to internationally designated sites. No cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the housing scheme (96 units) is within 2km of the Order Limits, there is no surface water connectivity the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC ALL060	West of Asda/Blue Star Site Allocated for mixed use - housing (50 dwellings) and main town centre uses.	1	2.6km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and	Not significant	N/A	Not significant.

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The scheme EclA concluded that "...there are not any residual effects". Owing to this and the distance between the scheme and the Proposed Development (2.6km) and the lack of overlapping impact pathways, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	This scheme application and the Proposed Development are both hydrologically connected to the Wallington River.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						However, it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.			
HBC ALL067	Meadowlands School Allocated for approximately 52 dwellings.	1	2.3km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.			
				Water environment	No				
East Hampshire District Council (EHDC)									
EHDP ALL001	Land East of Horndean Allocated for 700 new dwellings, Care Village including independent living units 2ha industrial (B2) and business use (B1) new school.	1	147m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	Yes	Whilst this scheme is within the noise and vibration Zol, it is to the north of Havant Thicket Reservoir and therefore sufficiently far from the Proposed Development construction works such that there is no potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximat e distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any likely significant cumulative effect. No significant tourism impact expected. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.			
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6)]. Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	This scheme is located within 2km of the Order Limits, adjacent to Havant Thicket Reservoir. A large part of the land that would be used for the development is located in the Lavant catchment, which has minimal interaction with the Order Limits. There is also no surface water connectivity to the Order Limits in the Lavant catchment. The remainder of the scheme is located in Hermitage Stream's catchment and there is limited surface water connectivity with the Order Limits. It is anticipated that appropriate mitigation measures will be adopted and an FRA undertaken as part of the construction of the scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
South Downs National Park (SDNP)									
SDNP ALL001	Development Brief for Land adjacent to the Parish Hall Allocated for approximately 20 dwellings.	1	1.8km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Owing to the possible temporal overlap during the construction and operational phases there is potential for cumulative effects. Both developments are hydraulically connected to the River Itchen SAC and SSSI. The available planning documents for the scheme do not assess potential impacts to the River Itchen SAC and SSSI however, the FRA states that during	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						times of prolonged heavy rainfall, groundwater "spills onto, and then travels down Hazeley road and the ditch network". This road and the ditch network is hydraulically connected to the River Itchen SAC and SSSI, located approximately 450m west of the scheme. The Proposed Development is assessed to have minor adverse residual effects (which are not significant) on designated sites (including the River Itchen SAC and SSSI) during its construction and operational phases. It is unclear what residual effects are anticipated from the scheme however, with the implementation of mitigation, including good practice pollution mitigation measures, there would be no likely significant effects from either development. No further residual effects on ecological features are considered likely from the scheme (during either construction or operational phases). Therefore, given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Unlikely to impact strategic tourism receptors, including Marwell Zoo. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						there are unlikely to be any likely significant cumulative effects.			
				Water environment	Yes	Although the development is within 2km of the Order Limits, although it is a small scale housing scheme of 20 units, and there is limited indirect surface water connectivity between the scheme and to the Proposed Development, via the River Itchen. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely	Not significant	N/A	Not significant
SDNP ALL002	Orchard Close The change of use or redevelopment of Orchard Close to residential.	3	2.1km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Unlikely to impact strategic tourism receptors, including Marwell Zoo. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.			
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
SDNP ALL003	Northfields Farm and Hazeley Enterprise Park Proposals for the extension/adaption of existing business premises or for the development of new employment uses within the site.	3	2.4km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Unlikely to impact strategic tourism receptors, including Marwell Zoo. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
SDNP ALL004	Twyford Preparatory School Proposed change of use to sports activities.	1	1.8km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant.
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Unlikely to impact strategic tourism receptors, including Marwell Zoo. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits it is a small scale development of a primary school, and there is limited indirect surface water connectivity to the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant

1.3 Emerging Development Plan Allocations

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
Winchester City Council (WCC)									
WCC EALL010	Colden Common Farm Allocated for residential development of approximately 45 dwellings	3	800m	Air quality and odour	Yes	No live planning application. Therefore, cumulative effects cannot be assessed due to lack of information.	N/A	N/A	N/A
				Archaeology and cultural heritage	Yes	No live planning application. Therefore, cumulative effects cannot be assessed due to lack of information.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	No live planning application. Therefore, cumulative effects cannot be assessed due to lack of information.	N/A	N/A	N/A
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	No live planning application. Therefore, cumulative effects cannot be assessed due to lack of information.	N/A	N/A	N/A
				Noise and vibration	No				
				Resources and waste management	Yes	No live planning application. Therefore, cumulative effects cannot be assessed due to lack of information.	N/A	N/A	N/A
				Socio-economics, tourism and health	Yes	No live planning application. Therefore, cumulative effects cannot be assessed due to lack of information.	N/A	N/A	N/A
				Traffic and transport	Yes	Not on short-list - no live planning application so development should not form part of core scenario as per TAG Unit M4.	N/A	N/A	N/A
				Water environment	Yes	No live planning application. Therefore, cumulative effects cannot be assessed due to lack of information.	N/A	N/A	N/A
WCC EALL012	Land adjoining 85 Church Lane Allocated for residential development of approximately ten dwellings	3	0m	Air quality and odour	Yes	No – assumed that this will be included in TEMPro growth factors within traffic data.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	Potential for disturbance during construction of common archaeological features and deposits close to the boundaries of the Proposed Developments resulting in increase to magnitude of effects. An agreed archaeological scheme of investigation for the Proposed Development would be in place and could address specific effects arising from cumulative disturbance. The construction and use of the proposed access route as part of the Proposed Development has the potential to increase perceptibility of construction activity and related vehicle and plant movements in the setting of the Grade II listed Keeper's Cottage (NHLE 1095822) where works are contemporaneous with the residential scheme. The addition and use of the access as part of the Proposed Development would represent a minimal change in the context of wider construction activity for the residential scheme with which it would be experienced and no cumulative effect would arise. No operational period cumulative effects are anticipated.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Terrestrial and freshwater biodiversity	Yes	The scheme application is adjacent to the construction access point on Church Lane. No potential for cumulative effects during operation as the construction access point is temporary. No cumulative effects are anticipated during the construction and operation of the Proposed Development. The scheme application is small scale so it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There is potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits during the Proposed Development's construction and operational phases. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	N/A	N/A	N/A
				Land quality and ground conditions	Yes	Should planning permission be granted there is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the allocation the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly during operation, no likely significant cumulative effects are anticipated. This scheme is a planning allocation and therefore may not be brought forward for the intended use which could have an impact on the end land use result as the allocation may, or may not, be delivered therefore there is less certainty on the cumulative effect. No likely significant cumulative effects anticipated for agriculture given the nature of impacts predicted.	Not significant	N/A	Not significant
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Noise and vibration	Yes	This scheme will introduce additional noise and vibration sensitive receptors next to the proposed temporary access from Church Lane; hence, vehicles on this access route could result in adverse effects on these receptors. Good construction practices are set out in the Outline CEMP (Document reference 7.1, DCO Volume 7) and will be carried forward into a detailed CEMP, which will be produced by the Contractor. The Outline CEMP (Document reference 7.1, DCO Volume 7) also commits that a NVMP would be prepared. This NVMP will include updated noise modelling and assessments in order to identify appropriate secondary mitigation measures to reduce construction noise effects. If the new sensitive receptors are occupied, the Contractor will adhere to mitigation measures required to avoid likely significant effects in the detailed CEMP and NVMP. The scheme is sufficiently far from any other sources of noise and vibration associated with the Proposed Development such that likely significant effects would not be anticipated to occur at the new receptors. Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is also the potential for cumulative effects. However, this scheme is not expected to require construction working outside normal weekday construction hours apart from in exceptional circumstances, and construction impacts will be controlled via measures specified in a CEMP for the scheme. Hence, construction noise and vibration effects arising from this scheme are considered unlikely to have the potential for likely significant inter-project cumulative effects.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. No expected significant impact on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Traffic and transport	Yes	No live planning application so development should not form part of core scenario as per TAG Unit M4 [1].	N/A	N/A	N/A
				Water environment	Yes	Although the scheme is adjacent to the Order Limits (access route only) it is a relatively small scale housing scheme (10 units), and there is no surface water connectivity to the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted (e.g. surface water drainage scheme) as part of the construction of the scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely. FRAs have been undertaken for the Proposed Development. Once operational, the pipeline will be subsurface, ensuring it does not impede floodwater flows or reduce floodplain storage and will remain safe and operational during flood events. Below-ground installation ensures no impact on floodwater conveyance or storage capacity, and therefore no increased flood risk. The subsurface pipeline will not obstruct flow paths or exacerbate surface water flooding. For the above-ground elements, a surface water management strategy incorporating SuDS has been developed to prevent any increase in runoff rates or volumes. As such, cumulative operational effects on water receptors are considered unlikely.	Not significant	N/A	Not significant
WCC EALL015	Mill Lane Allocated for residential development of approximately 40 dwellings	3	55m	Air quality and odour	Yes	No – assumed that this will be included in TEMPro growth factors within traffic data.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	This is a small scheme that is not hydrologically connected to internationally designated sites. No cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	Yes	Should planning permission be granted there is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the allocation, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						likely significant cumulative effects are anticipated. Similarly during operation, no likely significant cumulative effects are anticipated. This scheme is a planning allocation and therefore may not be brought forward for the intended use which could have an impact on the end land use result as the allocation may, or may not, be delivered therefore there is less certainty on the cumulative effect. No likely significant cumulative effects anticipated for agriculture given the nature of impacts predicted.			
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	If the proposed residential dwellings are occupied at the time of Proposed Development construction, this scheme could introduce additional noise and vibration sensitive receptors at a minimum of approximately 55m from temporary construction compound H-2 (see ES Figure 1.1 Location of the Proposed Development and Order Limits, Volume III (Document reference 6.3, DCO Volume 6)); hence, noise from the compound construction and operation and other pipeline construction activities could result in adverse effects on these receptors. Good construction practices are set out in the Outline CEMP (Document reference 7.1, DCO Volume 7). The Outline CEMP (Document reference 7.1, DCO Volume 7) also commits that a NVMP would be prepared. This NVMP will include updated noise modelling and assessments in order to identify appropriate secondary mitigation measures to reduce construction noise effects. If the new sensitive receptors are occupied, the Contractor will adhere to mitigation measures required to avoid likely significant effects in the detailed CEMP and NVMP. The scheme is further from compound H-2 than other existing identified sensitive receptors; hence, cumulative effects will be no worse than those identified in ES Chapter 15 Noise and vibration, Volume I (Document reference 6.1, DCO Volume 6). The scheme is sufficiently far from any other sources of noise and vibration associated with the Proposed Development such that likely significant effects would not be anticipated to occur at the new receptors. Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is also the potential for cumulative effects. However, this scheme is not expected to require construction working outside normal weekday construction hours apart from in exceptional circumstances, and construction impacts will be controlled via measures specified in a CEMP, Code of Construction Practice or similar for the scheme. Hence, construction noise and vibration effects arising from this scheme	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						are considered unlikely to have the potential for likely significant inter-project cumulative effects.			
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is expected there would be no likely significant effects on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Not on short-list - no live planning application so development should not form part of core scenario as per TAG Unit M4.	N/A	N/A	N/A
				Water environment	Yes	Although the development is within 2km of the Order Limits it is a relatively small scale housing scheme (40 units), and there is no surface water connectivity to the Proposed Development. It is anticipated that appropriate mitigation measures (e.g. surface water drainage scheme) will be adopted as part of the construction of the scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely	Not significant	N/A	Not significant
WCC EALL016 This Local Plan Allocation is also covered in the WCC PA001 planning application.	Land at Southwick Road/School Road Allocated for residential development of approximately 60 dwellings	3	160m	Air quality and odour	Yes	No – assumed that this will be included in TEMPro growth factors within traffic data.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The scheme and Proposed Development are both adjacent to purple moor grass and rush pastures Habitat of Principal Importance (HPI) and Wickham Meadow SINC. If the construction timing overlaps, there is the potential for temporary reduction in groundwater levels (dewatering) during construction which could cause habitat degradation within the designated site. However, through the implementation of management plans and given impacts are temporary, no cumulative effects are anticipated. The Proposed Development, and the scheme are both hydraulically connected to the River Meon compensatory SAC. There is potential for cumulative impacts on the same designated site during the construction phase only. This designated site is considered very important. However, it has been assessed that with the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant.			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	Yes	Should planning permission be granted there is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the allocation, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. This scheme is a planning allocation and therefore may not be brought forward for the intended use which could have an impact on the end land use result as the allocation may, or may not, be delivered therefore there is less certainty on the cumulative effect. No likely significant cumulative effects anticipated for agriculture given the nature of impacts predicted.	Not significant	N/A	Not significant
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	Once constructed and occupied, this scheme will introduce new receptors with the potential to experience noise and vibration effects from the Proposed Development. If the scheme is occupied prior to commencement of Proposed Development construction works at Section G of the Pipeline between the WRP site and Otterbourne WSW, these construction noise impacts could cause adverse effects at the new sensitive receptors. The Outline CEMP (Document reference 7.1, DCO Volume 7) also commits that a NVMP would be prepared. This NVMP will include updated noise modelling and assessments in order to identify appropriate secondary mitigation measures to reduce construction	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						noise effects. If the new sensitive receptors are occupied, the Contractor will adhere to mitigation measures required to avoid likely significant effects in the detailed CEMP and NVMP. The scheme is sufficiently far from any other sources of noise and vibration associated with the Proposed Development such that likely significant effects would not be anticipated to occur at the new receptors. Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is also the potential for cumulative effects. However, this scheme is not expected to require construction working outside normal weekday construction hours apart from in exceptional circumstances, and construction impacts will be controlled via measures specified in a CEMP for the scheme. Hence, construction noise and vibration effects arising from this scheme are considered unlikely to have the potential for likely significant inter-project cumulative effects.			
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is expected there would be no likely significant effects on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Not on short-list - no live planning application so development should not form part of core scenario as per TAG Unit M4.	N/A	N/A	N/A
				Water environment	Yes	Although the development is within 2km of the Order Limits it is a relatively small scale housing scheme (60 units). There is both surface water and groundwater connectivity to the Order Limits, but it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
WCC EALL018	Land east of Main Road	3	80m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
	Allocated for residential and open space development of approximately 55 dwellings					emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume 1 (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Both the scheme and Proposed Development are adjacent to coastal and floodplain grazing marsh. However, given the implementation of management plans as part of the Proposed Development, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	Yes	Should planning permission be granted there is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the allocation, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. This scheme is a planning allocation and therefore may not be brought forward for the intended use which could have an impact on the end land use result as the allocation may, or may not, be delivered therefore there is less certainty on the cumulative effect.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						No likely significant cumulative effects anticipated for agriculture given the nature of impacts predicted.			
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	Once constructed and occupied, this scheme will introduce new receptors with the potential to experience noise and vibration effects from the Proposed Development. If the scheme is occupied prior to commencement of Proposed Development construction works at Section M of the Pipeline between the WRP site and Otterbourne WSW, these construction noise impacts could cause adverse effects at the new sensitive receptors. The Outline CEMP (Document reference 7.1, DCO Volume 7) also commits that a NVMP would be prepared. This NVMP will include updated noise modelling and assessments in order to identify appropriate secondary mitigation measures to reduce construction noise effects. If the new sensitive receptors are occupied, the Contractor will adhere to mitigation measures required to avoid likely significant effects in the detailed CEMP and NVMP. The scheme is sufficiently far from any other sources of noise and vibration associated with the Proposed Development such that likely significant effects would not be anticipated to occur at the new receptors. Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is also the potential for cumulative effects. However, this scheme is not expected to require construction working outside normal weekday construction hours apart from in exceptional circumstances, and construction impacts will be controlled via measures specified in a CEMP for the scheme. Hence, construction noise and vibration effects arising from this scheme are considered unlikely to have the potential for likely significant inter-project cumulative effects.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a	Not significant	N/A	Not significant

Environmental Statement - Appendix 10: Cumulative Effects Assessment									
Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						scheme of this scale are likely to be relatively minor, and therefore it is expected there would be no likely significant effects on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.			
				Traffic and transport	Yes	Not on short-list - no live planning application so development should not form part of core scenario as per TAG Unit M4.	N/A	N/A	N/A
				Water environment	Yes	Although the scheme is within 2km of the Order Limits it is a relatively small scale housing scheme (55 units) and there is no surface water connectivity to the order limits. It is anticipated that appropriate mitigation measures (e.g. surface water drainage scheme) will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
Havant Borough Council (HBC)									
HBC_EALL002	Long Copse Lane Allocated for residential development of approximately 260 dwellings.	3	2.5km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Above 150 dwellings. Potential for cumulative impacts. Therefore, included within the assessment of likely significant effects. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The Proposed Development, and the scheme are both hydraulically connected to the Solent Maritime SAC, Chichester and Langstone Harbours SPA and Chichester Harbour SSSI. There is potential for cumulative impacts on the same designated sites during the construction phase. The European designated sites are considered very important. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant and no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the			

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is expected there would be no likely significant effects on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
HBC_EALL004	Helmsley House Allocated for mixed use development approximately 30 dwellings and a 78 bed care home	3	1.6km	Water environment	Yes	This development is hydrologically connected to the Proposed Development via the transitional and coastal waters. However, it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely	Not significant	N/A	Not significant
				Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Fewer than 150 dwellings. No potential for cumulative effects identified. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is expected there would be no likely significant effects on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the development is within 2km of the Order Limits it is a relatively small scale	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						housing scheme (30 units and carehome) and there is no surface water connectivity to the Order Limits. It is anticipated that appropriate mitigation measures (e.g. surface water drainage scheme) will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.			
HBC_EALL005	Southleigh Park House Allocated for residential development of approximately 61 dwellings.	1	2km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume 1 (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. As such, there is no potential for cumulative effects identified. Notwithstanding this, the scheme has been scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The relatively small housing development scheme (61 units) is 2km away from the Order Limits and is located in an area of onshore coastal catchment that drains to Chichester Harbour. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing project scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is expected there would be no likely significant effects on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The relatively small housing scheme (61 units) is 2km away from the Order Limits and is located in an area of onshore coastal catchment that drains to Chichester Harbour. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC_EALL006	Land East of Castle Avenue Allocated for residential development of approximately 184 dwellings.	1	2.2km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Scoped in following update that the planning application under determination. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is expected there would be no likely significant effects on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
HBC_EALL007	Former Oak Park School Allocated for mixed use development of approximately 21 dwellings, 100 bed care home and 60 extra care units.	3	850m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The Proposed Development, and the scheme are both hydraulically connected via the Hermitage Stream to the Solent Maritime SAC, Chichester and Langstone Harbours SPA, Langstone Harbour SSSI. There is potential for cumulative impacts on the same designated sites during the construction phase. The European designated sites are considered very important. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant and no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is expected there would be no likely significant effects on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.			
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, it is located in the Lavant catchment, which has minimal interaction with the Order Limits. There is limited surface water connectivity (to the Order Limits via Hermitage Stream and downstream transitional and coastal waters. It is anticipated that appropriate mitigation measures (e.g. surface water drainage scheme) will be adopted to manage water quality, surface and subsurface flows and flood risk and prevent cumulative effects on water receptors during construction. It is anticipated that the scheme would follow standard procedures to implement a drainage strategy to manage any runoff, and houses would be connected to a foul sewerage system. Cumulative effects on water receptors during operation are therefore considered unlikely.	Not significant	N/A	Not significant
HBC_EALL008 This allocation was also partially allocated within the HBC Local Plan. Allocation HBC ALL017	Palk Road Allocated for residential development of approximately 83 dwellings.	3	0m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the project-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The Proposed Development, and the scheme are both hydraulically connected via the Hermitage Stream to the Solent Maritime SAC, Chichester and Langstone Harbours SPA, Langstone Harbour SSSI. There is potential for cumulative impacts on the same designated sites during the construction phase. The European designated sites are considered very important. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant and no cumulative effects are anticipated.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There is potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits during the Proposed Development's construction and operation phases. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the Water environment topic.	N/A	N/A	N/A
				Land quality and ground conditions	Yes	Should planning permission be granted there is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and Proposed Development and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the allocation, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. This scheme is a planning allocation and therefore may not be brought forward for the intended use which could have an impact on the end land use result as the allocation may, or may not, be delivered therefore there is less certainty on the cumulative effect. No likely significant cumulative effects anticipated for agriculture given the nature of impacts predicted.	Not significant	N/A	Not significant
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects	Not significant	N/A	Not significant
				Noise and vibration	Yes	Once constructed and occupied, this scheme will introduce new receptors with the potential to experience noise and vibration effects from the Proposed Development. If the scheme is occupied prior to commencement of Proposed Development construction works at Bedhampton Springs, these construction noise and vibration impacts could cause adverse effects at the new sensitive receptors. Good construction practices are set out in the Outline CEMP (Document reference 7.1, DCO Volume 7) and will be	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						carried forward into a detailed CEMP, which will be produced by the Contractor. The Outline CEMP (Document reference 7.1, DCO Volume 7) also commits that a NVMP would be prepared. This NVMP will include updated noise modelling and assessments in order to identify appropriate secondary mitigation measures to reduce construction noise effects. If the new sensitive receptors are occupied, the Contractor will adhere to mitigation measures required to avoid likely significant effects in the detailed CEMP and NVMP. The scheme is sufficiently far from any other sources of noise and vibration associated with the Proposed Development such that likely significant effects would not be anticipated to occur at the new receptors. Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is also the potential for cumulative effects. However, this scheme is not expected to require construction working outside normal weekday construction hours apart from in exceptional circumstances, and construction impacts will be controlled via measures specified in a CEMP for the scheme. Hence, construction noise and vibration effects arising from this scheme are considered unlikely to have the potential for significant inter-project cumulative effects.			
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is expected there would be no likely significant effects on tourism. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						within the study area that there are unlikely to be any significant cumulative effects.			
				Water environment	Yes	Although the development is within 2km of the Order Limits, the closest component of the Proposed Development is the Pipeline between the WRP site and Bedhampton Springs, which connect to pipelines being delivered by Portsmouth Water between Bedhampton Springs and Havant Thicket Reservoir. These would be installed using a trenchless technique. There is also limited surface water connectivity via Hermitage Stream and downstream transitional and coastal waters. It is anticipated that appropriate mitigation measures (e.g. surface water drainage scheme) will be adopted to manage water quality, surface and subsurface flows and flood risk and prevent cumulative effects on water receptors during construction. It is anticipated that the development would follow standard procedures to implement a drainage strategy to manage any runoff, and houses would be connected to a foul sewerage system. Cumulative effects on water receptors during operation are therefore considered unlikely.	Not significant	N/A	Not significant
HBC_EALL0010	Land south of Lower Road (Phase 2) Allocated for residential development of approximately 43 dwellings.	1	0m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume 1 (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the project-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The Planning Statement and Ecology Assessment has confirmed that after mitigation the scheme "...will not have an adverse impact on ecological features recorded by the assessment". Therefore, given there are no residual likely significant effects, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.	N/A	N/A	N/A

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Climate change resilience assessment - There is potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits during the Proposed Development's construction and operation phases. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the Water environment topic.			
				Land quality and ground conditions	Yes	Should planning permission be granted there is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and Proposed Development and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the allocation, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. This scheme is a planning allocation and therefore may not be brought forward for the intended use which could have an impact on the end land use result as the allocation may, or may not, be delivered therefore there is less certainty on the cumulative effect. No likely significant cumulative effects anticipated for agriculture given the nature of impacts predicted.	Not significant	N/A	Not significant
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	Once constructed and occupied, this scheme will introduce new receptors with the potential to experience noise and vibration effects from the Proposed Development. Due to its proximity to the WRP site, this scheme has been included in the future baseline of the noise and vibration assessment reported in Chapter 15 of the ES as receptor ID FR1. Residual effects on this receptor are not significant. The construction of the scheme could cause cumulative effects at receptors that are shared with the Proposed Development. However, noise and vibration effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant inter-project cumulative effects.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the development is within 2km of the Order Limits it is a relatively small scale housing scheme (43 units). There is surface water connectivity between the two projects where they overlap (although the only overlap is where the Project is below-ground at a trenchless section). However, it is anticipated that appropriate mitigation measures (e.g. surface water drainage scheme) will be adopted to manage water quality, surface and subsurface flows and flood risk and prevent cumulative effects on water receptors during construction. FRAs have been undertaken for the Proposed Development. Once operational, the pipeline will be subsurface, ensuring it does not impede floodwater flows or reduce floodplain storage and will remain safe and operational during flood events. Below-ground installation ensures no impact on floodwater conveyance or storage capacity, and therefore no increased flood risk. The subsurface pipeline will not obstruct flow paths or exacerbate surface water flooding. For the above-ground elements, a surface water management strategy incorporating SuDS has been developed to prevent any increase in runoff rates or volumes. The scheme is approximately 32m away from a section of above-ground pipeline and there is no surface water connectivity and therefore no pathway for effect. It is anticipated that the development would follow standard procedures to implement a drainage strategy to manage any runoff, and houses would be connected to a foul sewerage system.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Cumulative effects on water receptors during operation are therefore considered unlikely.			
HBC_EALL0011 This allocation was also partially allocated within the HBC Local Plan. Allocation HBC ALL018	Kingscroft Farm Allocated for residential development of approximately 120 dwellings.	3	40m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume 1 (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	Area is well screened by trees and planting in views from the Old Bedhampton Conservation Area. Retention of water meadows creates a clear separation between this scheme and the Proposed Development. The Proposed Development would also relate clearly to existing industrial use at Bedhampton Springs. No cumulative effect would arise during construction or operation.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	This scheme application is approximately 25m from the Hermitage Stream which is hydrologically connected to Chichester and Langstone Harbour SPA, Ramsar and SSSI and Solent Maritime SAC. During construction phase there is potential for cumulative effects of dust and airborne or waterborne pollution on designated sites if construction periods overlap but this is not significant given the small size of the development. It has been assessed that with the implementation of environmental management plans; the Proposed Development would have a negligible impact on the designated site resulting in a minor effect which is not significant. There are no operational cumulative effects.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	Yes	Should planning permission be granted there is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						scheme and Proposed Development and therefore limit the potential for cumulative effects to occur.			
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the allocation, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. This scheme is a planning allocation and therefore may not be brought forward for the intended use which could have an impact on the end land use result as the allocation may, or may not, be delivered therefore there is less certainty on the cumulative effect. No likely significant cumulative effects anticipated for agriculture given the nature of impacts predicted.	Not significant	N/A	Not significant
				Landscape and visual	Yes	The scheme lies within LLCA08: Bedhampton, which coincides with part of the Proposed Development, including approximately 250m of overground pipeline along the Hermitage Stream. The closest viewpoint is VP009 located on the Wayfarer's Walk. There is potential for adverse cumulative landscape and visual effects in construction should the programmes overlap. However, the magnitude of impact within landscape receptor LLCA08: Bedhampton would be limited by the existing built form and these effects are not therefore likely to be significant. There would be new built form along the Hermitage Stream and while there may be cumulative landscape and visual effects at operation, these would be attributable to the residential scheme. Given the limited effect of the Proposed Development (a short section of above-ground pipeline), it would not contribute to any significant cumulative effect.	Not significant	N/A	Not significant
				Noise and vibration	Yes	Once constructed and occupied, this scheme will introduce new receptors with the potential to experience noise and vibration effects from the Proposed Development. If the scheme is occupied prior to commencement of Proposed Development construction works at Bedhampton Springs, these construction noise and vibration impacts could cause adverse effects at the new sensitive receptors. Good construction practices are set out in the Outline CEMP (Document reference 7.1, DCO Volume 7). The Outline CEMP (Document reference 7.1, DCO Volume 7) also commits that a NVMP would be prepared. This NVMP will include updated noise modelling and assessments in order to identify appropriate secondary mitigation measures to reduce construction noise effects. If the new sensitive receptors are occupied, the Contractor will adhere to mitigation measures required to avoid likely	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						significant effects in the detailed CEMP and NVMP. The scheme is sufficiently far from any other sources of noise and vibration associated with the Proposed Development such that likely significant effects would not be anticipated to occur at the new receptors. Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is also the potential for cumulative effects. However, this scheme is not expected to require construction working outside normal weekday construction hours apart from in exceptional circumstances, and construction impacts will be controlled via measures specified in a CEMP for the scheme. Hence, construction noise and vibration effects arising from this scheme are considered unlikely to have the potential for likely significant inter-project cumulative effects.			
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the development is within 2km of the Order Limits it is a relatively small scale housing scheme (120 units). There is limited surface water connectivity between the scheme and the Proposed Development where they overlap (via Hermitage Stream). However, it is anticipated that appropriate mitigation measures (e.g. surface water drainage scheme) will be adopted to manage water quality, surface and subsurface flows and	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						flood risk and prevent cumulative effects on water receptors during construction. It is anticipated that the development would follow standard procedures to implement a drainage strategy to manage any runoff, and houses would be connected to a foul sewerage system. Cumulative effects on water receptors during operation are therefore considered unlikely.			
HBC_EALL0013 This allocation was also partially allocated within the HBC Local Plan. Allocation HBC ALL039	Cabbagefield Row Allocated for residential development of approximately 150 dwellings.	3	0m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume 1 (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There is potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits during the Proposed Development's construction and operation phases. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the Water environment topic.	N/A	N/A	N/A
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	No common receptor identified. This scheme is adjacent to the Order Limits at Havant Thicket Reservoir. No cumulative effects anticipated as no construction works will be taking place within this section of the Proposed Development. No operational cumulative effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	Whilst this scheme is within the noise and vibration ZOI, it is adjacent to Havant Thicket Reservoir and therefore sufficiently far from the Proposed Development construction works such that there is no potential for cumulative effects to occur.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	No				
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the development is within 2km of the Order Limits it is a relatively small scale housing scheme (150 units). There is surface water connectivity between the scheme and the Proposed Development where they overlap. However, it is anticipated that appropriate mitigation measures (e.g. surface water drainage scheme) will be adopted to manage water quality, surface and subsurface flows and flood risk and prevent cumulative effects on water receptors during construction. It is anticipated that the development would follow standard procedures to implement a drainage strategy to manage any runoff, and houses would be connected to a foul sewerage system. Cumulative effects on water receptors during operation are therefore considered unlikely.	Not significant	N/A	Not significant
HBC_EALL0015	Land West of Hulbert Road Allocated for residential development of approximately 100 dwellings.	3	1.5km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The Proposed Development, and the scheme are both hydraulically connected to Solent Maritime SAC, Chichester and Langstone Harbours SPA and Ramsar and Langstone Harbour SSSI. There is potential for cumulative impacts on the same designated site if the construction phases were to overlap. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated site resulting in a minor effect which is not significant.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The scheme is located within LLCA16 A3(M) corridor. No part of the Proposed Development is located within this LLCA and there are no common visual receptors. Dense vegetation within Neville's Park surrounding the scheme, vegetation along the M3, and built form within Bedhampton would prevent intervisibility or perceptual awareness between the scheme and the Proposed Development during both construction and operation. As a result, no cumulative landscape or visual effects are anticipated.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant

Hampshire Water Transfer and Water Recycling Project
Environmental Statement – Appendix 20.2 Cumulative Effects Assessment

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the development is within 2km of the Order Limits it is a relatively small scale housing scheme (100 units). There is surface water connectivity between the scheme and the Proposed Development. However, it is anticipated that appropriate mitigation (e.g. surface water drainage scheme) measures will be adopted to manage water quality, surface and subsurface flows and flood risk and prevent cumulative effects on water receptors during construction. It is anticipated that the development would follow standard procedures to implement a drainage strategy to manage any runoff, and houses would be connected to a foul sewerage system. Cumulative effects on water receptors during operation are therefore considered unlikely.	Not significant	N/A	Not significant
HBC_EALL0016 This allocation was also partially allocated within the HBC Local Plan. Allocation HBC ALL048	Dunsbury Way Allocated for approximately 70 extra care units.	3	80m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The Proposed Development, and the scheme are both hydraulically connected to Solent Maritime SAC, Chichester and Langstone Harbours SPA and Ramsar and Langstone Harbour SSSI. There is potential for cumulative impacts on the same designated site if the construction phases were to overlap. However, the development application is very small and it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated site resulting in a minor effect which is not significant.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and			

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development, and built form within Bedhampton would prevent intervisibility or perceptual awareness between the two. Cumulative landscape and visual effects are therefore unlikely.	Not significant	N/A	Not significant
				Noise and vibration	Yes	This scheme is over 500m from any sources of airborne noise associated with the Proposed Development; hence, cumulative airborne noise impacts are not anticipated. The scheme is over 100m from the Proposed Development; hence, cumulative ground-borne noise and vibration impacts are also not anticipated. Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the development is within 2km of the Order Limits, it is a relatively small scale housing scheme (70 units). There is surface water connectivity between the scheme and the Proposed Development, but the closest component of the Proposed Development is the Pipelines between the WRP site and Bedhampton Springs. It is	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						anticipated that appropriate mitigation measures (e.g. surface water drainage scheme) will be adopted to manage water quality, surface and subsurface flows and flood risk and prevent cumulative effects on water receptors during construction. It is anticipated that the development would follow standard procedures to implement a drainage strategy to manage any runoff, and houses would be connected to a foul sewerage system. Cumulative effects on water receptors during operation are therefore considered unlikely.			
HBC_EALL0017 This allocation was also partially allocated within the HBC Local Plan. Allocation HBC ALL017	Former Dairy Crest Depot, Dunsbury Way Allocated for residential development of approximately 73 dwellings.	1	10m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The Planning Statement has confirmed that the scheme "...will not impact upon any ecologically valuable or legally protected or notable species given the nature of the site". However, both developments are hydraulically connected to the Hermitage Stream and therefore have connectivity to the Solent Maritime SAC, Chichester and Langstone Harbours SPA and Ramsar and Langstone Harbours SSSI. Assuming the scheme implements good practice pollution prevention into the design and mitigation no likely significant residual effects are anticipated from either development. Therefore, given it is assumed that there are no residual likely significant effects, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development,	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						and built form within Bedhampton would prevent intervisibility or perceptual awareness between the two. Cumulative landscape and visual effects are therefore unlikely.			
				Noise and vibration	Yes	This scheme is over 500m from any sources of airborne noise associated with the Proposed Development; hence, cumulative airborne noise impacts are not anticipated. The scheme is over 100m from the Proposed Development; hence, cumulative ground-borne noise and vibration impacts are also not anticipated. Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Not on short-list – no live planning application so development should not form part of core scenario as per TAG Unit M4.	N/A	N/A	N/A
				Water environment	Yes	Although the development is within 2km of the Order Limits it is a relatively small scale housing scheme (73 units). There is limited hydrological connectivity between the scheme and the Proposed Development, and the closest component of the Proposed Development is the Pipeline between the WRP site and Bedhampton Springs. It is anticipated that appropriate mitigation measures will be adopted to manage water quality, surface and subsurface flows and flood risk and prevent cumulative effects on water receptors during construction. It is anticipated that the development would follow standard procedures to implement a drainage strategy to manage any runoff, and houses would be connected to a foul sewerage system. Cumulative effects on water receptors during operation are therefore considered unlikely.	Not significant	N/A	Not significant
HBC_EALL0020	Land at Cowplain School Allocated for mixed use development of approximately six dwellings and a 64 bed care home	3	1.95km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.			
				Water environment	Yes	Although the development is within 2km of the Order Limits, the closest point of surface water hydrological connectivity is almost 5km away. It is anticipated that appropriate mitigation measures will be adopted to manage water quality, surface and subsurface flows and flood risk and prevent cumulative effects on water receptors during construction. It is anticipated that the development would follow standard procedures to implement a drainage strategy to manage any runoff, and houses would be connected to a foul sewerage system. Cumulative effects on water receptors during operation are therefore considered unlikely.	Not significant	N/A	Not significant
HBC_EALL0021	Blue Star Allocated for residential development of approximately 69 dwellings.	3	2.6km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume 1 (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development. No common receptors and therefore no potential cumulative effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
HBC_EALL0022 This allocation was also fully allocated within the HBC Local Plan. Allocation HBC ALL058	Goodwillies Timber Yard Allocated for residential development of approximately 96 dwellings.	3	2km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development, and built form within Purbrook and Waterloo ville would prevent intervisibility or perceptual awareness between the two. Cumulative landscape and visual effects are therefore unlikely.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The development is 2km away from the Order Limits, and there is no surface water connectivity. In addition, it is anticipated that appropriate mitigation measures (e.g. surface water drainage scheme) will be adopted to manage water quality, surface and subsurface flows and flood risk and prevent cumulative effects on water receptors during construction. It is anticipated that the development would follow standard procedures to implement a drainage strategy to manage any runoff, and houses would be connected to a foul sewerage system. Cumulative effects on water receptors during operation are therefore considered unlikely.	Not significant	N/A	Not significant
HBC_EALL0024	South Downs College Car Park Allocated for residential development of approximately 91 dwellings.	3	870m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume 1 (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The Proposed Development, and the scheme have the potential to negatively impact Chichester and Langstone Harbour SPA. This is due to their proximity to the location of functionally linked land (SWBGS sites) within the boundary of the scheme and proposed development. A specific mitigation and compensation strategy for the impacts to SWBGS sites has been developed for the Proposed Development resulting in no residual adverse effects. It can be assumed that the application will also require a SWBGS mitigation strategy prior to commencement, if any impacts to SWBGS sites are anticipated, to ensure no residual adverse effects. It has been assessed that with the implementation of environmental management plans; the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The scheme is located within LLCA16 A3(M) corridor. No part of the Proposed Development is located within this LLCA and there are no common visual receptors. With fewer than 100 dwellings, this is considered a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the development is within 2km of the Order Limits, the closest point of surface water hydrological connectivity is almost 5km away. It is anticipated that appropriate mitigation measures will be adopted to manage water quality, surface and subsurface flows and flood risk and prevent cumulative effects on water receptors during construction. It is anticipated that the development would follow standard procedures to implement a drainage strategy to manage any runoff, and houses would be connected to a foul sewerage system. Cumulative effects on water receptors during operation are therefore considered unlikely.	Not significant	N/A	Not significant
HBC_EALL0025	Campdown Allocated for residential development of approximately 628 dwellings.	3	350m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The scheme footprint is within SWBGS sites - primary and secondary support	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						areas associated with Chichester and Langstone Harbours SPA. This will result in less functionally linked land available outside of the designated site for Brent geese during the construction of the Proposed Development. A specific mitigation and compensation strategy for the impacts to SWBGS sites has been developed for the Proposed Development resulting in no residual adverse effects. It can be assumed that the application will also require a SWBGS mitigation strategy prior to commencement, if any impacts to SWBGS sites are anticipated, to ensure no residual adverse effects. The Proposed Development, and the scheme are both hydraulically connected to the Hermitage Stream which connects to the Solent Maritime SAC, Chichester and Langstone Harbours SPA/Ramsar and Langstone Harbour SSSI. There is potential for cumulative impacts on the same designated sites during the construction phase. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant.			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	Yes	Should planning permission be granted there is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the allocation, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. This scheme is a planning allocation and therefore may not be brought forward for the intended use which could have an impact on the end land use result as the allocation may, or may not, be delivered therefore there is less certainty on the cumulative effect.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						No likely significant cumulative effects anticipated for agriculture given the nature of impacts predicted.			
				Landscape and visual	Yes	This scheme lies within two LLCAs; LLCA 16: A3(M) corridor and LLCA 15: Portsdown Hill ridge. The Order Limits are located 450m to the south of the scheme at its closest point, comprising the trenchless section of the Pipeline between the WRP and BPT/IPS-E. The WRP would be located approx. 1.1km to the south-east across the M3, and BPT/IPS-E would be located over 2km west of the cumulative scheme. There would be very limited intervisibility during operation. The closest viewpoint (VP108) is located 300 to the south of the scheme, on the B2177 Road, looking away from the scheme. However, due to the intermittent vegetation along the road and the nature of the sloped landscape falling to the south, views are directed along the road or southward away. This means intervisibility with this scheme to the north is limited and any cumulative effects are minimal. Construction: There is potential for adverse cumulative landscape effects if construction if programmes overlap due to the proximity of the developments there would be elevated perception of construction activity. However, given the elevation difference and intervening vegetation lined road separating the proposals, any combined effect would be limited and would not exceed the effects of the Proposed Development alone. Operation: During operation, there would be very limited intervisibility between the scheme and the Proposed Development, and no cumulative significant landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	This scheme is over 600m from any Proposed Development construction or operational activities with the potential to cause direct airborne noise impacts;; hence, cumulative airborne noise impacts are not anticipated. The closest element of the Proposed Development to the scheme is Section D of the Pipeline between the WRP site and Otterbourne WSW, which will be in a tunnel for this section of the pipeline route and therefore only has the potential to cause ground-borne noise and vibration impacts. The scheme is over 100m from the Proposed Development; hence, cumulative ground-borne noise and vibration impacts are also not anticipated. Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects. The installation of traffic signals at the Crookhorn Lane/B2177 Portsdown Hill Road/Gillman Road junction proposed as part of the Campdown development could result in a significant effect with regards to driver delay, unless these works were restricted to overnight and weekend (which has not been specified). The minor increase in traffic associated with the proposed development would not however impact the significance of effect associated with these construction works. As detailed in the Traffic Management Strategy (Document reference 7.3, DCO Volume 7), any works in the highway associated with the Proposed Development would be coordinated with the Campdown off-site highway works, where practicable. As such, there are no new likely significant effects anticipated.	Not significant	N/A	Not significant
				Water environment	Yes	Although the development is within 2km of the Order Limits, there is limited surface water connectivity via Hermitage Stream. The closest component of the Proposed Development that is hydrologically	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						connected is the Pipelines between the WRP site and Bedhampton Springs, which would be installed using a trenchless technique. In addition, it is anticipated that appropriate mitigation measures will be adopted to manage water quality, surface and subsurface flows and flood risk and prevent cumulative effects on water receptors during construction. FRAs have been undertaken for the Proposed Development. Once operational, the pipeline will be subsurface, ensuring it does not impede floodwater flows or reduce floodplain storage and will remain safe and operational during flood events. Below-ground installation ensures no impact on floodwater conveyance or storage capacity, and therefore no increased flood risk. The subsurface pipeline will not obstruct flow paths or exacerbate surface water flooding. For the above-ground elements, a surface water management strategy incorporating SuDS has been developed to prevent any increase in runoff rates or volumes. As such, cumulative operational effects on water receptors are considered unlikely. The scheme is approximately 1.1km away (upstream) from a section of above-ground pipeline. There is limited surface water connectivity and it is anticipated that appropriate drainage mitigation measures will be adopted to manage surface and subsurface flows and flood risk and prevent cumulative effects on water receptors during construction or operation.			
HBC_EALL0026	Waterloo Park Allocated for employment approximately 12,000 sqm.	3	2.6km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance,			

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	No common receptor identified.	N/A	N/A	N/A
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
HBC_EALL0027	Dunsbury Park strategic site	3	185m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
This allocation has been partially captured by the development application HBC PC003	Allocated for employment approximately 42,600 sqm. Phase 1 - 17,100 sqm (in addition to 26,100 sqm already built out) Phase 2 - 11,550 sqm Phase 3 - 13,950 sqm					emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume 1 (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	This development application is currently under development and is likely to be completed before commencement of construction of the Proposed Development. However, if construction periods overlap, the Proposed Development, and the scheme are both hydraulically connected to the Hermitage Stream which connects to the Solent Maritime SAC, Chichester and Langstone Harbours SPA/Ramsar and Langstone Harbour SSSI. There is potential for cumulative impacts on the same designated sites during the construction phase. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The cumulative scheme is located within LLCA16: A3(M) Corridor. No part of the Proposed Development lies within this LLCA, and there are no common visual receptors. Dense vegetation within Neville's Park surrounding the scheme, vegetation along the M3, and built form within Bedhampton would prevent intervisibility or perceptual awareness between the scheme and the Proposed Development during both construction and operation. As a result, no cumulative landscape or visual effects are anticipated.	Not significant	N/A	Not significant
				Noise and vibration	Yes	Whilst this scheme is within the noise and vibration Zol, it is to the west of Havant Thicket Reservoir and sufficiently far from the Proposed Development construction	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						works such that there is no potential for cumulative effects to occur.			
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any likely significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The scheme is within 2km of the Order Limits and there is surface water connectivity via Hermitage Stream. It is anticipated that appropriate mitigation measures (e.g. surface water drainage scheme) will be adopted to manage water quality, surface and subsurface flows and flood risk and prevent cumulative effects on water receptors during construction. FRAs have been undertaken for the Proposed Development. Once operational,	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						the pipeline will be subsurface, ensuring it does not impede floodwater flows or reduce floodplain storage and will remain safe and operational during flood events. Below-ground installation ensures no impact on floodwater conveyance or storage capacity, and therefore no increased flood risk. The subsurface pipeline will not obstruct flow paths or exacerbate surface water flooding. For the above-ground elements, a surface water management strategy incorporating SuDS has been developed to prevent any increase in runoff rates or volumes. It is also anticipated that the scheme would follow standard procedures to implement a drainage strategy to manage any runoff, and employment units would be connected to a foul sewerage system. The scheme is approximately 2.4km away from a section of above-ground pipeline and there is some limited surface water connectivity. Standard drainage procedure mitigation measures would mean that cumulative construction or operational effects on water receptors are considered unlikely.			
HBC_EALL0028	Former Colt Site Allocated for employment approximately 2,860 sqm	Baseline	1km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume 1 (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a scheme of a different type and scale to the Proposed Development, and built form within Bedhampton would prevent intervisibility or perceptual awareness between the two. Cumulative	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						landscape and visual effects are therefore unlikely.			
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any likely significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	No potential cumulative effects identified. Employment development appears to be built out. Additional operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, there is limited surface water connectivity. The closest component of the Proposed Development that is hydrologically connected is the Pipelines between the WRP site and Bedhampton	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Springs. It is anticipated that appropriate mitigation measures (e.g. surface water drainage scheme) will be adopted to manage water quality, surface and subsurface flows and flood risk and prevent cumulative effects on water receptors during construction. It is anticipated that the scheme would follow standard procedures to implement a drainage strategy to manage any runoff, and houses would be connected to a foul sewerage system. Cumulative effects on water receptors during operation are therefore considered unlikely.			
HBC_EALL0029	Gas Holder Site, Downley Road, New Lane Allocated for employment approximately 3,760 sqm	3	1.4km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a scheme of a different type and scale to the Proposed Development, and built form within Bedhampton would prevent intervisibility or perceptual awareness between the two. Cumulative landscape and visual effects are therefore unlikely.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any likely significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the development is within 2km of the Order Limits, there is limited surface water connectivity. The closest component of the Proposed Development that is hydrologically connected is the Pipelines between the WRP site and Bedhampton Springs. It is anticipated that appropriate mitigation measures (e.g. surface water drainage scheme) will be adopted to manage water quality, surface and subsurface flows and flood risk and prevent cumulative effects on water receptors during construction. It is anticipated that the development would follow standard procedures to implement a drainage strategy to manage any runoff, and employment units would be connected to a foul sewerage system. Cumulative effects on water receptors during operation are therefore considered unlikely.	Not significant	N/A	Not significant
HBC_EALL0030	Langstone Park	3	125m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
	Allocated for employment approximately 49,000 sqm					emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume 1 (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Greater than 0.5 hectare criterion. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Hydrological connectivity from this site to Langstone Harbour SSSI, Chichester and Langstone Harbours SPA and Ramsar and Solent Maritime SAC. The scheme is currently under construction and expected to take ten years, therefore the construction period may overlap with the Proposed Development. With the implementation of environmental management plans no cumulative construction impacts are anticipated. Operational effects of Proposed Development on the European sites and SSSI are anticipated to be minimal and mitigation is in place. Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	Yes	There is the potential for there to be a temporal overlap between the construction phases of the scheme and the Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction periods overlapping. However, due to the nature and scale of the allocation, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						This scheme is a planning allocation and therefore may not be brought forward for the intended use which could have an impact on the end land use result as the allocation may, or may not, be delivered therefore there is less certainty on the cumulative effect. No likely significant cumulative effects anticipated for agriculture given the nature of impacts predicted.			
				Landscape and visual	Yes	The scheme relates to land use within an existing built environment. No common receptors.	Not significant	N/A	Not significant
				Noise and vibration	Yes	Once constructed and occupied, this scheme will introduce new commercial receptors with the potential to experience noise and vibration effects from the Proposed Development. These receptors will be of medium or low sensitivity and further away from Proposed Development sources of noise and vibration than existing High or Medium sensitivity receptors; hence, adverse noise and vibration effects from the Proposed Development are not expected to cause likely significant effects on receptors introduced by the scheme. The scheme is to the east of Bedhampton Springs and its closest receptors are further than 500m from the Proposed Development. Noise and vibration effects from construction and operation of the scheme will be controlled to avoid likely significant adverse effects on its closest receptors, which are approximately 20m away on Langbrook Close. The closest shared receptors with the Proposed Development are the residential dwellings on Abrams Way to the east of temporary construction compound B1-3 (see ES Figure 1.1 Location of the Proposed Development and Order Limits, Volume III (Document reference 6.3, DCO Volume 6)). These receptors are over 300m from the scheme; hence, noise and vibration from the scheme does not have the potential to cause likely significant intra-project cumulative effects.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any likely significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.			
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The scheme is currently under construction and expected to take ten years, therefore the construction period may overlap with the Proposed Development. It is anticipated that appropriate mitigation measures will be adopted to manage water quality, surface and subsurface flows and flood risk and prevent cumulative effects on water receptors during construction. It is anticipated that the scheme would follow standard procedures to implement a drainage strategy to manage any runoff, and commercial units would be connected to a foul sewerage system. Cumulative effects on water receptors during operation are therefore considered unlikely.	Not significant	N/A	Not significant
Portsmouth City Council (PCC)									
PCC_EALL002	Tipner West & Horsea Island East Allocated for mixed use development of marine hub (up to 58,000sqm), new community with between 814 and 1,250 residential dwellings, bridge between Tipner West and Horsea Island East, Flood defences, shops, local community	3	2.8km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Included within the shortlist and covered by TEMPro growth factors rather than inclusion of specific road traffic flows. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small	N/A	N/A	N/A

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						number of additional vehicles attributed to operational traffic from the project-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The scheme is adjacent to or within SWBGS sites including core area and primary support site associated with Portsmouth Harbour SPA. The Proposed Development is also anticipated to have impacts on SWBGS sites associated with this SPA. A specific mitigation and compensation strategy for the impacts to SWBGS sites has been developed for the Proposed Development resulting in no residual adverse effects. It can be assumed that the application will also require a SWBGS mitigation strategy prior to commencement, if any impacts to SWBGS sites are anticipated, to ensure no residual adverse effects. Development is within Portsmouth harbour SSSI, SPA and Ramsar, Solent and Dorset Coast SPA. The Proposed Development has hydrological connections to these sites. Potential for cumulative effects on designated sites as construction periods are anticipated to overlap, but this is not significant as it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated site resulting in a minor effect which is not significant.	Not significant	N/A	Not significant
				Marine biodiversity	Yes	There is potential for cumulative impacts on the same designated sites during the construction phase. These designated sites are considered very important. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant. There is no residual effect from the Proposed Development, therefore, no cumulative effect is anticipated.	Not significant	N/A	Not significant
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. Whilst this allocation permits a significant area of development, this is likely to come forward over a long period of time with a relatively modest area completed each year. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any likely significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Water environment	Yes	This scheme is hydrologically connected to the Proposed Development via the transitional and coastal waters. However, it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely	Not significant	N/A	Not significant
PCC_EALL003 This allocation has been partially captured by the	Tipner East Allocated for new community up to 1,056 residential dwellings, new multi-modal transport hub, a number	3	2.88km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
development application PCC PC004	of ancillary commercial and community uses transport hub, flood defences.					been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume 1 (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. The scheme is covered by TEMPro growth factors rather than inclusion of specific road traffic flows. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The Proposed Development, and the scheme have the potential to negatively impact Portsmouth Harbour SPA and Ramsar and Solent and Dorset Coast SPA. This is due to their proximity to the designated sites, or the location of functionally linked land (SWBGS sites) within the boundary of the scheme and Proposed Development. There is potential for cumulative impacts on the same designated site during the construction phase. This designated site is considered very important. A specific mitigation and compensation strategy for the impacts to SWBGS sites has been developed for the Proposed Development resulting in no residual adverse effects. It can be assumed that the scheme will also require a SWBGS mitigation strategy prior to commencement, if any impacts to SWBGS sites are anticipated, to ensure no residual adverse effects. It has been assessed that with the implementation of environmental management plans; the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant.	Not significant	N/A	Not significant
				Marine biodiversity	Yes	There is potential for cumulative impacts on the same designated sites during the construction phase. These designated sites are considered very important. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant. There is no residual effect from the Proposed Development, therefore, no cumulative effect is anticipated.	Not significant	N/A	Not significant
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. Whilst this allocation permits a significant area of development, this is likely to come forward over a long period of time with a relatively modest area completed each year. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any likely significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Water environment	No				

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
PCC_EALL008	Land West of Portsdown Technology Park Allocated for approximately 12,500sqm Research & Development class E(g)(ii) and/or manufacturing (class B2).	1	505m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Greater than 0.5 hectare criterion. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	The scheme would be considered as part of the existing research and development establishment, with key thematic links to military use of Portsdown Hill and would not interact with the Proposed Development.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and the scheme. There is no terrestrial and freshwater biodiversity information available for the scheme on the Portsmouth City Council planning portal. The scheme is located adjacent to Portsdown SSSI, but it not within our Zol for Nationally designated sites. Neither the scheme nor the Proposed Development will be impacting the chalk grassland at Portsdown SSSI so no cumulative effects anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The cumulative scheme is located within LLCA15: Portsdown Hill ridge, which coincides with the Proposed Development's BPT/IPS-E. The closest viewpoint (VP031) is located 900m to the east, and looking away from the scheme, therefore there are no common visual receptors. Although this is a small scheme of a different type and scale to the Proposed Development, during operation both the Scheme and the BPT/IPS-E would remain within this LLCA. Construction: Slight increase of construction activity within LLCA15, for which moderate adverse (significant)	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						effects have already been identified in the LVIA. Operation: There would be very limited visibility between the scheme and the BPT/IPS E during operation. No cumulative landscape or visual effects are anticipated.			
				Noise and vibration	Yes	Although this scheme is within the ZoI, it is outside the noise and vibration study area for the Proposed Development; hence the scheme will not result in likely significant effects on these receptors. The construction and operation of the scheme could cause cumulative effects at receptors that are shared with the Proposed Development. However, the closest shared receptor with the Proposed Development is R24, at approximately 500m from the scheme. At this distance, it is considered that there is no potential for significant inter-project cumulative effects.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any likely significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6).			
				Water environment	Yes	Although the development is within 2km of the Order Limits, there is no surface water connectivity. It is anticipated that appropriate mitigation measures (e.g. surface water drainage scheme) will be adopted as part of the construction of the scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
PCC_EALL012	The News Centre, Hilsea Allocated for a purpose built all-electric bus depot, 100 homes, community uses.	1	2.2km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Included within the shortlist and covered by TEMPro growth factors rather than inclusion of specific road traffic flows. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The scheme is located within LLCA 14: Portsmouth. There are no parts of the Order Limits within this LLCA, and there are no common visual receptors. The Proposed Development is located 2.2km to the North at it's closest point, within the adjacent LLCA15: Portsdown Hill ridge. Built form within Cosham and Wymering, along with the Portsdown Hill ridge to the north, would prevent intervisibility between the scheme and the Proposed Development during both construction and operation. As a result, no cumulative landscape or visual effects are anticipated.	Not significant	N/A	Not significant
				Noise and vibration	No				

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significan ce of effect	Additional mitigation	Residual effect
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any likely significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Water environment	No				
East Hampshire District Council (EHDC)									
EHDC_EALL004	Land at Deerleap (north) Allocated for approximately five dwellings	3	840m	Air quality and odour	Yes	Scoped out by Traffic and transport. The scheme is greater than 250m from the Order Limits of the Proposed Development. Therefore, it is beyond the distance at which construction activities are likely to impact upon air quality.	N/A	N/A	N/A
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Scoped out, however any operational traffic would be reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Water environment	Yes	Although the very small scale housing scheme (5 units) is within 2km of the Order Limits, it is located in the Lavant catchment, which has minimal interaction with the Order Limits. There is also no surface water connectivity to the Order Limits. It is anticipated that appropriate mitigation measures (e.g. surface water drainage scheme) will be adopted as part of the construction of the housing project and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
EHDC_EALL005	Land at Deerleap (south) Allocated for approximately eight dwellings.	3	800m	Air quality and odour	Yes	Scoped out by traffic and transport. The scheme is greater than 250m from the Order Limits of the Proposed Development. Therefore, it is beyond the distance at	N/A	N/A	N/A

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						which construction activities are likely to impact upon air quality.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Scoped out, however any operational traffic would be reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Water environment	Yes	Although the very small scale housing scheme is within 2km of the Order Limits it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing project and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
EHDC_EALL006	Land at Oaklands House Allocated for approximately 51 dwellings.	1	350m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Covered under TEMPro growth factors. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and scheme. The scheme and the Proposed development are assessed, in the absence of mitigation to have potential significant negative effects to bats during construction and operation and reptiles and SINCS during construction. However with the implementation of mitigation, including good practice lighting design, sensitive working measures for reptiles and habitat reinstatement and enchantment there would be no likely significant effects from either development. Therefore, given that the scheme is 350m from the Order Limits at Havant Thickett Reservoir (where no construction works will be taking place) and that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	Fewer than 100 dwellings. This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	N/A	N/A	N/A
				Noise and vibration	Yes	This scheme will introduce additional noise and vibration sensitive receptors but is outside the noise and vibration study area; hence the Proposed Development will not result in likely significant effects on these receptors. The construction of the scheme could cause cumulative effects at receptors that are shared with the Proposed	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Development. However, noise and vibration effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant inter-project cumulative effects.			
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Scoped out, however any operational traffic would be reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Water environment	Yes	Although the very small scale housing scheme (5 units) is within 2km of the Order Limits, it is located in the Lavant catchment, which has minimal interaction with the Order Limits. There is also no surface water connectivity to the Order Limits. It is anticipated that appropriate mitigation measures (e.g. surface water drainage scheme) will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely	Not significant	N/A	Not significant
EHDC_EALL007	Land at Little Leigh Farm Allocated for approximately 81 dwellings	3	735m	Air quality and odour	Yes	Scoped out by Traffic and transport. The scheme is greater than 250m from the Order Limits of the Proposed Development. Therefore, it is beyond the distance at which construction activities are likely to impact upon air quality.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The Proposed Development, and the scheme are both hydraulically connected to Hermitage Stream which flows into Solent Maritime SAC, Chichester and Langstone Harbour SPA, Ramsar and SSSI. There is potential for cumulative impacts on the same designated site during the construction phase. However, it has been	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topic	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated site resulting in a minor effect which is not significant.			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	No common receptors identified.	N/A	N/A	N/A
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	No live planning application so development should not form part of core scenario as per TAG Unit M4.	N/A	N/A	N/A
				Water environment	Yes	The scheme is within 2km of the Order Limits and is hydrologically connected to the Proposed Development via Hermitage Stream. However, it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing project and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant

1.4 Town and Country Planning Act

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
East Hampshire District Council (EHDC)									
EHDC PC002	Land east of Horndean Outline planning application with all matters reserved, except the means of access to the highway network (junction arrangements) and associated highway improvements, for the demolition of existing buildings and the residential-led (C3) mixed-use development of the site with up to 800 dwellings, up to 2ha of employment land (uses E(g)(i), E(g)(ii), and E(g)(iii) and B2), a Local Centre (including: local retail (E(a)); financial and professional services (E(c)(i), E(c)(ii) and E(c)(iii)); restaurants, cafes, and drinking establishments (E(b) and Sui Generis), hot food takeaways (Sui Generis), together with a primary school (F1(a)) and community facilities (E(d), E(f), F2(b)/F2(c)), informal and formal open space, allotments, and acoustic bunds, together with associated drainage, utilities and all other associated and necessary infrastructure (additional information and amended plans received 31/07/19, 06/09/19, 26/09/19, 21/10/19, 04/03/20, 04/05/20, and 10/06/20).	1	1.15km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There is the potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits during the Proposed Development's construction and operation phases. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	N/A	N/A	N/A
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any likely significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic assessed in the traffic model. No likely significant effects identified ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	This scheme is located within 2km of the Order Limits, adjacent to Havant Thicket Reservoir. A large part of the land that would be used for the development is located in the Lavant catchment, which has minimal interaction with the Order Limits. There is also no surface water connectivity to the Order Limits in the Lavant catchment. The remainder of the proposal is located in Hermitage Stream's catchment and there is limited surface water connectivity with the Order Limits. It is anticipated that appropriate mitigation measures will be adopted and a FRA undertaken as part of the construction of the Proposed Development and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
EHDC PC003 and HBC PC004	Havant Thicket Winter Storage Reservoir Manor Lodge Road, Rowlands Castle, Hampshire Hybrid application seeking: 1) Full Planning permission for Development of a reservoir for raw water storage, a pumped storage reservoir, with the minimum required total storage capacity of 8,700 million litres (Ml), to support the planned bulk supply transfer of at least 21Ml/d in extreme (currently defined as 1:200 year) drought conditions; Construction of an earth embankment adjacent to Staunton Country Park; Construction of an overflow discharge/spillway at the south-	1 (or baseline for reservoir)	0m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. The scheme has been scoped in following traffic shortlisting from HCC. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
	western side of the reservoir and associated works; Construction of a new junction on the B2149 Manor Lodge Road and a new junction on Swanmore Road. Provision of viewing areas on the southern embankment and western edge of the reservoir. 2) Outline application for (matters to be considered outlined in Table 2.2 in the submitted Development Specification) control house partially incorporated within landscaped earth mounding adjacent to the south-west embankment; together with provision of other earth embankments. Construction of a visitor centre/cafe, with storage areas and welfare facilities to the north-west of the reservoir to be used for recreational and education purposes; Provision of picnic area(s) and children's play area(s). Access routes from both junctions to the visitor car park; visitor car park comprising 193 car parking spaces and between 70 and 75 overflow spaces plus spaces for staff, coach/minibus and disabled drivers sited to the north-west of the reservoir. Creation of a permanent wetland on the northern side of the reservoir and construction of bird watching hide/screen(s); recreational facilities for public amenity. Provision of perimeter tracks and a network of bridleways, cycle paths and footpaths; Construction of a slipway on the western bank of the reservoir for operational use only and a small section of the proposed pipeline (210m).					Should the Havant Thicket Reservoir construction period be extended there is the potential for temporal overlap of the construction periods of the two schemes. No new likely significant effects are anticipated with regards to air quality.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Owing to the proximity of the scheme to the Proposed Development, its large scale and temporal overlap during construction and operation there is potential for cumulative effects. The scheme is within the Zol for hydrologically connected statutory designated sites and bats. As construction for the scheme has commenced, the resulting site clearance is considered as part of the future baseline for the Proposed Development and therefore no cumulative effects are expected for bats during the construction phase. The scheme is assessed after mitigation to have no residual effect on bats during operation. The Proposed Development is assessed after mitigation to have an up to minor adverse (not significant) effect on bats during construction and operation. Therefore, given that no likely significant residual effects have been identified, no cumulative effects on bats are anticipated during the construction and operation of the Proposed Development. The scheme and Proposed Development are hydrologically connected to Solent Maritime SAC and Chichester and Langstone Harbours SPA and Ramsar via the Hermitage Stream. Therefore, there is potential for cumulative effects to statutory designated sites. The scheme's ES states that there are no direct effects on any internationally designated site and that indirect effects through pollution and changes to water flows during the construction phase will be avoided through mitigation, resulting in a neutral (not significant effect). The Proposed Development is assessed after mitigation to have a minor adverse (not significant) residual effect from pollution on internationally designated sites. The scheme reports a possible positive effect significant at a local level on internationally designated sites during operation resulting from reduce nutrient inputs. The Proposed Development reports an up to minor beneficial (not significant) on water quality change in Hermitage Stream. There is potential for cumulative effects to freshwater biodiversity from changes to water quality. Due to the nature of the scheme and the regulatory environment that will dictate its construction, it is anticipated that appropriate mitigation measures for pollution control (including sediments) and drainage management will be secured in a CEMP or similar. As a result, cumulative effects are not expected during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.	N/A	N/A	N/A

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						Climate change resilience assessment - There is the potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limit during the Proposed Development's construction phase. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic. Should the Havant Thicket Reservoir construction period be extended, there remains the potential for cumulative flood risk effects between the scheme and the Proposed Development (within the Order Limits) during the construction phase. As the cumulative effect relates to flood risk, the consideration of potential cumulative effects in this scenario is dependent on the Water Environment topic assessment. Therefore, please refer to the Water Environment topic assessment.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is sufficiently unusual in nature and scale that it is not considered to be included within the future baseline against which the Proposed Development has been assessed. Nevertheless, the publicly available information indicates that the scheme will broadly achieve a neutral cut and fill balance and is not expected to generate significant quantities of waste requiring disposal to landfill. There are not expected to be any significant inter-project cumulative effects on regional landfill capacity; therefore, no cumulative effects are anticipated. Should the Havant Thicket Reservoir construction period be extended, there remains no potential for cumulative effects.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any likely significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme. Should the Havant Thicket Reservoir construction programme be extended there would an increased temporal overlap of the two schemes. The identified cumulative effects would be experienced for an increased period of time but no new likely significant effects are anticipated.			
				Traffic and transport	Yes	This scheme is included in short-list and operational traffic is assessed in the traffic model. No likely significant effects are identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Should the Havant Thicket Reservoir construction period be extended, there would be a greater temporal overlap of the two construction periods. No new likely significant effects are anticipated with regards to traffic and transport given the construction access routes for both projects would utilise different roads.	Not significant	N/A	Not significant
				Water environment	Yes	Should the Havant Thicket Reservoir construction period be extended, there is the potential for cumulative effects on water quality from increased sediment supply to channels, accidental leaks or spills and changes to surface and subsurface flows and flood risk. Due to the nature of the scheme and the regulatory environment that will dictate its construction, it is anticipated that appropriate mitigation measures for pollution control (including sediments) and drainage management will be secured in a scheme CEMP or similar. As a result, extension of the construction period for Havant Thicket Reservoir will not result in cumulative effects. It is assumed that any changes to surface water flows that could affect flood risk will be managed and mitigated through a construction surface water drainage plan or similar	Not significant	N/A	Not significant
Eastleigh Borough Council (EBC)									
EBC PC001	Land South of Chestnut Avenue/North Stoneham Park Erection of 65 dwellings (additional to the 1,100 dwellings granted under outline permission O/15/76023), public open space, landscaping, boundary treatments, roads and footways, car parking, drainage and other supporting works and infrastructure - Stage 3 (land previously identified as part of parcel 5A of outline permission and subject to subsequent approval for 39 dwellings under permission ref. F/17/81165) (application is for subsequent consent to Environmental Impact Assessment (EIA	1	5.1km	Air quality and odour	No				
				Archaeology and cultural heritage	No				
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
	development with EIA addendum)).			Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	No	Development located just outside of Zol. Regardless, operational traffic would be reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Water environment	No				
EBC PC005	Fir Tree Farm and Victoria Farmhouse, Firtree Lane, Horton Heath, Eastleigh SO50 7DF Residential development of the site for 450 dwellings and associated infrastructure (outline planning was subject to EIA).	1	2.6km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and the scheme. The scheme and the Proposed Development are assessed in the absence of mitigation to have potential adverse likely significant effects on habitats, GCN, reptiles and nesting birds during construction and designated sites and bats during construction and operation. However, with the implementation of mitigation including sensitive lighting design following best practice, timing works to avoid the nesting bird season, use of ECoW, pollution prevention, European Protected Species Mitigation licenses, nutrient neutrality assessment, SWBGS Site compensation and habitat creation and enhancement there would be	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						no likely significant effects from either development. Mitigation and enhancements for habitats and protected species will be secured through CEMPs and Landscape Environmental Managements Plans. Therefore given that no likely significant residual effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic assessed in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	This scheme is hydrologically connected to the Proposed Development via a tributary of the River Itchen. There is therefore potential for cumulative effects of a direct/indirect nature on receptors identified. However, due to the nature of the scheme and the regulatory regime under which it will be constructed, it is assumed that appropriate mitigation measures secured in a CEMP will be incorporated into the design thus limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
EBC PC006		1	2.3km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
	Land west of Burnetts Lane, Eastleigh, SO30 2HH Erection of 381 residential units with public open space, hard and soft landscape works, internal roads, footway/cycleways, associated parking spaces, substation, SuDS and associated infrastructure (This application is subject to EIA)					construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume I). Therefore, the air quality assessment is inherently cumulative in nature. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified therefore no cumulative effects.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic assessed in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
				Water environment	No				
Fareham Borough Council (FBC)									
FBC PC001 This is a development which was allocated in the FBC Local Plan – Allocation reference ALL021	Welborne A New Community Of Up To 6000 Dwellings (C3 And C2, Including A Care Home Of Use Class C2) Together With A District Centre (Comprising Up To 2,800M2 Food Store Retail (A1), Up To 2,419M2 Of Non-Food Retail (A1) And Up To 2,571M2 Of Other Non-Convenience/Comparison Retail Use (A1 - A5)); A Village Centre (Comprising Up To 400M2 Food Store Retail (A1), Up To 1,081M2 Of Non-Food Retail (A1), A Public House (Up To 390M2 A4 Use) And Up To 339M2 Of Other Non-Convenience/Comparison Retail Use (A1 - A5)); Up To 30,000M2 Of Commercial And Employment Space (B1); Up To 35,000M2 Of General Industrial Use (B2); Up To 40,000M2 Of Warehousing Space (B8); A Hotel (Up To 1,030M2 C1 Use); Up To 2,480M2 Of Community Uses (D1 And D2); Up To 2,200M2 Ancillary Nursery (D1), Health Centre (D1) And Veterinary Services (D1); Retention Of Dean Farmhouse; A Secondary School, three Primary Schools; Pre-Schools; Green Infrastructure Including Formal And Informal Open And Amenity Space; Retention Of Some Existing Hedgerows, Grassland, Woodland Areas, Allotments, Wildlife Corridors; All Supporting Infrastructure; Household Waste Recycling Centre; Requisite Sub-Stations; Sustainable Drainage Systems Including Ponds And Water Courses; A Remodelled M27 J10 Including Noise Barrier(S); Works To The A32 Including The Creation Of Three Highway Junctions And New Crossing(S); Distributor Roads (Accommodating A Bus Rapid Transit Network) And Connections To The Surrounding Cycleway And Pedestrian Network; Car Parking To Support Enhanced Use Of Dashwood; Ground Remodelling; Any Necessary Demolition; With All Matters Reserved For Future Determination With The Exception Of The Works To M27 J10 And The Three	1	0m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	Potential for disturbance during construction of common archaeological features and deposits close to the boundaries of the scheme and Proposed Development resulting in an increase to magnitude of effects. An agreed archaeological scheme of investigation for the proposed development would be in place and would address specific effects arising from cumulative disturbance. The construction and use of the proposed access route as part of the Proposed Development has the potential to increase perceptibility of construction activity and related vehicle and plant movements in the setting of Albany Farm where works are contemporaneous with the allocation. These changes would, however represent a minimal addition to the change presented by the allocation resulting in no discernible increase in the magnitude of impact. No operational period cumulative effects are anticipated.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	Owing to the proximity of the scheme to the Proposed Development, relatively large scale and possible temporal overlap during the construction and operational phases there is potential for cumulative effects. Both the scheme and the Proposed Development are assessed after mitigation to have minor adverse residual effects (which are not significant) on bats during their operational phases. Residual effects are expected from street lighting (the scheme) and operational lighting of the IPS-F (the Proposed Development). However, with the implementation of mitigation, including good practice lighting design, there would be no likely significant effects from either development. No residual effects on ecological features are considered likely from the scheme (during either construction or operational phases). Therefore, given that no likely significant residual effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance,	N/A	N/A	N/A

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
	Highway Junctions And Related Works To The A32.					'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment -There is the potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits during the Proposed Development's construction and operation phases. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.			
				Land quality and ground conditions	Yes	Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. However, due to the nature of the scheme and the Proposed Development and the regulatory regime under which it will be constructed, it is assumed that appropriate mitigation measures will be incorporated into the scheme and the Proposed Development thus limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	The Proposed Development has been designed to avoid major housing allocation sites for future development, including the site of the proposed Welborne Garden Village. The Order Limits include a small area of land within the Welborne Garden Village allocation for a temporary construction compound to support the construction of IPS-F at Albany Farm (see ES Figure 1.1 Location of the Proposed Development and Order Limits, Volume III (Document reference 6.3, DCO Volume 6)). The area of land that would be required is allocated for residential development and play space within the Welborne Garden Village masterplan, the eventual land take would be a small part of the land included within the Order Limits for access. IPS-F would be outside the Welborne Garden Village boundary and so there would be no permanent requirement for land within the allocation except from a potential permanent access road via the site's internal road network that may be required, the options are still being considered. There is the potential for cumulative impacts on access to residential properties, community and business receptors and to development land during construction. However, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.	Not significant	N/A	Not significant
				Landscape and visual	Yes	The scheme (Welborne) occupies a large portion of LLCA 23: Portsdown Hill Open Downs West, part of the Order Limits, including IPS-F which is adjacent to the scheme within the north-eastern part of this LLCA. The closest representative viewpoints are VP047 along the A32 and within the scheme; VP123 on a footpath bordering the eastern edge of the scheme, and VP124 located on a footpath approximately 375m to the north-east of the scheme. Both the scheme and the Proposed Development would also be visible from	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						a number of viewpoints to the east, including VP130. The construction of the scheme would result in substantial changes to the landscape character of the area, including permanent change of land use and visual amenity. The Proposed Development, which has identified moderate adverse (significant) landscape effects within this LLCA, would increase extent of construction works to the north of the scheme, with associated moderate adverse (significant) visual effects. During operation, the cumulative scheme would continue to result in significant effects, whereas the Proposed Development would have only minor adverse effects. IPS-F would be the only above-ground structure in the area related to the Proposed Development; it would be screened by the scheme in views from the south and seen in the context of the scheme from other viewpoints. There are no likely significant cumulative effects for either construction or operation as the Proposed Development would not increase the effects reported by the Welborne scheme.			
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. Whilst this allocation permits a significant area of development, this is likely to come forward over a long period of time, potentially exceeding 20 years, with a relatively modest area completed each year. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any likely significant cumulative effect.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.			
				Traffic and transport	Yes	Included in short-list and operational traffic assessed in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects. The consented ES for Welborne Garden Village does not identify any likely significant effects associated with the construction stage. As detailed in the Traffic Management Strategy (Document reference 7.3, DCO Volume 7), any works in the highway associated with the Proposed Development would be coordinated where practicable with the Welborne Garden Village proposals. As such, there are no new likely significant effects anticipated.	Not significant	N/A	Not significant
				Water environment	Yes	Due to the proximity of the scheme to the Proposed Development, and its relatively large scale and potential temporal overlap in construction phases, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. However, due to the nature of the scheme and the regulatory regime under which it will be constructed, it is assumed that appropriate mitigation measures secured in a CEMP and additional assessments (e.g. FRA) will be incorporated into the design thus limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
FBC PC002	Land to the South of Romsey Avenue Fareham Not on allocation list Outline Planning Application For Residential Development Of 225 Dwellings, Bird Conservation Area And Area Of Public Open Space With All Matters Reserved Except For Access. This application constitutes EIA development Reserved Matters Application Detailing The Appearance, Landscaping, Layout And Scale Of 225 New Homes, Internal Roads, With Associated Infrastructure, Open Space And Bird Conservation Area Following Outline Planning Permission Granted On Appeal (Ref P/18/1073/Fp)	1	2.2km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified therefore no cumulative effects.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and the scheme. Both the scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on habitats, reptiles, nesting birds during construction and designated sites and bats during construction and operation. However, with the implementation of mitigation including sensitive lighting design following best practice, timing works to avoid the nesting bird season, use of ECoW, pollution prevention, European Protected Species Mitigation	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						licenses, nutrient neutrality assessment, Solent Wader and Brent Goose site compensation and habitat creation and enhancement there would be no likely significant effects from either development. Mitigation and enhancements for habitats and protected species will be secured through the scheme and Proposed Developments CEMPs and the Proposed PA002 Developments Landscape Environmental Managements Plans. Therefore given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The scheme lies within LLCA 21: Portchester. No part of the Proposed Development is located within this LLCA and there are no common visual receptors. The closest section of the Proposed Development to the scheme comprises the Pipeline between the WRP site and Otterbourne WSW approximately 2.2km to the north. Cumulative effects on landscape and visual receptors are unlikely, both at construction and operation, as there would be no intervisibility or perceptual connection between the scheme and the Proposed Development due to the intervening built form within Portchester and landform of Portsdown Hill.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						significant effects identified ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.			
				Water environment	No				
Havant Borough Council (HBC)									
HBC PC001	Portsmouth Water Outline application for (matters to be considered outlined in Table 2.2 in the submitted Development Specification) development of a new pipeline to transfer water from Bedhampton Springs to fill Havant Thicket reservoir in the winter and draw it off to treat and supply when needed in the summer comprising: Construction of an underground, bi-directional pipeline linking the reservoir with the existing pumping station at Bedhampton; Emergency drawdown discharge structure at Hermitage Stream; Upgrades to existing culverts; Washout and air valve chambers (typically below-ground).	1	0m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	No planning documents relating to terrestrial and freshwater biodiversity are available for the scheme on the HBC planning portal. Planning permission was approved with conditions for the scheme in 2021. The scheme is expected to be completed in 2029 therefore there is potential for there to be a short temporal overlap between the construction phase of the scheme and the Proposed Development. Both the scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on habitats, GCN, reptiles, dormouse, nesting birds during construction and designated sites and bats during construction and operation. However, with the implementation of mitigation including sensitive lighting design following best practice, timing works to avoid the nesting bird season, use of ECoV, pollution prevention, European Protected Species Mitigation licenses and habitat creation and enhancement there would be no likely significant effects from either development. Mitigation and enhancements for habitats and protected species will be secured through CEMPs and Landscape Environmental Managements Plans. Therefore given that no likely significant residual effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	Yes	There is potential for cumulative impacts on the same designated sites as outlined in the Terrestrial and freshwater biodiversity topic during the construction phase. These designated sites are considered very important. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant. There is no residual effect	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						from the Proposed Development, therefore, no cumulative effect is anticipated.			
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There is the potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits during the Proposed Development's construction and operation phases. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	N/A	N/A	N/A
				Land quality and ground conditions	Yes	Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. However, due to the nature of the scheme and the Proposed Development and the regulatory regime under which they will be constructed, it is assumed that appropriate mitigation measures will be incorporated into the scheme and the Proposed Development thus limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction, however the scheme is planned to be mostly completed before construction activities associated with the Proposed Development are planned to commence. Therefore due to this construction phasing and the nature and scale of the scheme, the effects on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.	Not significant	N/A	Not significant
				Landscape and visual	Yes	The scheme is located within LLCA08: Bedhampton, which coincides with part of the Order Limits. The closest representative viewpoint is VP009 on the Wayfarer's Walk promoted route, looking south-west, and away from the scheme. Construction activity of the Proposed Development would be localised within the south-western corner of the LLCA, at operation, approximately 250m of above-ground pipeline would be located along the Hermitage Stream. There are no identified likely significant landscape or visual effects of the Proposed Development at construction nor at operation. The scheme assesses 'reservoir' works and 'pipeline' works, only the scheme's pipeline coincides within the Proposed Development receptors. The scheme identifies likely significant effects during construction, but this is mainly in the reservoir section, which sits outside the Proposed Developments study area. There is potential for	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						adverse cumulative landscape effects in construction should the programmes overlap, however, given the limited geographical extent of the Proposed Development within this LLCA, and intervening built form, any combined effect would be limited. There would not be likely significant cumulative effects during operation.			
				Noise and vibration	Yes	Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is the potential for cumulative construction noise and vibration effects. However, such impacts would only occur if works were undertaken simultaneously in close proximity to each other. Given the linear nature of both schemes, this is considered unlikely to occur. Construction impacts will be controlled via measures specified in a CEMP for the scheme. Hence, construction noise and vibration effects arising from this scheme are considered unlikely to have the potential for likely significant inter-project cumulative effects.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any likely significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Construction of the scheme is planned to be mostly completed before construction activities associated with the Proposed Development are planned to commence, minimising the potential for any likely significant cumulative effects.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						No material operational traffic impacts associated with the scheme. As such, no potential for cumulative significant effects identified.			
				Water environment	Yes	Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is the potential for cumulative effects on receptors identified. However, due to the nature of the scheme and the Proposed Development and the regulatory regime under which they will be constructed, it is assumed that appropriate mitigation measures (e.g. CEMP including pollution prevention and drainage measures; operational drainage strategy), will be incorporated into the design thus limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
HBC PC003	Dunsbury Hill Farm, Park Lane, Cowplain, Waterlooville	1	208m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference, 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The scheme is located over 2km from the Proposed Development construction works. The planning statement states that construction was due to be completed in 2022. However, if construction periods overlap, the Proposed Development, and the scheme are both hydraulically connected to the Hermitage Stream which connects to the Solent Maritime SAC, Chichester and Langstone Harbours SPA/Ramsar and Langstone Harbour SSSI. There is potential for cumulative impacts on the same designated sites during the construction phase. However, the scheme's ES and HRA concluded that there are no likely significant effects on any of these statutory designated sites. The Proposed Development will have no impact which will undermine the conservation objectives of these sites therefore, no cumulative effects during construction or operation are anticipated.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This scheme lies within LLCA16: A3 (M) corridor, there are no parts of the Order Limits within this LLCA, and no common visual receptors.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						The cumulative landscape effect at construction would be the same as that of the scheme alone. The Proposed Development would not trigger likely significant effects within LLCA16 A3(M) corridor. There would be very limited intervisibility between the scheme and the Proposed Development during operation and no likely significant cumulative landscape or visual effects.			
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic assessed in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits and both it and the Proposed Development are hydrologically connected to the Hermitage Stream, it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC PC002 This development also covers the impact of HBC Local Plan (HBC_Allocation 23 – MDA Newlands Phase 1 Hambledon Road (Phases 4 and 8))	Berewood (Strategic Housing Allocation – West of Waterloooville) Outline application for the development of approximately 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 health care, land for elderly care) public house, land for two primary	1	1.2km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
	schools, land for a nursery, land for employment uses, associated amenity space along with substantial Green Infrastructure, sustainable drainage systems (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/cycle ways, 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 (approved 18/04/2012).					to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	No planning documents relating to terrestrial and freshwater biodiversity are available for the scheme on the HBC planning portal. Planning permission was granted for the scheme in 2012 (APP/10/00828) and construction has begun. Construction of the allocation is due to be completed prior to 2028, and therefore it is unlikely that there will be cumulative effects with the Proposed Development during construction. No likely significant residual effects are anticipated from the Proposed Development during operation. Therefore given that no likely significant residual effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The scheme would be allocated on the eastern edge of landscape receptor LLCA19: Forest of Bere East wooded farmland. The Proposed Development would be located approximately 9km away in the south-western part of this LLCA to the south of Winchester. There would be no new permanent structures within this LLCA and there are no common visual receptors. The closest section of the Proposed Development to the scheme comprises the Pipeline between the WRP site and Otterbourne WSW along the northern slope of Portsdown Hill, approximately 1.2km to the south, within the adjacent LLCA 18, and BPT/IPS-E within LLCA 15 to the south. Construction - If the programmes overlap, construction activity would occur at both ends of the LLCA. However, the separation distance and the presence of substantial mature trees and other vegetation within the intervening landscape would prevent cumulative effects. The cumulative effect would not exceed the reported moderate adverse (significant) effects of the Proposed Development alone. Operation - There would be no intervisibility between the scheme and the BPT/IPS-E during operation and no cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						scale to exceed the historical trend of development in the region. Whilst this allocation permits a significant area of development, this is likely to come forward over a long period of time with a relatively modest area completed each year. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any likely significant cumulative effect. Health: Any effects of the scheme on health and well-being in the study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. .	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic assessed in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the development is within 2km of the Order Limits, there is no surface water connectivity. It is anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC PA001	Land east of College Road, Camp Down, Havant Application for mixed use residential development comprising 628 dwellings, community centre, allotments, public open space including play areas, new junction to College Road, related internal access road, footways and cycleways, pumping station and drainage basins.	1	357m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and the scheme. Both the scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on habitats, reptiles, dormouse, nesting birds during construction and designated sites and bats during construction and operation. However, with the implementation of mitigation including sensitive lighting design following best practice, timing works to avoid the nesting bird season, use of ECoW, pollution prevention, European Protected Species Mitigation licenses, nutrient neutrality assessment, off-site Solent Wader and Brent Goose site compensation and habitat creation and enhancement there would be no likely significant effects from either development. Mitigation and enhancements for habitats and protected species will be secured through CEMPs and Landscape Environmental Managements Plans. Therefore given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	Yes	Should planning permission be granted there is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and Proposed Development and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the planning application, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.	Not significant	N/A	Not significant
				Landscape and visual	Yes	The northern part of the scheme lies within LCA 16: A3(M) Corridor, and the southern part lies within LLCA 15: Portsdown Hill Ridge. This southern area coincides with the Proposed	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						Development's trenchless section of the Pipeline between the WRP site and BPT/IPS-E, which is located approximately 350m to the south, and with BPT/IPS-E, located approximately 220m to the south-west. The closest representative viewpoint (VP108) is located along the B2177, 250m to the south, and facing away from the scheme towards the WRP site. The potential overlap in the construction phases would increase the perception of construction activity within LLCA 15. It is unlikely that there would be cumulative operational effects because the Pipeline between the WRP site and Otterbourne WSW would be underground and there would be no intervisibility between the scheme and BPT/IPS-E.			
				Noise and vibration	Yes	This scheme is over 500m from any sources of airborne noise associated with the Proposed Development; hence, cumulative airborne noise impacts are not anticipated. The closest element of the Proposed Development to the scheme is Section D of the Pipeline between the WRP site and Otterbourne WSW, which will be in a tunnel and therefore only has the potential to cause ground-borne noise and vibration impacts. The scheme is over 100m from the Proposed Development; hence, cumulative ground-borne noise and vibration impacts are also not anticipated. Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any likely significant cumulative effect.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						Health: Due to the nature and scale of the planning application, any effects of the scheme on health and well-being in the study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. .			
				Traffic and transport	Yes	Included in short-list and operational traffic assessed in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects. As detailed in the Traffic Management Strategy (Document reference 7.3, DCO Volume 7), any works in the highway associated with the Proposed Development would be coordinated with the Campdown off-site highway works. As such, there are no new likely significant effects anticipated.	Not significant	N/A	Not significant
				Water environment	Yes	The scheme is within 2km of the Order Limits, and there is limited surface water connectivity via Hermitage Stream. However, it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme to prevent cumulative effects on the quality or quantity of surface and groundwater. It is not expected that operation of the scheme would have cumulative effects on the quality and quantity of surface water and groundwater during operation. It is anticipated that the scheme would follow standard procedures to implement a drainage strategy to manage any runoff, and houses would be connected to a foul sewerage system. No cumulative effects on water receptors during operation are therefore anticipated.	Not significant	N/A	Not significant
HBC PA002	Pipeline from the reservoir to the north of Middle Park Way to Bedhampton Pumping Station, Meyrick Road, Havant Hybrid application seeking: 1) Full permission for development of new pipelines to transfer water from Bedhampton Springs to fill the reservoir in the winter and draw it off to treat and supply when needed in the summer, comprising: construction of two predominantly underground pipes in tunnels linking the reservoir with the existing pumping station at Bedhampton with associated infrastructure including: emergency drawdown discharge structure at Hermitage Stream; construction of eight access shafts; upgrades to existing culverts close to shafts five, six and eight to manage flood risk; washout and air valve chambers (typically below-ground), new plant at Bedhampton Pumping Station, modifications to Bedhampton 2 operational building and	1	0m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	Where construction periods overlap or coincide, the perceptibility of construction activity in the setting of Old Bedhampton Conservation Area would be increased, but the effect would remain moderate adverse from the Proposed Development alone, and would not result in a likely significant adverse cumulative effect.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and the scheme. Both the scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on habitats,	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
	permanent diversion of Footpath 34 at Bedhampton Pumping Station. 2) Outline application for an associated underground cross-connection chamber and above-ground kiosk at the reservoir site with vehicular accesses for maintenance. An ES has been submitted with the application under the Town and Country Planning (EIA) Regulations 2017.					GCN, reptiles, dormouse, nesting birds during construction and designated sites and bats during construction and operation. However, with the implementation of mitigation including sensitive lighting design following best practice, timing works to avoid the nesting bird season, use of ECoW, pollution prevention, European Protected Species Mitigation licenses and habitat creation and enhancement there would be no likely significant effects from either development. Mitigation and enhancements for habitats and protected species will be secured through the Proposed Developments CEMP and Landscape Environmental Managements Plan and the schemes Outline Environmental Management Plan. Therefore given that no likely significant residual effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.			
				Marine biodiversity	Yes	There is potential for cumulative impacts on the same designated sites as outlined in the Terrestrial and freshwater biodiversity topic during the construction phase. These designated sites are considered very important. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant. There is no residual effect from the Proposed Development, therefore, no cumulative effect is anticipated.	Not significant	N/A	Not significant
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There is the potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits during the Proposed Development's construction and operation phases. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	N/A	N/A	N/A
				Land quality and ground conditions	Yes	Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. However, due to the nature of the scheme and the Proposed Development and the regulatory regime under which they will be constructed, it is assumed that appropriate mitigation measures will be incorporated into the scheme and the Proposed Development thus limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the planning application the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.			
				Landscape and visual	Yes	The scheme is located within LLCA08: Bedhampton, which overlaps with part of the Order Limits. The closest representative viewpoint is VP009 on the Wayfarer's Walk promoted route, looking south-west, and away from the scheme. Construction activity of the Proposed Development would be localised within the south-western corner of the LLCA, at operation, approximately 250m of above-ground pipeline would be located along the Hermitage Stream. There are no identified likely significant landscape or visual effects of the Proposed Development at construction nor at operation. There is potential for adverse cumulative landscape effects in construction should the programmes overlap, however, given the limited geographical extent of the Proposed Development within this LLCA, and intervening built form, any combined effect would be limited. There would not be likely significant cumulative effects during operation.	Not significant	N/A	Not significant
				Noise and vibration	Yes	Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is the potential for cumulative construction noise and vibration effects. However, such impacts would only occur if works were undertaken simultaneously in close proximity to each other. Given the linear nature of both schemes, this is considered unlikely to occur. Construction impacts will be controlled via measures specified in a CEMP for the scheme. Hence, construction noise and vibration effects arising from this scheme are considered unlikely to have the potential for likely significant cumulative effects.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for specialist construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. However, there is considered to be spare capacity in the Hampshire tourist bedspace market.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						It is assumed that the labour requirements of this scheme will be similar to the Proposed Development, with less requirement for specialist engineering skills. This increases the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore anticipated that there could be a cumulative effect if the schemes were undertaken at the same time. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.			
				Traffic and transport	Yes	No material impacts anticipated due to construction programme and no operational impacts.	Not significant	N/A	Not significant
				Water environment	Yes	Due to the potential temporal overlap in construction phases, there is the possibility of cumulative effects on receptors identified. However, due to the nature of the scheme and the Proposed Development and the regulatory regime under which they will be constructed, it is assumed that appropriate mitigation measures (e.g. CEMP including pollution prevention and drainage measures; operational drainage strategy), will be incorporated into the design thus limiting the potential for construction cumulative effects to occur. FRAs have been undertaken for the Proposed Development. Once operational, the pipeline will be subsurface, ensuring it does not impede floodwater flows or reduce floodplain storage and will remain safe and operational during flood events. Below-ground installation ensures no impact on floodwater conveyance or storage capacity, and therefore no increased flood risk. The subsurface pipeline will not obstruct flow paths or exacerbate surface water flooding. For the WRP, a surface water management strategy incorporating SuDS has been developed to prevent any increase in runoff rates or volumes. it is anticipated that the development would follow standard procedures to implement a drainage strategy to manage runoff. There is a short (~200 m) section of above-ground pipeline. This section will be elevated to will not increase flood risk. Cumulative effects on water receptors during operation are therefore considered unlikely.	Not significant	N/A	Not significant
Winchester City Council (WCC)									
WCC PC001	North Whiteley Urban Extension Botley Road Curbridge Hampshire Amended Plans Received 1 June 2015, 2 July 2015, 7 August 2015, 7 October 2016 and 3 August 2017. Outline planning application (strategic access roads unreserved) for provision of up to 3500 residential units; including affordable housing; two primary schools and one secondary school; up to 2000m ² of flexible space for A, A2, A3, A5, B1 and D1, two children's nurseries; provision of an extra care facility (with scope for all uses to revert to residential if there	1	1.5km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
	were insufficient market demand) in two local centres; creation of a community building; sports facility (including pavilion, grass pitches and two all weather pitches); allotments; landscaping; extensive recreation and play provision. Creation of link roads between Whiteley and Botley Road, wider highways work, cycleway and footpath networks (including two localised footpath diversions) bus priority measures, car parking, flood attenuation network, service enhancements, demolition of a number of existing on site structures and associated engineering works (including changes to levels) (OUTLINE - considering access)			Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and the scheme. Both the scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on habitats, badger, reptiles, dormouse and nesting birds during construction and designated sites and bats during construction and operation. However, with the implementation of mitigation including sensitive lighting design following best practice, nutrient neutrality assessment, timing works to avoid the nesting bird season, use of ECoW, pollution prevention, badger sett closure under license, Europeans Protected Species Mitigation license and habitat creation and enhancement there would be no likely significant effects from either development. Mitigation and enhancements for habitats and protected species will be secured through CEMPs and Landscape Environmental Managements Plans. Therefore given that no likely significant residual effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The scheme would be located on the western edge of landscape receptor LLCA28: Whiteley Woodlands. A very small part of the Proposed Development would be located approximately 2.3km away in the north-eastern part of this LLCA to the west of Wickham. There would be no new permanent structures within this LLCA and there are no common visual receptors. The closest section of the Proposed Development to the scheme comprises the Pipeline between the WRP site and Otterbourne WSW across Wickham Park Golf Club, and IPS-G, approximately 1.5km to the north-east, within the adjacent LLCA 26. Construction - If the programmes overlap, construction activity would occur at both ends of the LLCA. However, the separation distance and the presence of substantial mature trees and other vegetation within the intervening landscape would prevent cumulative effects. The cumulative effect would not exceed that of the scheme alone. Operation - There would be no intervisibility between the scheme and IPS-G during operation and no cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						committed developments that are of sufficient scale to exceed the historical trend of development in the region. Whilst this allocation permits a significant area of development, this is likely to come forward over a long period of time with a relatively modest area completed each year. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics: There are no potential cumulative socio-economic effects. Tourism: There is the potential for increased demand for tourism accommodation from incoming construction workers associated with this scheme. However, there is expected to be sufficient bedspace availability in Hampshire as identified in ES Chapter 17 Socio-economics, tourism and health Volume I (Document reference 6.1, DCO Volume 6). Therefore, it is considered unlikely there will any likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic assessed in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
WCC PC002 This development also covers the impact of WCC Local Plan (Allocation WCC_SH2 (Strategic Housing Allocation – West of Waterlooville))	Berewood (Strategic Housing Allocation – West of Waterlooville) A new community to the West of Waterlooville consisting of about 3,000 homes (about 600 in Havant Borough) and associated employment provision, support facilities and services.	1	2.6km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Scoped in following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and the scheme. Both the scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on habitats, badger, fish, GCN, dormouse and nesting birds during construction and designated sites and bats during construction and operation. However, with	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						the implementation of mitigation including sensitive lighting design following best practice, timing works to avoid the nesting bird season, use of ECoW, pollution prevention, badger sett closure under license and habitat creation and enhancement there would be no likely significant effects from either development. Mitigation and enhancements for habitats and protected species will be secured through CEMPs and Landscape Environmental Managements Plans. Therefore given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
				Traffic and transport	Yes	Included in short-list and operational traffic assessed in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
Portsmouth City Council (PCC)									
PCC PC003	North Portsea Island Phase 5 Coastline Between Portsbridge Car Park (South) In The West To Althorpe Drive In The East (Including All Compounds And Access To The Public Highway) Flood and coastal erosion management scheme comprising a combination of raised earth embankments with rock and concrete revetments (to incorporate a new coastal path), retaining walls, upgrading of existing slipway, encasing of the 2no. bridge abutments, provisions of additional seating and viewing areas, improvements to existing timber fishing platforms and associated works, compounds, utility diversions, tree removal and vegetation clearance, ecological improvements, landscaping and public realm features. The proposal constitutes EIA development.	1	1.8km	Air quality and odour	Yes	Scoped out by Traffic and transport.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The scheme is within Solent and Dorset Coast SPA and is within SWBGS P61A Candidate Site associated with Portsmouth Harbour SPA. The scheme is also adjacent to SWBGS P61B and P101 associated with Chichester and Langstone Harbours SPA and Ramsar to which it is hydrologically connected. The Proposed Development is similarly connected to this SPA and Ramsar. In the absence of mitigation, the Proposed Development and the scheme have the potential to negatively impact these European sites during construction. This is due to their proximity of both developments to functionally linked land (SWBGS sites). A specific mitigation and compensation strategy for the impacts to SWBGS sites has been developed for the Proposed Development and the scheme resulting in no residual adverse effects. Construction is expected to be complete before commencement of Proposed Development. Therefore, cumulative construction effects to the European Designated sites are not anticipated. No adverse cumulative operational effects to European designated sites are anticipated due to the nature of this development.	Not significant	N/A	Not significant
				Marine biodiversity	Yes	There is potential for cumulative impacts on the same designated sites as outlined in the Terrestrial and freshwater biodiversity topic during the construction phase. These designated sites are considered very important. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant. There is no residual effect from the Proposed Development, therefore, no cumulative effect is anticipated.	Not significant	N/A	Not significant
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The scheme would be located within LLCA 14: Portsmouth. A small part of the Proposed Development would be located approximately 1.8km away in the north-eastern part of this LLCA along the B2177 road. Construction - If the programmes overlap, construction activity would occur at different parts of the LLCA. However, the separation distance	Not significant	N/A	N/A

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						and built form within the urban area would prevent cumulative effects. Operation - There would be no intervisibility between the scheme and Proposed Development and no cumulative landscape or visual effects.			
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and any operational traffic would be assessed in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits and both it and the Proposed Development are hydrologically connected, this project constitutes EIA development and due to the nature of the regulatory regime under which it will be constructed, it is assumed that appropriate mitigation measures will be incorporated into the design thus limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
PCC PC004 This is a development which was allocated in the HBC Emerging Development Plan – Allocation reference HBC EALL003	Land At Tipner East East Of The M275 West Of Twyford Avenue Portsmouth (Policy PCS1 Tipner) Detailed planning application for the redevelopment of site to provide 835 residential units of one, two, three and four bed units across a number of buildings of between two and 11 storeys, to include some ground floor commercial (use class E) and community uses (use class F1 and F2), within blocks, E, F, J and K . With vehicular access from Twyford Avenue, and pedestrian, cycle	1	2.88km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
	and emergency access to and from the Park and Ride. To include landscaping, sea wall, improvements to the ecological barge, new coastal path, cycle lane, car parking and servicing, and other associated works. This application constitutes EIA development			Archaeology and cultural heritage	Yes	No common receptor identified	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and the scheme. Both the scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on habitats, reptiles, nesting birds during construction and designated sites and bats during construction and operation. However, with the implementation of mitigation including sensitive lighting design following best practice, timing works to avoid the nesting bird season, use of ECoW, pollution prevention, European Protected Species Mitigation licenses, nutrient neutrality assessment, SWBGS Site compensation and habitat creation and enhancement there would be no likely significant effects from either development. Mitigation and enhancements for habitats and protected species will be secured through CEMPs and Landscape Environmental Managements Plans. Therefore given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	Yes	There is potential for cumulative impacts on the same designated sites as outlined in the Terrestrial and freshwater biodiversity topic during the construction phase. These designated sites are considered very important. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant. There is no residual effect from the Proposed Development, therefore, no cumulative effect is anticipated.	Not significant	N/A	Not significant
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any likely significant cumulative effect. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.			
				Traffic and transport	Yes	Included in short-list and operational traffic assessed in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
Submitted applications supported by an ES									
WCC OD004	EIA Screening Opinion for the Southampton Link Main Scheme including the erection of a new Motor Control Centre (MCC) kiosk and Compressor kiosk of a new	Future baseline	0m	Air quality and odour	Yes	Scoped out by Traffic and transport as the works are planned to be completed within the next three years, prior to the commencement of the construction of the Proposed Development. Therefore, there will be no overlap of this scheme and the Proposed Development. The Proposed Development and the Southampton Link Main Scheme largely use different local roads and therefore no cumulative impacts are anticipated to occur. This is with the exception of local roads in the vicinity of Otterbourne WSW. However, it would not be possible for the works at Otterbourne WSW associated with the Southampton Link Main Scheme to coincide with the works at Otterbourne WSW associated with the Proposed Development due to lack of capacity at Otterbourne WSW, even in the event of a delay to either scheme. Therefore, it is not anticipated that there will be any cumulative impacts associated with this scheme.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The scheme is due to be completed before construction commences on the Proposed Development, however, if construction is delayed there is potential for cumulative effects owing to the proximity of the scheme to the Proposed Development (overlapping at Otterbourne WSW) and the scale of both developments. The Scheme's request for an EIA Screening Opinion states that "Having regard to the selection criteria in Schedule 3 of the EIA Regulations 2017 and the location and nature of the Proposed Scheme, with predominately buried pipeline and careful siting and selection of construction techniques and embedded mitigation, it is considered that the Proposed Scheme is unlikely to have significant effects on the environment in relation to	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						<i>biodiversity</i> ". It also states that "No significant temporary residual effects are anticipated and there will be no permanent effects". Therefore, given that no likely significant residual effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.			
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There is the potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits during the Proposed Development's construction and operational phases. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the Water environment topic.	N/A	N/A	N/A
				Land quality and ground condition	Yes	Although it is anticipated that construction of the scheme would be completed prior to the commencement of the construction of the Proposed Development, should there be any delays to the construction programme for the scheme there is the potential for cumulative effects of a direct/indirect nature on receptors identified due to the proximity of the scheme to the Proposed Development. However, due to the nature of the scheme and the regulatory regime under which it will be constructed, it is assumed that appropriate mitigation measures will be incorporated into the scheme and Proposed Development thus limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the scheme and distance from the Order Limits, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no cumulative significant effects are anticipated. Similarly, during operation, no significant cumulative effects are anticipated. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.	Not significant	N/A	Not significant
				Landscape and visual	No				
				Noise and vibration	Yes	It is anticipated that construction of the scheme would be completed prior to the commencement of the construction of the Proposed Development, hence, cumulative construction effects are not anticipated. However, should there be any delays to the construction programme for the scheme, there is the potential for cumulative construction noise and vibration effects, if works are undertaken simultaneously in close proximity to each other. Given the linear nature of both schemes, this is considered unlikely to occur. Construction impacts will be controlled via measures specified in a CEMP for the scheme. Hence, construction noise	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						and vibration effects arising from this scheme are considered unlikely to have the potential for likely significant cumulative effects. This scheme will not introduce noise and vibration sensitive receptors or operational noise sources within 500m of a Proposed Development operational noise source. Hence, operational phase cumulative effects are not anticipated.			
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide insight into historic changes in remaining landfill capacity data across England. To avoid double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is considered to comprise part of the future baseline used in the waste assessment (in regard to landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6). The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-ec and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for specialist construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. However, there is considered to be spare capacity in the Hampshire tourist bedspace market. It is assumed that the labour requirements of this scheme will be similar to the Proposed Development, with less requirement for specialist engineering skills. This increases the likelihood of significant adverse effects from competition for labour and from an incoming workforce. It is therefore anticipated that there could be a cumulative effect if the schemes were undertaken at the same time. Health: There are no potential cumulative effects as no significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
				Traffic and transport	Yes	Scoped out, works planned to be completed in the next three years and therefore construction programme does not overlap with the Proposed Development. Local roads used by construction traffic associated with the Southampton Link Main would not be used by construction traffic associated with the Proposed Development given the route of the Southampton Link Main is largely west of the SRN (with the exception of local roads in the vicinity of Otterbourne WSW). It would also not be possible for works at Otterbourne WSW required as part of the Southampton Link Main scheme to coincide with works at Otterbourne WSW as part of the Proposed Development, even in the event of a delay to either scheme, and as such cumulative impacts can be ruled out at this location.	Not significant	N/A	Not significant
				Water environment	Yes	Although there is the potential for a temporal overlap in construction, due to the nature of the scheme and the regulatory regime under which it will be constructed, it is assumed that appropriate mitigation measures (e.g. pollution control, soil management, and drainage design) will be incorporated into the scheme and therefore reduce the potential for cumulative effects to occur.	Not significant	N/A	Not significant
SDNP SP002	Erection of pavilion, greenhouse, garden structures, installation of new and replacement bridge, river enhancements, construction of kingfisher nest and associated landscaping works - Church Farm House, Church Lane, Twyford, Winchester, Hants SO21 1NT.	1	1.9km	Air quality and odour	Yes	Scoped out by traffic and transport.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The Proposed Development and the scheme are both hydraulically connected to the River Itchen SAC and SSSI. There is potential for cumulative impacts on the same designated sites during construction. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant. The Preliminary Ecological Appraisal for the scheme concludes " <i>The preparation of a Construction Environment Management Plan (CEMP) will ensure protective measures are implemented to avoid harm to habitats and species during development. This includes strategies to prevent river pollution, minimize disturbance to nesting birds, and mitigate impacts on reptiles and amphibians.</i> " There is potential for cumulative impacts on the same designated site during the operational phase. The application includes the enhancement of the River Itchen and the Proposed Development will result in reduced water extraction abstraction from the River Itchen during drought conditions. Therefore, a beneficial impact is anticipated to the River Itchen during operation. Therefore given that no likely significant residual effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Scoped out, no material impact on study area anticipated.	Not significant	N/A	Not significant
				Water environment	Yes	Both this scheme and the Proposed Development are hydrologically connected to the River Itchen. However, it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
EBC SP003	Development of up to 250 new dwellings with access from Mortimer's Lane, and associated open space, landscaping, and engineering works (pre-application enquiry Q/23/96485)	1	1.2km	Air quality and odour	Yes	Scoped out by traffic and transport.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and the scheme. Both the scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on habitats and nesting birds during construction and designated sites and bats during construction and operation. However, with the implementation of mitigation including sensitive lighting design following best practice, nutrient neutrality assessment, timing works to avoid the nesting bird season, use of EcOW, pollution prevention, habitat creation and enhancement there would be no likely significant effects from either development. Mitigation and enhancements for habitats and protected species will be secured through CEMPs and Landscape Environmental Managements Plans. Therefore given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This scheme lies within LLCA 34: Fair oak Wooded Farmland, which overlaps with part of the Order Limits located approximately 1.1km to the north. There would be no new permanent structures within this LLCA, and there are no common visual receptors. Construction: There is potential for cumulative effects due to the temporary perception of construction activity within localised areas of LLCA 34. Moderate adverse (significant) effects have already been identified for the Proposed Development in this LLCA. Operation: Cumulative operational effects are unlikely, as the pipeline between the WRP site and Otterbourne WSW would be underground.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Not on short-list – no live planning application so development should not form part of core scenario as per TAG Unit M4.	N/A	N/A	N/A
				Water environment	Yes	Although the scheme is within 2km of the Order Limits it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
Planning applications identified by local planning authorities									
WCC PA001 This development also covers the impact of WCC Local Plan (Allocation WCC EALL016)	Land At Southwick Road And School Road Wickham Hampshire Erection of 60 dwellings, access and minor alterations to Grindall Field, landscaping, parking and	1	188m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour. Volume I (Document reference 6.1, DCO	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
	other associated works at School Road.					Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and the scheme. Both the scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on dormouse, habitats and nesting birds (during construction) and designated sites and bats (during construction and operation). However, with the implementation of mitigation including Developmental European Protected Species licenses with Natural England, sensitive lighting design following best practice, nutrient neutrality assessment, timing works to avoid the nesting bird season, use of ECoW and habitat creation and enhancement there would be no likely significant effects from either development. Mitigation and enhancements for habitats and protected species will be secured through CEMPs and Landscape Environmental Managements Plans. Therefore given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	Yes	Should planning permission be granted there is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and Proposed Development and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the planning application, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.			
				Landscape and visual	Yes	This scheme lies within LLCA 26: Meon Valley Wickham, which overlaps with the part of the Order Limits comprising the pipeline between the WRP site and Otterbourne WSW and IPS-G. The closest viewpoint to the scheme is VP046, located 660m to the east on Southwick Road. Construction: Although this is a small scheme, it lies only 130m from the Order Limits at its closest point, within the adjacent LLCA 19: Forest of Bere East Wooded Farmland. There is potential for cumulative effects during construction due to the increased perception of construction activity. Moderate adverse (significant) effects have already been identified for the Proposed Development. Operation: Due to intervening built form, there would be no intervisibility between the Proposed Development's permanent structure (IPS-G), located to the north-west of Wickham, and the scheme, which lies to the south-east of Wickham. As such, no cumulative operational effects are anticipated.	Not significant	N/A	Not significant
				Noise and vibration	Yes	Once constructed and occupied, this scheme will introduce new receptors with the potential to experience noise and vibration effects from the Proposed Development. If the scheme is occupied prior to commencement of Proposed Development construction works at Section G of the Pipeline between the WRP site and Otterbourne WSW, these construction noise impacts could cause adverse effects at the new sensitive receptors. The Outline CEMP (Document reference 7.1, DCO Volume 7) also commits that a NVMP would be prepared. This NVMP will include updated noise modelling and assessments in order to identify appropriate secondary mitigation measures to reduce construction noise effects. If the new sensitive receptors are occupied, the Contractor will adhere to mitigation measures required to avoid likely significant effects in the detailed CEMP and NVMP. The scheme is sufficiently far from any other sources of noise and vibration associated with the Proposed Development such that likely significant effects would not be anticipated to occur at the new receptors. Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is also the potential for cumulative effects on shared receptors. However, this scheme is not expected to require construction working outside normal weekday construction hours apart from in exceptional circumstances, and construction impacts will be controlled via measures specified in a CEMP for the scheme. Hence, construction noise and vibration effects arising from this scheme are considered unlikely to have the potential for likely significant inter-project cumulative effects.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic assessed in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The Proposed Development, and the scheme are both hydraulically connected to the River Meon. Although the scheme is within 2km of the Order Limits it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
WCC PA002	Conversion of the Mill Building and construction of a 66 bed Care Home, 38 Assisted Living Units, 19 family houses and 12 affordable homes (AMENDED PLANS and DESCRIPTION) and associated works. Station Road Bishops Waltham SO32 1DH	1	916m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	Potential for cumulative effect on loss of historic parkland character of Bishop's Waltham Deer Park where construction is contemporaneous with construction of the Proposed Development. Areas are well separated, and any effect would be limited. No operational period cumulative effects are anticipated.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and the scheme. Both the scheme and the Proposed Development are assessed in the absence of mitigation to have	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						potential negative significant effects on badger, habitats and nesting birds (during construction) and designated sites and bats (during construction and operation). However, with the implementation of mitigation including alternative bat roost provision, badger sett closure under license, sensitive lighting design following best practice, nutrient neutrality assessment, timing works to avoid the nesting bird season, use of ECoW and habitat creation and enhancement there would be no likely significant effects from either development. Therefore given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	No common receptors identified.	N/A	N/A	N/A
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The scheme is within 2km of the Order Limits, and both it and the Proposed Development are hydrologically connected to the River Hamble. However, it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and therefore limit the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.			
WCC PA005	Outline application for up to 89 dwellings with access from the Bluebell Way/Coldland Road roundabout and Coldland Road, public open space, landscaping, surface water drainage and associated infrastructure (all matters reserved except access). Land Off Bluebell Way Whiteley Hampshire	1	2.5km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume 1 (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	No				
				Terrestrial and freshwater biodiversity	Yes	The scheme is adjacent to the Solent and Southampton Water Ramsar and SPA and the Solent Maritime SAC. There is potential for construction impacts to these Habitats Sites and for temporal overlap between construction of the scheme and Proposed Development. The EclA for the scheme states "Standard construction safeguards will take place, such as those in relation to noise, vibration, dust and contaminated run-off. These measures, in conjunction with the small scale of the development, will ensure no impacts occur to any adjacent habitats and protected sites in the study area or any other off - site receptors". Assuming the scheme implements appropriate mitigation during construction, no likely significant effects on designated sites are considered likely from either development. Therefore, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide insight into historic changes in remaining landfill capacity data across England. To avoid	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is considered to comprise part of the future baseline used in the waste assessment (in regard to landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
WCC PA006	The installation of a ground mounted solar photovoltaic array together with associated infrastructure, access, fencing, CCTV, on-site biodiversity net gain and associated works. (Plans amended to (i) remove Battery Storage (ii) minor amendments to red and blue line to correct error). Glebe Farm Curdridge Lane Waltham Chase Southampton Hampshire SO32 2LQ	1	8m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	Potential for disturbance during construction of common archaeological features and deposits close to the boundaries of the scheme and Proposed Development resulting in an increase to magnitude of effects. An agreed archaeological scheme of investigation for the Proposed Development would be in place and would address specific effects arising from cumulative disturbance.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	The scheme is hydrologically connected to the Solent Maritime SAC and Solent and Southampton Water Ramsar and SPA, therefore there is	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						potential for cumulative effects to international designated sites. The scheme EclA states statutory designated sites are scoped out of the assessment. However, good practice measures will be implemented during construction of the scheme. Assuming the scheme implements appropriate mitigation during the construction phase, no likely significant effects on designated sites are considered likely from either development. Due to the proximity of the scheme to the Proposed Development and potential for temporary overlap, there is potential for the scheme and Proposed Development to impact on the same dormouse and bat populations. However, the scheme will retain boundary vegetation features meaning impacts on these species are considered to be negligible. No likely significant effects on these species are considered likely from either development. Therefore, no cumulative effects are considered likely during the construction and operation of the Proposed Development.			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	Yes	Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in the construction phases, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. However, due to the nature of the scheme and the Proposed Development and the regulatory regime under which it will be constructed, it is assumed that appropriate mitigation measures will be incorporated into the scheme and the Proposed Development thus limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the scheme, the effects on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. The scheme is not on agricultural land so no potential cumulative effects on agriculture are expected.	Not significant	N/A	Not significant
				Landscape and visual	Yes	The Scheme is located within LLCA 30: Durley Claylands, adjacent to the Order Limits. There would be no new permanent structures within this LLCA. The closest representative viewpoints are VP073 and VP113, located c.250m and 400m to the south of the scheme along Cudridge Lane; and VP076, located c.500 to the west of the Scheme along Botley Road/B3035. Construction - There is potential for adverse cumulative landscape effects in construction should the programmes overlap, due to an increased presence of construction activity. However, given the limited geographical extent of the Scheme, any combined effect would be limited,	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						and the cumulative effect would not exceed effects of the Proposed Development alone. Moderate adverse (significant) effects have already been identified for the Proposed Development in this LLCA. Operation - There would be no cumulative effects. The cumulative visual effect would be the same as that of the Scheme alone, as the Proposed Development would not result in any residual visual change once reinstated.			
				Noise and vibration	Yes	Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is the potential for cumulative effects. However, this scheme is not expected to require construction working outside normal weekday construction hours apart from in exceptional circumstances, and construction impacts will be controlled via measures specified in a CEMP for the scheme. Hence, construction noise and vibration effects arising from this scheme are considered unlikely to have the potential for likely significant inter-project cumulative effects. The scheme is sufficiently far from any sources of operational phase noise and vibration associated with the Proposed Development such that likely significant effects would not be anticipated.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide insight into historic changes in remaining landfill capacity data across England. To avoid double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is considered to comprise part of the future baseline used in the waste assessment (in regard to landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any significant cumulative effects. Given the minimal operational traffic demand associated with the proposed development, there are no significant cumulative effects are predicted.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, it is assumed the scheme will implement appropriate mitigation measures to minimise potential impacts on the water environment during construction, such as best practice measures to control sediments, contaminants and runoff.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						Cumulative effects on the water environment during the construction stage are therefore considered unlikely. It is assumed runoff from the scheme during operation would be managed by an operational drainage strategy. Likely significant cumulative effects during operation are therefore not anticipated.			
HBC PA009	Planning Application for a Battery Energy Storage System on Land at Portsmouth Water Bedhampton Water Treatment Works, Meyrick Road, Havant, PO9 3HB	1	0m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. No potential for cumulative effects identified during construction. Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any cumulative effects. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	The scheme is unlikely to affect any archaeological receptors. Cumulative change on the setting of Old Bedhampton Conservation Area arising during construction of the Proposed Development would be limited as this would be seen in the context of the existing operational site and no cumulative effect would arise.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The scheme is hydrologically connected to Solent Maritime SAC and Chichester and Langstone Harbours SPA and Ramsar via the Hermitage Stream. Therefore, there is potential for cumulative effects on designated sites. The Ecologist Consultee Response document on Havant planning portal states "<i>The application is accompanied by an Ecological Impact Assessment (Enzygo, May 2025)</i>". However, the EclA is not available on the planning portal. The consultee response does not include any mention of designated sites. Considering that the footprint of the scheme overlaps with the footprint of temporary construction compound B1-3 of the Proposed Development (see ES Figure 1.1 Location of the Proposed Development and Order Limits, Volume III (Document reference 6.3, DCO Volume 6)), it is assumed there will be no temporal overlap in construction. Therefore, no cumulative effects are considered likely during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There is the potential for cumulative flood risk effects between the scheme and the Proposed	N/A	N/A	N/A

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						Development's Order Limits during the Proposed Development's construction and operational phases. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the Water environment topic			
				Land quality and ground conditions	Yes	Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in the construction phases, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. However, due to the nature of the scheme and the Proposed Development and the regulatory regime under which it will be constructed, it is assumed that appropriate mitigation measures will be incorporated into the scheme and the Proposed Development thus limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the scheme, the effects on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. The scheme is not on agricultural land so no potential cumulative effects on agriculture are expected.	Not significant	N/A	Not significant
				Landscape and visual	Yes	The Scheme is located within LLCA 08: Bedhampton, effectively within the Order Limits, immediately to the north-east of the above-ground section of the Pipeline between the WRP and Bedhampton Springs. The closes viewpoint, located by the Scheme, is VP009, representative of People travelling along Wayfarer's Walk. Construction- There is potential for adverse cumulative landscape and visual effects in construction should the programmes overlap, this would be perceived together and would not trigger cumulative significant effects in the wider LLCA due to containment by Bedhampton built form. Operation – No significant cumulative effects are anticipated as a result of the Proposed Development, due to embedded mitigation measures, existing vegetation, and built form.	Not significant	N/A	Not significant
				Noise and vibration	Yes	Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is the potential for cumulative effects. However, this scheme is not expected to require construction working outside normal weekday construction hours apart from in exceptional circumstances, and construction impacts will be controlled via measures specified in a CEMP for the scheme. Hence, construction noise and vibration effects arising from this scheme are considered unlikely to have the potential for likely significant inter-project cumulative effects. This scheme will emit operational phase noise with the potential to cause cumulative effects with the operation of the Proposed Development (noise emissions from the WRP site) at a shared receptor (R3). However, R3 is not the controlling receptor for operational noise effects of the Proposed Development or the cumulative scheme. For both schemes, there are closer receptors at which significant operational phase noise effects will be avoided. Hence, operational phase noise and	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						vibration is not anticipated to result in likely significant cumulative effects.			
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide insight into historic changes in remaining landfill capacity data across England. To avoid double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is considered to comprise part of the future baseline used in the waste assessment (in regard to landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any significant cumulative effects. Given the minimal operational traffic demand associated with the proposed development, there are no significant cumulative effects are predicted.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, it is assumed the scheme will implement appropriate mitigation measures to minimise potential impacts on the water environment during construction, such as best practice measures to control sediments, contaminants and runoff. Cumulative effects on the water environment during the construction stage are therefore considered unlikely. It is assumed runoff from the scheme during operation would be managed by an operational drainage strategy. Significant cumulative effects during operation are therefore not anticipated.	Not significant	N/A	Not significant
WCC PS004	Request screening opinion for Hybrid Application consisting of full permission for a Supermarket (Use Class E (a)) with associated works including new vehicular, cycle and pedestrian accesses and landscaping and Outline Planning Permission for the conversion of redundant farm buildings to business uses (Use Class E part C(i),(ii),(iii) and g(ii))	3	747.01m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. No potential for cumulative effects identified during construction. Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any cumulative effects. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Limited documents are available on the planning portal relating to the scheme and ecology. The EIA Screening decision concludes an EIA may be required for the scheme due to potential impacts to The Moors, Bishop's Waltham SSSI and SDNP. As the Proposed Development is not anticipated to have any adverse effects on these sites, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects both during construction and operation.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide insight into historic changes in remaining landfill capacity data across England. To avoid double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is considered to comprise part of the future baseline used in the waste assessment (in regard to landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme	Not significant	N/A	Not significant
				Traffic and transport	Yes	Not included in the traffic model given there is no live planning application so development should not form part of core scenario as per TAG Unit M4.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						Construction and operation traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any significant cumulative effects.			
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, it is assumed the scheme will implement appropriate mitigation measures to minimise potential impacts on the water environment during construction, such as best practice measures to control sediments, contaminants and runoff. Cumulative effects on the water environment during the construction stage are therefore considered unlikely. It is assumed runoff from the scheme during operation would be managed by an operational drainage strategy. Likely significant cumulative effects during operation are therefore not anticipated.	Not significant	N/A	Not significant
FBC PA001	Outline Application (All Matters Reserved Except Access) To Erect Up To 29 Dwellings, With New Access Off North Wallington (Alternative To Previous Application P/19/0894/Oa). Land East of North Wallington Road Fareham	1	1.1km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and the scheme. Both the scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on badger, dormouse, habitats and nesting birds (during construction) and designated sites and bats (during construction and operation). However, with the implementation of mitigation including sensitive lighting design following best practice, nutrient neutrality assessment, timing works to avoid the nesting bird season, use of ECoW and habitat creation and enhancement there would be no likely significant effects from either development. Therefore, given that no likely significant residual effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development, and built form within Fareham would prevent intervisibility or perceptual awareness between the two. Cumulative landscape and visual effects are therefore unlikely.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
FBC PA003	Demolition Of Existing Office Building and Construction Of Assisted Living/Extra Care Accommodation With Up To 54 Apartments and Communal Facilities (Use Class C2), Associated Landscaping, Car Parking, Highway Works and Erection Of Substation. 100 Wickham Road Fareham PO16 7HT	1	1.3km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide insight into historic changes in remaining landfill capacity data across England. To avoid double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is considered to comprise part of the future baseline used in the waste assessment (in regard to landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, it is small scale and it is assumed the scheme will implement appropriate mitigation	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						measures to minimise potential impacts on the water environment during construction, such as best practice measures to control sediments, contaminants and runoff. Cumulative effects on the water environment during the construction stage are therefore considered unlikely. It is assumed runoff from the scheme during operation would be managed by an operational drainage strategy. Likely significant cumulative effects during operation are therefore not anticipated.			
FBC PA004	Land at Boarhunt Road Junction 11 of the M27 Fareham Outline Planning Application For The Construction Of A Truck Stop Facility (Sui Generis); Electric Vehicle Charging Forecourt And Ancillary Building (Sui Generis); Port Open Storage And Port Operational Area (Use Class B8 & Sui Generis) With Associated Site Infrastructure Including Structural Landscaping; Internal Roads And Utilities Infrastructure (All Matters Reserved Except Access) (EIA Development Accompanied By An ES)	1	436m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. No potential for cumulative effects identified during construction. Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any cumulative effects. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	There is limited visibility of the scheme from Forts Nelson and Southwick which would appear in the background of views in which other modern infrastructure is more visible and cumulative change to setting would not give rise to any increased magnitude of effect.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	Only a high level assessment of impacts to terrestrial and freshwater biodiversity features is available within the scheme EIA screening report and the Screening Opinion states "The local planning authority considers that the proposed development is likely to have significant environmental effects meaning that it is EIA development within the meaning provided in the Regulations". No biodiversity features were identified as likely to be subject to significant effects from the scheme (those related to landscape visual, traffic, noise, air quality and water quality) and there is a lack of overlapping impact pathways between the scheme and the Proposed Development and therefore, assuming the scheme includes standard environmental mitigation no cumulative effects are considered likely during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	Yes	Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in the construction phases, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. However, due to the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						nature of the scheme and the Proposed Development and the regulatory regime under which it will be constructed, it is assumed that appropriate mitigation measures will be incorporated into the scheme and the Proposed Development thus limiting the potential for cumulative effects to occur.			
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the scheme, the effects on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. The scheme is not on agricultural land so no potential cumulative effects on agriculture are expected.	Not significant	N/A	Not significant
				Landscape and visual	Yes	The Cumulative Scheme sits on the western edge of LLCA 15: Portsdown Hill ridge, which coincides with BPT/IPS-E located 6.5k.m to the east. The closest section of the Proposed Development to the scheme comprises the Pipeline between the WRP site and Otterbourne WSW located c.400m to the north, within the adjacent LLCA 18: Portsdown Hill northern slopes. The closest representative viewpoint is VP043 located on Nine Elms Lane c.250m to the north of the Scheme. Construction – There is potential for adverse cumulative landscape effects in construction should the programmes overlap, due to an increased presence of construction activity. However, given the limited geographical extent of the Scheme, any combined effect would be limited, and the cumulative effect would not be greater than the reported moderate adverse (significant) effects of the Proposed Development alone. Operation - There would be no intervisibility between the scheme and BPT/IPS-E during operation and no cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	The nature of this scheme means it is not considered sensitive to potential noise impacts from the Proposed Development.. The construction and operation of the scheme have the potential to generate cumulative effects on receptors within the study area. However, the only shared receptor, R32, is located over 300m from both developments; hence likely significant cumulative effects are not anticipated.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide insight into historic changes in remaining landfill capacity data across England. To avoid double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is considered to comprise part of the future baseline used in the waste assessment (in	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						regard to landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Access to Fort Nelson, strategic tourism receptor, is not expected to be impacted as ES Chapter 18 Traffic and Transport is not reporting any significant effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Construction traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects. Operation traffic would be reflected in the TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, it is small scale and it is assumed the scheme will implement appropriate mitigation measures to minimise potential impacts on the water environment during construction, such as best practice measures to control sediments, contaminants and runoff. Cumulative effects on the water environment during the construction stage are therefore considered unlikely. It is assumed runoff from the scheme during operation would be managed by an operational drainage strategy. Likely significant cumulative effects during operation are therefore not anticipated.	Not significant	N/A	Not significant
EBC PA002	Land at Woodhouse Lane and to the North and East of Botley Village, Eastleigh (Winchester Area) Construction of a bypass for Botley, providing a connection from Station Hill (A334/A3051 junction) to Woodhouse Lane together with associated improvements/enabling works to Woodhouse Lane (scoping opinion: SCO/2016/0550).	1	1.7km	Air quality and odour	No				
				Archaeology and cultural heritage	No				
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	No				
				Traffic and transport	No				
				Water environment	No				
EBC PA003	Outline application for up to 680 residential units, mixed use comprising of retail and/or community/healthcare use, land for two-form entry primary school, formal and informal open space and sports pitches. New access off Winchester Road, associated on-site roads, infrastructure and footpaths/cycleways. Detailed matters for determination access (all other matters reserved - scale, appearance, landscaping and layout). This application is the subject of an EIA, is a departure from the Development Plan, is Major Development and affects the setting of a Right of Way.	1	1.9km	Air quality and odour	No				
				Archaeology and cultural heritage	No				
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	No				
				Traffic and transport	No				
				Water environment	No				
EBC PA006	Demolition of an existing residential dwelling and associated farm buildings and construction of a residential development of 73 dwellings, associated landscaping, and amenity areas with access from Maddoxford Lane. (Amended Description).	1	1.3km	Air quality and odour	No				
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	No				
				Traffic and transport	No	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
HBC PA008	Havant College, Barncroft Way, Havant, PO9 1QL Erection of new three storey teaching building and provision of 8No. additional parking spaces, 14No. cycle spaces, new fencing and landscaping. (20 June 2024). Request to discharge conditions 10, 11 and 12 (21 June 2024). Request to discharge condition 14 (25 October 2024).	1	476m	Water environment	No				
				Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	No documents relating to terrestrial and freshwater biodiversity for the scheme are available on the HBC planning portal. The scheme is within the urban setting of Havant. Habitats within the footprint of the scheme are hardstanding (a car park) and a small area of amenity grassland of low biodiversity value. The scheme has no hydrological connection to an international designated site. Assuming the scheme incorporates environmental good practice into the design and construction, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	The development is adjacent to the Order Limits and there is surface water connectivity. The closest component of the Proposed Development that is hydrologically connected (via Hermitage Stream) is the Pipelines between the WRP site and Bedhampton Springs. It is construction using trenchless and open-cut construction, and above-ground pipeline. As described for Terrestrial and freshwater biodiversity, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant. It is also anticipated that appropriate mitigation measures will be adopted (control of sediments, contaminants and runoff) and an FRA undertaken as part of the construction of the college and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
HBC PA007	Land at Forty Acres, Havant Road, Havant Re-plan part of the residential area of the site to facilitate an additional 34 new homes within the development area to create a total 147 dwellings, inclusive of the additional 34 units. (23 December 2021). Request to discharge conditions 3,10,11,20 and 22 (26 January 2022).	1	0m	Air quality and odour	Yes	Scoped out by traffic and transport.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	No planning documents relating to terrestrial and freshwater biodiversity are available for the scheme on the HBC planning portal. Planning permission was approved with conditions for the scheme in 2021. Commencement of works for the scheme has begun. Construction of the scheme and the Proposed Development are not expected to overlap. The scheme is located where the Proposed Development pipeline is tunnelled under Portsdown Hill. The scheme is located within in two SWBGS sites H04B (secondary support area), and H04C (low use site) and P135 (secondary support area) associated with the Chichester and Langstone Harbour SPA. The Proposed Development will also have direct impacts on SWBGS associated with this SPA. However, a mitigation and compensation strategy for the impacts to SWBGS sites has been developed for the Proposed Development resulting in no residual adverse effects. A CEMP for the scheme includes mitigation measures for the SPA. Given that planning permission has been granted and works have commenced and assuming the scheme incorporates environmental good practice into the design and construction, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There is the potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits during the Proposed Development's construction and operation phases. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	N/A	N/A	N/A
				Land quality and ground conditions	Yes	Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. However, due to the nature of the scheme and the Proposed Development and the regulatory regime under which they will be constructed, it is assumed that appropriate mitigation measures will be incorporated into the scheme and the Proposed Development thus limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the scheme, the effects on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.			
				Landscape and visual	Yes	The scheme is located within LLCA 13: Farlington Marshes and Coastal Parks, approximately 350m from the WRP site across the M3 interchange to the west. Common visual receptors include people travelling along the Solent Way to the south (VP016, VP017 and VP133). Construction: There is potential for adverse cumulative landscape and visual effects if construction programmes overlap. Moderate adverse (significant) effects have already been identified for the Proposed Development. Operation: There would potentially be intervisibility between the scheme and the WRP site during operation across the M3(M). There would be an increase of built form within LLCA13: Farlington Marshes and coastal parks. The new built form will be an extension of existing development of similar type and scale and contained by the nature vegetation along the A3 corridor, limiting effects across the rest of the LLCA.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: Due to the nature and scale of the planning application, any effects of the scheme on health and well-being in the study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. .	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						Cumulative effects on receptors identified are considered unlikely.			
HBC PA003	Land at Sinah Lane, Hayling Island Erection of 195No. dwellings, associated open space, pumping station, sub-station and formation of new vehicular access off Sinah Lane. Change of use of land from agricultural to a Wader and Brent Geese Refuge Area (Resubmission of APP/18/00724) (30.6.21). Request to Discharge Condition Nos. 3, 4, 6, 7,11,12, 13, 14, 20, 22, and 23 (recd 5.7.21) Request to Discharge Condition 18 (recd 17.3.22). Request to discharge condition 18 (6 July 2022). Request to discharge conditions 6 and 14 (29 March 2023). Request to Discharge Condition 6, 11 and 14 (20 December 2023). Request to discharge condition 19 (30 May 2024).	1	2.8km	Air quality and odour	Yes	Scoped out by traffic and transport.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	No planning documents relating to terrestrial and freshwater biodiversity are available for the scheme on the HBC planning portal. Planning permission was approved with conditions for the scheme in 2021. Commensment of works for the scheme was in 2022. The scheme is located within SWBGS site H34C, a core area supporting Chichester and Langstone Harbour SPA. The Proposed Development will also have direct impacts on SWBGS associated with this SPA. However, a mitigation and compensation strategy for the impacts to SWBGS sites has been developed for the Proposed Development resulting in no residual adverse effects. A CEMP for the scheme includes mitigation measures for the SPA. Given that planning permission has been granted and works have commenced and assuming the scheme incorporates environmental good practice into the design and construction, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	Yes	There is potential for cumulative impacts on the same designated sites as outlined in the Terrestrial and freshwater biodiversity topic during the construction phase. These designated sites are considered very important. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant. There is no residual effect from the Proposed Development, therefore, no cumulative effect is anticipated.	Not significant	N/A	Not significant
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.			
				Traffic and transport	No				
				Water environment	No				
HBC PA004	Land west of, Hulbert Road, Havant Outline planning application with all matters reserved except access for the development of up to 100 dwellings and associated improved site access, landscaping, footpaths, SuDS and other associated works on land to the west of Hulbert Road, Havant.	1	967m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume 1 (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	No planning documents relating to terrestrial and freshwater biodiversity are available for the scheme on the HBC planning portal. Planning permission was approved with conditions for the scheme in 2023. The scheme is a residential development. The Proposed Development, and are both hydraulically connected to the Hermitage Stream which connects to the Solent Maritime SAC, Chichester and Langstone Harbours SPA/Ramsar and Langstone Harbour SSSI. There is potential for cumulative impacts on the same designated sites during the construction phase. However, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant. Therefore no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The scheme is located within LLCA 16: A3(M) Corridor. No part of the Proposed Development lies within this LLCA, and there are no common	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						visual receptors. The closest part of the Order Limits is located approximately 1.6km to the south-west, across Bedhampton. Existing built form would prevent intervisibility or any perceptual awareness between the two schemes during both construction and operation. Cumulative landscape and visual effects are therefore unlikely.			
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	No	Included in short-list and operational traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing project (e.g. surface water drainage plan and pollution prevention measures) and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors, including designated sites, are considered unlikely. As described for Terrestrial and freshwater biodiversity, it has been assessed that with the implementation of environmental management plans, the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant.	Not significant	N/A	Not significant
HBC PA005	Erection of retail foodstore with associated car parking, access, landscaping and engineering works. (4 February 2025). Request to discharge condition 16 (Withdrawn 13 March 2025). Land to the west of B&Q, Purbrook Way, Havant	1	1.3km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	No planning documents relating to terrestrial and freshwater biodiversity are available for the scheme on the HBC planning portal. Planning permission was approved with conditions for the scheme in 2025. The scheme is a small retail development. There is no hydrological connectivity to the scheme or any internationally designated site. Assuming the scheme incorporates environmental good practice into the design and construction, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.			
				Water environment	Yes	Although the scheme is within 2km of the Order Limits it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC PA006	Construction of 6no. industrial units, within Use Classes B2, B8 and E(g), following demolition of existing buildings, to incorporate, access, parking, landscaping, and associated works. 36 New Lane, Havant, PO9 2JL	1	1.3km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the project-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	No planning documents relating to terrestrial and freshwater biodiversity are available for the scheme on the HBC planning portal. Planning permission was approved with conditions for the scheme in 2023. The scheme is a small industrial development within an existing industrial area. There is no hydrological connectivity to the scheme or any internationally designated site. Assuming the scheme incorporates environmental good practice into the design and construction, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The scheme replaces existing buildings. There are no common receptors and unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
PCC PA001	Application for prior approval (Class O) for the change of use from offices (Class B1a) to 50no. self contained flats (Class C3) (alternative to 21/00020/PACOU) (amended description). Roebuck House Roebuck Close Portsmouth PO6 2TA	1	1.4km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	No planning documents relating to terrestrial and freshwater biodiversity are available for the scheme on the PCC planning portal. Planning permission was granted for the scheme in August 2021 (21/00022/PACOU). The scheme is a small housing development within a residential/industrial area. There is no hydrological connectivity to the scheme or any internationally designated site. Assuming the scheme incorporates environmental good practice into the design and construction, no cumulative effects are anticipated during the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						construction and operation of the Proposed Development.			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	There are no common receptors identified.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
PCC PA004	Construction of four-storey building to provide 54 retirement apartments (Use Class C3), with associated vehicle access from Havant Road, car parking and landscaping, after demolition of existing car showroom and dwellings. 111 Havant Road Drayton And Farlington Portsmouth PO6 2AH	1	512km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and the scheme. Both the scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on nesting birds (during construction) and designated sites and bats (during construction and operation). However with the implementation of mitigation, including bat surveys, sensitive lighting design following best practice, nutrient neutrality assessment, timing works to avoid the nesting bird season, habitat creation and enhancement there would be no likely significant effects from either development. Therefore given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development, and built form within Cosham (LLCA14) would prevent intervisibility or perceptual awareness between the two. Cumulative landscape and visual effects are therefore unlikely.	Not significant	N/A	Not significant
				Noise and vibration	Yes	This scheme is over 500m from any sources of airborne noise associated with the Proposed Development; hence, cumulative airborne noise impacts are not anticipated. The closest element of the Proposed Development to the scheme is Section D of the Pipeline between the WRP site and Otterbourne WSW, which will be in a tunnel and therefore only has the potential to cause construction phase ground-borne noise and vibration impacts. The scheme is over 100m from the Proposed Development; hence, cumulative ground-borne noise and vibration impacts are also not anticipated. Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6)). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	No				
PCC PA005	Construction of three storey building accommodating 50no. 'Extra Care' apartments (Class C3) to be provided as affordable housing; with associated vehicular access and turning head, vehicle parking, cycle parking and landscaping (Amended Plans Received). Land At Former Edinburgh House Sundridge Close Portsmouth PO6 3JL	1	912km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Fewer than 150 dwellings. No potential for cumulative effects identified during construction. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and the scheme. Both the scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on nesting birds (during construction) and designated sites, commuting and foraging bats (during construction and operation). However with the implementation of mitigation, including sensitive lighting design following best practice, off-site mitigation measures, timing works to avoid the nesting bird season, habitat creation and enhancement there would be no likely significant effects from either development. Therefore given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
PCC PA006	Redevelopment of former St James' Hospital comprising the conversion of listed buildings and listed Chapel to provide 151 dwellings and associated works including demolition of extensions and ancillary buildings, construction of new two and three storey housing to provide 58 dwellings, retention of cricket pitch, club house and	1	373m	Air quality and odour	Yes	Scoped out by traffic and transport.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and the scheme. Both the scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on nesting birds during construction and designated sites during construction and operation. However with	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
	changing rooms, provision of car parking, associated landscaping and other works (phased development) (Amended Scheme). St James Hospital Locksway Road Southsea PO4 8LD					the implementation of mitigation, including off-site mitigation measures, nutrient neutrality assessment timing works to avoid the nesting bird season, habitat creation and enhancement there would be no likely significant effects from either development. Therefore given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	Yes	Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. However, due to the nature of the scheme and the Proposed Development and the regulatory regime under which they will be constructed, it is assumed that appropriate mitigation measures will be incorporated into the scheme and the Proposed Development thus limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the redevelopment the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.	Not significant	N/A	Not significant
				Landscape and visual	No				
				Noise and vibration	Yes	Whilst this scheme is within the noise and vibration Zol, it is to the west of Eastney Transfer Tunnel (TT) which is excluded from the noise and vibration assessment scope. The scheme is sufficiently far from the Proposed Development construction works to be within the noise and vibration assessment scope and such that there is no potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
PCC PA008	Construction of two buildings covering total of 3850sqm floorspace (gross external area) in three units, for use as general industrial purposes (Class B2), storage and distribution (Class B8) and/or other industrial purposes (Class E(g)(iii)); with ancillary offices, associated car parking, service yard and alteration to vehicular access. Voyager Park North Portfield Road Portsmouth PO3 5FX	1	966m	Air quality and odour	Yes	Scoped out by traffic and transport.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on nesting birds (during construction) and commuting bats (during construction and operation. However with the implementation of mitigation, including sensitive lighting design following best practice, timing works to avoid the nesting bird season, and habitat enhancement, there would be no likely significant effects from either development. Therefore given that no likely significant residual effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
PCC PA010	Construction of a two storey research and development unit with associated landscaping, parking and hardstandings, 1 Hilltop Road Portsmouth PO6 3RY	1	415m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	The scheme would read as part of the existing research and development establishment, with key thematic links to military use of Portsdown Hill and would not interact with the Proposed Development.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is potential for a temporal overlap during the construction and operational phases of the Proposed Development and the scheme. Both the scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on designated sites, nesting birds, badger, reptiles and invertebrates (during construction) and commuting bats (during construction and operation). However with the implementation of mitigation, including sensitive lighting design following best practice, pollution prevention, timing works to avoid the nesting bird season, habitat creation and enhancement there would be no likely significant effects from either development. Therefore given	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	Yes	Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. However, due to the nature of the scheme and the Proposed Development and the regulatory regime under which they will be constructed, it is assumed that appropriate mitigation measures will be incorporated into the scheme and the Proposed Development thus limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of scheme and distance from the Order Limits, the effects on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.	Not significant	N/A	Not significant
				Landscape and visual	Yes	The scheme is located within LLCA15: Portsdown Hill Ridge. This is a small scheme of a different type and scale to the Proposed Development and there are no common visual receptors. Unlikely to be cumulative landscape or visual effects both at construction and operation.	Not significant	N/A	Not significant
				Noise and vibration	Yes	Although this scheme is within the Zol, it is outside the noise and vibration study area for the Proposed Development; hence the scheme will not result in likely significant effects on these receptors. The construction and operation of the scheme could cause cumulative effects at receptors that are shared with the Proposed Development. However, the closest shared receptor with the Proposed Development is R238 ("The Stables Fitness Studio", a gym), at over 500m from the scheme. At this distance, it is considered that there is no potential for likely significant inter-project cumulative effects.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
PCC PA011	Redevelopment of the site for a modern flexible industrial, storage and distribution facility (falling within Use Classes E(g)(i), E(g)(ii), E(g)(iii), B2 and B8) with ancillary office space, including landscaping, car parking and associated works. (following demolition of existing industrial unit and office). Railway Triangle, B Walton Road Portsmouth PO6 1TS	1	1.5km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on designated sites, nesting birds (during construction) and commuting bats (during construction and operation). However with the implementation of mitigation, including a CEMP, sensitive lighting design following best practice, timing works to avoid the nesting bird season, and habitat enhancement, there would be no likely significant effects from either development. Therefore given that no likely significant residual effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been			

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development, and built form within Cosham (LLCA14: Portsmouth) would prevent intervisibility or perceptual awareness between the two. Cumulative landscape and visual effects are therefore unlikely.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the housing scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
PCC PA012	Demolition of existing building and erection of new industrial unit (Use Class B2), and associated development. 6 Fitzherbert Road Portsmouth PO6 1RU	1	1.1km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on nesting birds (during construction) and commuting bats (during construction and operation. However with the implementation of mitigation, including sensitive lighting design following best practice, timing works to avoid the nesting bird season, and habitat enhancement, there would be no likely significant effects from either development. Therefore given that no likely significant residual effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The scheme replaces existing built form and is of a different type and scale to the Proposed Development. There are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.			
				Water environment	Yes	Although the scheme is within 2km of the Order Limits it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
PCC PA014	Erection of buildings for E, B2, B8 (applied flexibly), including details of access, parking, servicing, landscaping, boundary treatment and associated works. Land To The South Of Limberline Road And North Of Norway Road Hilsea	1	2.4km	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. Added to shortlist and covered under TEMPro growth factors following traffic shortlisting from HCC. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Both the scheme and the Proposed Development are assessed in the absence of mitigation to have potential significant negative effects to nesting birds (during construction). However, with the implementation of mitigation, including timing works to avoid the nesting bird season, the use of an ECoW and habitat enhancement, there would be no likely significant effects from either development. No operational impacts for the scheme have been identified. Therefore, given that no likely significant residual effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. To avoid double counting of committed developments which are similar in nature to those that have taken place over the period for which	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						historical data has been considered (ten years), the cumulative assessment only considers committed developments that are of sufficient scale to exceed the historical trend of development in the region. This scheme is considered to be of a scale to comprise part of the future baseline (in regard to landfill capacity). Therefore, no cumulative effects are anticipated.			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Included in short-list and operational traffic reflected in the traffic model via TEMPro background traffic growth factor. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any likely significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
PCC PA015	Installation of a battery energy storage system and associated infrastructure and access Fort Widley Portsdown Hill Road Portsmouth PO6 3LS	1	178.9m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. No potential for cumulative effects identified during construction. Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any cumulative effects. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	The scheme would be screened in views from Fort Widley and Fort Southwick and no cumulative change to setting is anticipated. No common archaeological receptors have been identified.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	The scheme is adjacent to Portsdown SSSI. As confirmed in consultation response from Natural England, the scheme will not have any significant effects on statutory designated sites. The Proposed Development is also assessed as not having any significant effects on this site. The scheme is located approximately 227m from SWBGS site W03G, which is functionally linked land to Portsmouth Harbour SPA and Ramsar. The SWBGS site is located within the Order Limits of	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						the Proposed Development. As construction of the Proposed Development in this location would take place outside of the non-breeding period, there will be no significant effects on this designated site. Therefore, no cumulative effects are considered likely during the construction and operation of the Proposed Development.			
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	Yes	Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in the construction phases, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. However, due to the nature of the scheme and the Proposed Development and the regulatory regime under which it will be constructed, it is assumed that appropriate mitigation measures will be incorporated into the scheme and the Proposed Development thus limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the scheme, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.	Not significant	N/A	Not significant
				Landscape and visual	Yes	The Cumulative Scheme is located within LLCA 15: Portsdown Hill ridge, which coincides with BPT/IPS-E located c. 1.2km to the east. The closest section of the Proposed Development to the scheme comprises the Pipeline between the WRP site and Otterbourne WSW located c.180m to the north, within the adjacent LLCA 18: Portsdown Hill northern slopes. The closest representative viewpoint is VP031 located on the B2177/Southwick Road c.490m to the west Scheme. Construction – There is potential for adverse cumulative landscape effects in construction should the programmes overlap, due to an increased presence of construction activity. However, given the limited geographical extent of the Scheme, any combined effect would be limited, and the cumulative effect would not be greater than the reported moderate adverse (significant) effects of the Proposed Development alone. Operation - There would be no intervisibility between the scheme and BPT/IPS-E during operation and no cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	This scheme will not introduce additional noise and vibration sensitive receptors. The construction of the scheme has the potential to generate	Not significant	Not significant	N/A

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						cumulative effects on shared receptor R270. However, the nearest Proposed Development construction activity is pipeline construction, which is mobile and short-term in nature, followed by Lagoon excavation, which is also considered a short-term activity. The construction noise and vibration effects of the cumulative scheme will be managed using the measures identified a CEMP for the scheme, and the Proposed Development Outline CEMP (Document reference 7.1, DCO Volume 7) includes a range of mitigation measures. Combined, these are anticipated to avoid the potential for likely significant cumulative noise and vibration effects. The cumulative scheme is sufficiently far from any Proposed Development sources of operational phase noise that likely significant cumulative operational phase effects are not anticipated.			
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide insight into historic changes in remaining landfill capacity data across England. To avoid double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is considered to comprise part of the future baseline used in the waste assessment (in regard to landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	Construction and operational traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, it is assumed the scheme will implement appropriate mitigation measures to minimise potential impacts on the water environment during construction, such as best practice measures to control sediments, contaminants and runoff. Cumulative effects on the water environment during the construction stage are therefore considered unlikely. It is assumed runoff from the scheme during operation would be managed by an operational drainage strategy. Likely significant cumulative effects during operation are therefore not anticipated.	Not significant	N/A	Not significant
PCC PA016		1	882.64m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
	Demolition of existing and construction of school with associated parking, access and landscaping (updated highways plans and FRA). Springfield School Central Road Portsmouth PO6 1QY					construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. No potential for cumulative effects identified during construction. Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any cumulative effects. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.			
				Archaeology and cultural heritage	Yes	No common receptor identified therefore no cumulative effects anticipated.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	This is a small scheme in an urban area. There are no hydrological connections from the scheme to any designated sites. Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	This is a small scheme of a different type and scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide insight into historic changes in remaining landfill capacity data across England. To avoid double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is considered to comprise part of the future baseline used in the waste assessment (in regard to landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from the Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significant of effect	Additional mitigation	Residual effect
						Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.			
				Traffic and transport	Yes	Construction and net operational traffic associated with this scheme is anticipated to be sufficiently low within the study area that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, it is small scale and it is assumed the scheme will implement appropriate mitigation measures to minimise potential impacts on the water environment during construction, such as best practice measures to control sediments, contaminants and runoff. Cumulative effects on the water environment during the construction stage are therefore considered unlikely. It is assumed runoff from the scheme during operation would be managed by an operational drainage strategy. Likely significant cumulative effects during operation are therefore not anticipated.	Not significant	N/A	Not significant

1.5 Other development, which is related or consequential, but which is proposed to be consented or delivered separately

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
Winchester City Council (WCC)									
WCC OD001	Upgrades to WSW Southern Water Otterbourne Water Supply Works (WSW) Sparrowgrove, Otterbourne. Replacement of the existing surface water and groundwater pre-disinfection system with new pre-disinfection. Upgrades to WSW are required to be completed prior to commissioning of the Proposed Development. Construction <i>Winter 2025 to Summer 2031</i>	N/A	0m	Air quality and odour	Yes	There will be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative air quality effects to occur. Construction traffic data is not available for the upgrades to the WSW at this early stage. Based on traffic and transport, it is likely that the potential cumulative increase in construction traffic associated with both the scheme and the Proposed Development would not be significant. It is therefore anticipated that the cumulative construction traffic impacts would not result in a likely significant effect. All schemes will have a requirement to consider potential construction phase impacts and apply best practice mitigation to effectively control associated emissions (for example within a CEMP). It is therefore reasonable to assume that the scheme will implement relevant best practice mitigation measures to minimise potential worst case impacts of emissions. With these measures in place, it is considered that cumulative effects will be not significant.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	There is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential during construction for cumulative disturbance of common archaeological features and deposits close to the boundaries of the Proposed Developments. An agreed archaeological scheme of investigation for the proposed development would be in place for the proposed development and would address specific effects arising from cumulative disturbance. No operational period cumulative effects are anticipated.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	There is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. However, no cumulative effects are anticipated during construction or operation as appropriate mitigation measures will be adopted as part of the construction of the upgrades to the WSW and therefore limit the potential for cumulative effects to occur. Therefore, given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - As this infrastructure asset is being developed irrespective of whether the Proposed Development is granted consent, emissions from its activities are not considered to be a downstream effect of the Proposed Development, and therefore no cumulative assessment was undertaken. Climate change resilience assessment - There will be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	N/A	N/A	N/A
				Land quality and ground conditions	Yes	There will be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is assumed the scheme and the Proposed Development will implement appropriate mitigation measures to minimise potential impacts on land quality and ground conditions. With these measures in place, it is considered cumulative effects will not be significant.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the	Not significant	N/A	Not significant

						scheme, the effects on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. The scheme is not on agricultural land so no potential cumulative effects on agriculture are expected.			
				Landscape and visual	Yes	The scheme represents a small scheme of a different scale to the Proposed Development and there are unlikely to be cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	There is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative construction noise and vibration effects to occur if these works occur simultaneously. However, the scheme will implement Best Practicable Means (BPM) to minimise noise and vibration emissions in order to comply with the requirements of the Control of Pollution Act 1974, and noise and vibration from construction of the Proposed Development will be minimised via the application of BPM and additional mitigation as identified in the NVMP. With these measures in place, it is considered that cumulative construction noise and vibration effects will be not significant.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide insight into historic changes in remaining landfill capacity data across England. To avoid double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is considered to comprise part of the future baseline used in the waste assessment (in regard to landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics: There will be an overlap in the construction phases of the scheme and the Proposed Development. Employment and supply chain effects are unknown but the scale of employment and supply chain effects arising from this scheme is likely to be minor and not significant, and therefore it is considered that there is no potential for likely significant cumulative effects. The scheme is outside the Zol for employment effects associated with allocated employment sites. Tourism: Although the scheme is within 2km of the Order limits, it is 4km from Marwell Zoo, and therefore unlikely to have likely significant cumulative effects on strategic tourism receptors. Health: Based on the socio-economic assessment, no potential cumulative health effects are identified as a result of cumulative economic and employment effects. There are no potential cumulative health effects associated with environmental health determinants as no likely significant effects are identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	There is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative construction traffic effects to occur if these works occur simultaneously. As detailed in the ES, there are no likely significant effects associated with the increase in traffic on driver delay. Whilst construction traffic data is not available for the upgrades to the WSW at this early stage, it is likely that the potential cumulative increase in construction traffic associated with both the scheme and the Proposed Development would not be significant. It is therefore anticipated that the cumulative construction traffic impacts would not result in a new likely significant effect. Given the minimal operational traffic demand associated with the proposed development, there are no significant cumulative effects are predicted.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, it is assumed the scheme and the Proposed Development will implement appropriate mitigation measures to minimise potential impacts on the water environment during construction, such as best practice measures to	Not significant	N/A	Not significant

						control sediments, contaminants and runoff. Cumulative effects on the water environment during the construction stage are therefore considered unlikely. The operation of the proposed equipment kiosks would not introduce new sources of contamination risk or change the quality or quantity of surface and groundwaters. Likely significant cumulative effects during operation are therefore not anticipated.			
WCC OD002	Utilities – BPT-K Provision of the following utilities: Potable water Fire supply Communications Electric	N/A	0m	Air quality and odour	Yes	There is the potential for cumulative air quality effects to occur as these works will occur simultaneously with the Proposed Development construction works. All schemes will have a requirement to consider potential construction phase impacts and apply best practice mitigation to effectively control associated emissions (for example within a CEMP). It is therefore reasonable to assume the scheme will implement relevant best practice mitigation measures to minimise potential worst case impacts of emissions. With these measures in place, it is considered that cumulative effects will be not significant.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	There will be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential during construction for cumulative disturbance of common archaeological features and deposits within the boundaries of the Proposed Developments. An agreed archaeological scheme of investigation for the proposed development would be in place and would address specific effects arising from cumulative disturbance. No additional change to setting of Wintershill Hall and Park is anticipated as the proposed utilities scheme would be seen in context as part of the construction of BPT-K. No operational period cumulative effects are anticipated.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	There will be a temporal overlap between the construction phases of the scheme and Proposed Development. The utility scheme is proposed within pasture fields of modified grassland with scattered trees bordered by hedgerows in good condition. Therefore, the utility scheme could result in the loss of these habitats. These habitats are known to support dormouse, and there is potential for them to support nesting birds and bats. The Proposed Development in the absence of mitigation will also have a negative significant effect on these habitats, dormouse, bats and nesting birds. However, with the implementation of mitigation, including European Protected Species licences and sensitive timing of works, habitat reinstatement and creation secured through detailed Landscape Environmental Management Plan(s) (LEMP(s)) and CEMP(s) produced and submitted for approval in accordance with the corresponding requirement in Schedule 2 to the draft DCO (Document reference 3.1, DCO Volume 3), no likely significant effects are considered likely from the Proposed Development. It is assumed that the utility scheme will include similar mitigation. Therefore, given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - Carbon emissions from utility connections to the Above Ground Plant (AGP) infrastructure are considered to be within the existing risk and contingency allowance added as part of the assessment in ES Chapter 10 Carbon and climate change, Volume 1 (Document reference 6.1, DCO Volume 6). Climate change resilience assessment - There will be a temporal overlap between the construction and operation phases of the utility scheme and the Proposed Development. Therefore, there is the potential for cumulative flood risk effects between the scheme and the Proposed Development. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	Not significant	N/A	Not significant
				Land quality and ground conditions	Yes	There will be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development therefore limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There will be a temporal overlap between the construction phases of the utility scheme and the Proposed Development. A temporary	Not significant	N/A	Not significant

					moderate significant adverse effect is reported in ES Chapter 12 Land use and agriculture, Volume I (Document reference 6.1, DCO Volume 6) for Winters Hill Hall in relation to land take requirements for open-cut trenching and temporary construction compound BPT-K (see ES Figure 1.1 Location of the Proposed Development and Order Limits, Volume III (Document reference 6.3, DCO Volume 6)). A permanent moderate significant adverse effect is reported in Chapter 12 of the ES for Winters Hill Hall in relation to land take requirements for the siting of BPT-K. Therefore, there is the potential for cumulative effects to arise both during construction and operation, however, due to the small scale of the works required for the utility scheme, is it not expected that the effects already reported will change. A temporary moderate adverse in-combination effect on amenity is also reported during construction for Winters Hill Hall in ES Chapter 12 Land use and agriculture, Volume I (Document reference 6.1, DCO Volume 6). Therefore, there is the potential for cumulative effects to arise during construction however, due to the small scale of the works required for the utility scheme, is it not expected that the effects already reported will change. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.			
			Landscape and visual	Yes	The utilities scheme would be located within Landscape Receptor LLCA 33: Durley and Durley Street, alongside parts of the Proposed Development comprising the pipeline between the WRP site and Otterbourne WSW and BPT-K. Common visual receptors include views from within the SDNP (represented by VP082 from the Pilgrims' Trail/Allan King Way), nearby PRoWs (VP084), and the B2177 (VP085). Construction: The scheme would slightly increase construction activity, but this would be perceived as part of the wider construction of the Proposed Development, for which moderate adverse (significant) effects have already been identified in the Landscape and Visual Impact Assessment (LVIA). Operation: The Proposed Development would result in moderate adverse (significant) effects in views from a short section of the Pilgrim's Way/Allan King Way towards BPT-K, due to the high sensitivity of the receptor. The utilities scheme would not add to these effects; therefore, no cumulative operational effects are anticipated.	Not significant	N/A	Not significant
			Noise and vibration	Yes	There is the potential for cumulative construction noise and vibration effects to occur if these works occur simultaneously with the Proposed Development construction works at BPT-K. However, the scheme will implement BPM to minimise noise and vibration emissions in order to comply with the requirements of the Control of Pollution Act 1974, and noise and vibration from construction of the Proposed Development will be minimised via the application of BPM and additional mitigation as required, which will be identified in the NVMP. With these measures in place, it is considered that cumulative construction noise and vibration effects will be not significant.	Not significant	N/A	Not significant
			Waste management	Yes	It is acknowledged that the Utilities – BPT-K scheme is necessary for the delivery of the Proposed Development, despite being subject to separate planning permissions. The quantities of waste expected to be generated by the Utilities - BPT-K scheme are expected to be small, and were they to be added to the quantities generated by the Proposed Development and assessed in combination, it would be considered unlikely to change the significance of effects reported in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
			Socio-economics, tourism and health	Yes	Socio-economics: There will be an overlap in the construction phases of the scheme and the Proposed Development. Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for significant cumulative effects on employment on allocated employment land. Tourism: There is a potential for increased demand for tourism accommodation from incoming construction workers. However, the assessment in ES Chapter 17 Socio-economics, tourism and health, Volume I (Document reference 6.1, DCO Volume 6) concludes there is spare capacity in the Hampshire tourist bedspace market and therefore no significant cumulative impact on tourism is expected.	Not significant	N/A	Not significant

						Health: Based on the socio-economic assessment, no potential cumulative health effects are identified as a result of cumulative economic and employment effects. There are no potential cumulative health effects associated with environmental determinants of health, as no likely significant effects are identified within 400m of the scheme.			
				Traffic and transport	Yes	There will be a temporal overlap between the construction phases of the scheme and the Proposed Development, creating potential for cumulative effects on identified receptors. A road closure is likely to be required on Scivier's Lane as part of the scheme and the Proposed Development. These are likely to be required a separate times, however the cumulative impacts to these two road closure are not likely to result in a new likely significant effect. Given the minimal operational traffic demand associated with the proposed development, there are no significant cumulative effects are predicted.	Not significant	N/A	Not significant
				Water environment	Yes	There will be a temporal overlap between the construction phases of the scheme and the Proposed Development, creating potential for cumulative direct and indirect effects on identified receptors. However, it is anticipated that appropriate mitigation measures implemented during construction of both developments will limit the likelihood and significance of such cumulative effects. During operation it is anticipated that scheme designs will embed suitable drainage strategies to mitigate any effects from new permanent infrastructure and foul sewerage. It is anticipated that any water use by the scheme during operation would be dealt with through permitting requirements.	Not significant	N/A	Not significant
WCC OD003	Utilities – IPS G Provision of the following utilities: Potable water Fire supply Communications Electric	N/A	0m	Air quality and odour	Yes	There is the potential for cumulative air quality effects to occur as these works will occur simultaneously with the Proposed Development construction works. All schemes will have a requirement to consider potential construction phase impacts and apply best practice mitigation to effectively control associated emissions (for example within a CEMP). It is therefore reasonable to assume the scheme will implement relevant best practice mitigation measures to minimise potential worst case impacts of emissions. With these measures in place, it is considered that cumulative effects will be not significant.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	There will be a temporal overlap between the construction phases of the utilities scheme and Proposed Development. Therefore, there is the potential during construction for cumulative disturbance of common archaeological features and deposits close to the boundaries of the Proposed Developments. An agreed archaeological scheme of investigation for the proposed development would be in place and would address specific effects arising from cumulative disturbance. No additional change to setting of Wickham Park Deer Park, Little Park Mansions, Park Place and Park at Park Place is anticipated as the proposed utilities scheme would be seen in context as part of the construction of IPS-G. No operational period cumulative effects are anticipated.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	There will be a temporal overlap between the construction phases of the utilities scheme and Proposed Development. The utility schemes are proposed within modified grassland and hardstanding of existing roads. The electric utility runs adjacent to Botley Wood and Everett's and Mushes Coppes SSSI and ancient woodland and Great Beamond Coppice SINC. The Fire suppression main is within close proximity to an outlier badger sett. Therefore the utility schemes could result in negative impacts to habitats (including ancient woodland), badgers and designated sites. The Proposed Development in the absence of mitigation will also have a significant adverse effect on habitats, badger and designated sites. However, with the implementation of mitigation including protected species licensing, avoidance of ancient woodland and habitat protection, reinstatement and creation secured through detailed LEMP(s) and CEMP(s) produced and submitted for approval in accordance with the corresponding requirement in Schedule 2 to the draft DCO (Document reference 3.1, DCO Volume 3), no likely significant effects from the Proposed Development are considered likely. It is assumed that the utility scheme will include similar appropriate mitigation. Therefore, given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant

				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - Carbon emissions from utility connections to the AGP infrastructure are considered to be within the existing risk and contingency allowance added as part of the assessment in ES Chapter 10 Carbon and climate change, Volume I (Document reference 6.1, DCO Volume 6). Climate change resilience assessment - There will be a temporal overlap between the construction and operation phases of the utility scheme and the Proposed Development. Therefore, there is the potential for cumulative flood risk effects between the scheme and the Proposed Development. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	Not significant	N/A	Not significant
				Land quality and ground conditions	Yes	There will be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development therefore limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the scheme, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.	Not significant	N/A	Not significant
				Landscape and visual	Yes	The utilities scheme would be located within Landscape Receptor LLCA 26: Meon Valley Wickham, alongside parts of the Proposed Development comprising the pipeline between the WRP site and Otterbourne WSW and IPS-G. The closest viewpoint is located 270m to the north-east, along the footpath connecting Titchfield Lane and Winchester Road. Construction: The scheme would slightly increase construction activity, but this would be perceived as part of the wider construction of the Proposed Development, for which moderate adverse (significant) effects have already been identified in ES Chapter 13 Landscape and visual, Volume I (Document reference 6.1, DCO Volume 6). Operation: The utilities scheme would not add to the effects reported for the Proposed development, which are not significant. No cumulative operational effects are anticipated.	Not significant	N/A	Not significant
				Noise and vibration	Yes	There is the potential for cumulative construction noise and vibration effects to occur if these works occur simultaneously with the Proposed Development construction works at IPS-G. However, the scheme will implement BPM to minimise noise and vibration emissions in order to comply with the requirements of the Control of Pollution Act 1974, and noise and vibration from construction of the Proposed Development will be minimised via the application of BPM and additional mitigation as required, which will be identified in the NVMP. With these measures in place, it is considered that cumulative construction noise and vibration effects will be not significant.	Not significant	N/A	Not significant
				Waste management	Yes	It is acknowledged that the Utilities – IPS-G scheme is necessary for the delivery of the Proposed Development, despite being subject to separate planning permissions. The quantities of waste expected to be generated by the Utilities – IPS G scheme are expected to be small, and were they to be added to the quantities generated by the Proposed Development and assessed in combination, it would be considered unlikely to change the significance of effects reported in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics: There will be an overlap in the construction phases of the scheme and the Proposed Development. Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects on employment on allocated employment land.	Not significant	N/A	Not significant

						Health: Based on the socio-economic assessment, no potential cumulative health effects are identified as a result of cumulative economic and employment effects. There are no potential cumulative health effects associated with environmental determinants of health, as no likely significant effects are identified within 400m of the scheme.			
				Traffic and transport	Yes	There will be a temporal overlap between the construction phases of the scheme and the Proposed Development, creating potential for cumulative effects on identified receptors, including drivers and bus passengers travelling on Titchfield Lane, River Lane and Highlands Road. The installation of a new High Voltage cable along Wickham Road, Kiln Road and Highlands Road would likely result in lane closures with shuttle working signals. Given the low sensitivity of these roads, these works are unlikely to result likely significant effects with regards to driver and bus passenger delay. The cumulative impacts of the scheme and the Proposed Development would also not result in a new likely significant effect.	Not significant	N/A	Not significant
				Water environment	Yes	There will be a temporal overlap between the construction phases of the scheme and the Proposed Development, creating potential for cumulative direct and indirect effects on identified receptors. However, it is anticipated that appropriate mitigation measures implemented during construction of both developments will limit the likelihood and significance of such cumulative effects. During operation it is anticipated that scheme designs will embed suitable drainage strategies to mitigate any effects from new permanent infrastructure and foul sewerage. It is anticipated that any water use by the scheme during operation would be dealt with through permitting requirements.	Not significant	N/A	Not significant
WCC OD004	Farlington to Nelson pipeline: 8km pipeline project by Portsmouth Water to transport treated water from Farlington Treatment Works to Nelson Service Reservoir. This project is part of the larger Havant Thicket Reservoir (HTWSR) development.	1	0m	Air quality and odour	Yes	There is the potential for cumulative air quality effects to occur as these works will occur simultaneously with the Proposed Development construction works. All schemes will have a requirement to consider potential construction phase impacts and apply best practice mitigation to effectively control associated emissions (for example within a CEMP). It is therefore reasonable to assume the scheme will implement relevant best practice mitigation measures to minimise potential worst case impacts of emissions. With these measures in place, it is considered that cumulative effects will be not significant.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	There is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential during construction for cumulative disturbance of common archaeological features and deposits close to the boundaries of the Proposed Developments. An agreed archaeological scheme of investigation for the Proposed Development would be in place and would address specific effects arising from cumulative disturbance. Visibility of the scheme's proposed works may contribute to change to setting of Forts Widley, Southwick and Nelson where these increase the extent or duration of visible construction works within the designed fields of fire of these forts compared to that arising from the Proposed Development alone. Any increased effect would be short-term and entirely reversible. No operational period cumulative effects are anticipated.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	Owing to the proximity of the scheme to the Proposed Development and temporal overlap during the construction and operational phases there is potential for cumulative effects. The scheme footprint overlaps the Proposed Development at numerous locations along its 8km length, including the overlapping of approximately three temporary construction compounds. Only a limited number of documents on the scheme are available, however, the screening opinion was found which concluded that the scheme would not require an EIA. Therefore, it is assumed that likely significant effects are not anticipated. No likely significant effects are considered likely from the Proposed Development in the area of overlap with the scheme. The Proposed Development will implement mitigation including European Protected Species Licences, sensitive timing of works, use of an ECoW and habitat protection, reinstatement and creation secured through detailed LEMP(s) and CEMP(s) produced and submitted for approval in accordance with the corresponding requirement in Schedule 2 to the draft DCO (Document reference 3.1, DCO Volume 3). It is assumed that the scheme will include similar appropriate mitigation. Therefore, given that no residual likely significant effects have been identified, no	Not significant	N/A	Not significant

						cumulative effects are anticipated during the construction and operation of the Proposed Development.			
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There will be a temporal overlap between the construction and operation phases of the scheme and the Proposed Development. Therefore, there is the potential for cumulative flood risk effects between the scheme and the Proposed Development. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	N/A	N/A	N/A
				Land quality and ground conditions	Yes	There is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development therefore limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, the effects of the scheme on receptors within the 500m study area are anticipated to be minor and with appropriate mitigation in place, no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.	Not significant	N/A	Not significant
				Landscape and visual	Yes	The cumulative scheme appears to be largely located within LLCA 18: Portsdown Hill Northern Slopes, overlapping with the Proposed Development's trenchless pipeline section between temporary construction compound D-1 and BPT/IPS-E (see ES Figure 1.1 Location of the Proposed Development and Order Limits, Volume III (Document reference 6.3, DCO Volume 6)), BPT/IPS-E itself, and the open-cut section between BPT/IPS-E and Swivelton Lane to the north of Fort Nelson. There are several common visual receptors along the 8km covered by the cumulative scheme. Construction: If construction programmes overlapped, there could be an increased level of construction activity. Moderate adverse (significant) effects have already been identified for the Proposed Development within ES Chapter 13 Landscape and visual, Volume I (Document reference 6.1, DCO Volume 6). Operation: While the magnitude of effects would decrease during operation, likely significant effects of the Proposed Development would remain in close-range views towards permanent structures (VP022). The scheme would not add to these effects. Overall, no cumulative landscape or visual effects are anticipated, as the scheme would not change the significance already reported for the Proposed Development.	Not significant	N/A	Not significant
				Noise and vibration	Yes	There is the potential for cumulative construction noise and vibration effects to occur if these works occur simultaneously with the Proposed Development construction works. However, the scheme will implement BPM to minimise noise and vibration emissions in order to comply with the requirements of the Control of Pollution Act 1974, and noise and vibration from construction of the Proposed Development will be minimised via the application of BPM and additional mitigation as required, which will be identified in the NVMP. With these measures in place, it is considered that cumulative construction noise and vibration effects will be not significant.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide insight into historic changes in remaining landfill capacity data across England. To avoid double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative	Not significant	N/A	Not significant

						assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is likely to be sufficiently similar to water infrastructure schemes taking place over the expansive study area during the historic study period to be considered to comprise part of the future baseline used in the waste assessment (in regard to landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).			
				Socio-economics, tourism and health	Yes	Socio-economics: There will be an overlap in the construction phases of the scheme and the Proposed Development. Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects on employment on allocated employment land. Tourism: There is a potential for cumulative effects on a strategic tourism receptor, the Royal Armouries Fort Nelson, due to the overlap of the scheme and proximity of proposed work to this receptor. However, the scale of works associated with the scheme is expected to be minor and there is it considered unlikely to lead to cumulative effect on tourisms. There is a potential for increased demand for tourism accommodation from incoming construction workers. However, the assessment in ES Chapter 17 Socio-economics, tourism and health, Volume I (Document reference 6.1, DCO Volume 6) concludes there is spare capacity in the Hampshire tourist bedspace market and therefore no likely significant cumulative impact on tourism is expected. Health: Based on the socio-economic assessment, no potential cumulative health effects are identified as a result of cumulative economic and employment effects. There are no potential cumulative health effects associated with environmental determinants of health, as no likely significant effects are identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	There will be an overlap in the construction phases of the scheme and the Proposed Development. The scheme is confirmed to not be EIA development and considered permitted development. Road closures on roads with a medium or higher sensitivity have been avoided by the scheme through the use of horizontal direction drilling. The cumulative construction traffic demand associated with both the scheme and the Proposed Development are not likely to result in a significant effect. Given the minimal operational traffic demand associated with the proposed development, there are no significant cumulative effects are predicted.	Not significant	N/A	Not significant
				Water environment	Yes	The screening decision shows that the scheme does not require an EIA. The screening decision states that in the opinion of the local planning authority, the scheme is unlikely to have any significant effects on the environment that cannot otherwise be considered and addressed through the planning application process. Although there is the potential for a temporal overlap between the construction phases of the scheme and the Proposed Development, it is anticipated that mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development. It is also anticipated there will be operational measures to manage potential effects from drainage of the new permanent infrastructure. Cumulative effects on the water environment are not expected.	Not significant	N/A	Not significant
WCC OD005	Erection of a new Motor Control Centre (MCC) kiosk and Compressor kiosk in connection with the Southampton Link Main pipeline EIA Screening Opinion for the Southampton Link Main Scheme (WCC SP002)	Future baseline	0m	Air quality and odour	Yes	There is the potential for cumulative air quality effects to occur as these works will occur simultaneously with the Proposed Development construction works. Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any significant cumulative effects. All schemes will have a requirement to consider potential construction phase impacts and apply best practice mitigation to effectively control associated emissions (for example within a CEMP). It is therefore reasonable to assume the scheme will implement relevant best practice mitigation measures to minimise potential worst case impacts of emissions. With these measures in place, it is considered that cumulative effects will be not significant.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptors identified	N/A	N/A	N/A

				Terrestrial and freshwater biodiversity	Yes	The scheme is expected to be completed prior to commencement of the Proposed Development construction. However, if the scheme is delayed there is potential for cumulative effects owing to the proximity of the scheme to the Proposed Development. The scheme's Planning Design and Access Statement confirms the loss of low value modified grassland and potential loss of five scattered trees. The Proposed Development in proximity to the scheme will be within existing infrastructure. Due to the low value habitats found on site, the low potential for protected species to be present and the nature of the scheme and the Proposed Development at this location no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon Assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There will be a temporal overlap between the construction and operation phases of the scheme and the Proposed Development. Therefore, there is the potential for cumulative flood risk effects between the scheme and the Proposed Development. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	N/A	N/A	N/A
				Land quality and ground conditions	Yes	Although it is anticipated that construction of the scheme would be completed prior to the commencement of the construction of the Proposed Development, should there be any delays to the construction programme there is the potential for cumulative effects of a direct/indirect nature on receptors identified due to the proximity of the scheme to the Proposed Development. It is however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development therefore limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the scheme, the effects on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. The scheme is not on agricultural land so no potential cumulative effects on agriculture are expected.	Not significant	N/A	Not significant
				Landscape and visual	No				
				Noise and vibration	Yes	There is the potential for cumulative construction noise and vibration effects to occur if these works occur simultaneously with the Proposed Development construction works. However, the scheme will implement BPM to minimise noise and vibration emissions in order to comply with the requirements of the Control of Pollution Act 1974, and noise and vibration from construction of the Proposed Development will be minimised via the application of BPM and additional mitigation as required, which will be identified in the NVMP. With these measures in place, it is considered that cumulative construction noise and vibration effects will be not significant. The operational noise from the proposed MCC and compressor kiosks in the cumulative scheme introduces the potential for a cumulative operational noise effect. However, the noise emissions from these plant items are relatively low and therefore not anticipated to change the overall noise emissions from the Otterbourne WSW; hence, cumulative effects are unlikely to be significant.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide insight into historic changes in remaining landfill capacity data across England. To avoid double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is considered to comprise part of the future baseline used in the waste assessment (in regard to	Not significant	N/A	Not significant

						landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).			
				Socio-economics, tourism and health	Yes	Health: There are no potential cumulative health effects associated with environmental determinants of health, as no likely significant effects are identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	There will be a temporal overlap between the construction and operation phases of the scheme and the Proposed Development. The scheme is proposed at Otterbourne WSW and therefore there are potential cumulative effects associated with construction traffic to and from temporary construction compound M-3 (see ES Figure 1.1 Location of the Proposed Development and Order Limits, Volume III (Document reference 6.3, DCO Volume 6)). Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any significant cumulative effects.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, it is assumed the scheme and the Proposed Development will implement appropriate mitigation measures to minimise potential impacts on the water environment during construction, such as best practice measures to control sediments, contaminants and runoff. Cumulative effects on the water environment during the construction stage are therefore considered unlikely. The operation of the proposed kiosk system would not introduce new sources of contamination risk or change the quality of quantity of surface and groundwaters. Likely significant cumulative effects during operation are therefore not anticipated.	Not significant	N/A	Not significant
Havant Borough Council (HBC)									
HBC OD002	Upgrades to Budds Farm WTW – Installation of additional final settlement tank capacity (Budds Farm WTW WINEP Deferral U_IMP5). Construction 2026-2029	N/A	0m	Air quality and odour	Yes	There is the potential for cumulative air quality effects to occur as these works will occur simultaneously with the Proposed Development construction works at Budds Farm Wastewater Treatment Works (WTW). Based on traffic and transport, construction traffic data is not available for the upgrades to Budds Farm WTW, it is likely that the potential cumulative increase in construction traffic associated with both the scheme and the Proposed Development would not be significant. All schemes will have a requirement to consider potential construction phase impacts and apply best practice mitigation to effectively control associated emissions (for example within a CEMP). It is therefore reasonable to assume the scheme will implement relevant best practice mitigation measures to minimise potential worst case impacts of emissions. With these measures in place, it is considered that cumulative effects will be not significant.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptors identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	The Proposed Development and the scheme have the potential to negatively impact Chichester and Langstone Harbour SPA and Ramsar. This is due to the proximity of both developments to functionally linked land (SWBGS sites). There is potential for cumulative impacts on the same designated site during the construction phase. This designated site is considered very important. A specific mitigation and compensation strategy for the impacts to SWBGS sites has been developed for the Proposed Development resulting in no residual adverse effects. It can be assumed that the Upgrades to Budds Farm WTW scheme will also require a SWBGS mitigation strategy prior to commencement, if any impacts to SWBGS sites are anticipated, to ensure no residual adverse effects. It has been assessed that with the implementation of environmental management plans; the Proposed Development would have a negligible impact on the designated sites resulting in a minor effect which is not significant. Therefore, given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	Yes	Based on information available at the time of writing, though within the Zol, it is unlikely this development will interact with the marine environment. Therefore, cumulative effects on marine receptors are considered unlikely.	N/A	N/A	N/A

				Carbon and climate change	Yes	Carbon assessment - As this infrastructure asset is being developed irrespective of whether the Proposed Development is granted consent, emissions from its activities are not considered to be a downstream effect of the Proposed Development, and therefore no cumulative assessment was undertaken. Climate change resilience assessment - There is the potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits during the Proposed Development's construction and operation phases. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	N/A	N/A	N/A
				Land quality and ground conditions	Yes	There will be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development therefore limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the scheme, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no cumulative likely significant effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. The scheme is not on agricultural land so no potential cumulative effects on agriculture are expected.	Not significant	N/A	Not significant
				Landscape and visual	Yes	This scheme lies within LLCA 12: Brockhampton industrial area, which coincides with part of the Order Limits, there would be no new permanent structures within this LLCA. The closest representative viewpoints are located along the Solent Way (VP011, VP016) looking away from the cumulative scheme, but towards the WRP site located within the adjacent LLCA 13: Farlington Marshes and coastal parks. There is the potential for cumulative effects as a result of the temporary perception of construction activity within localised areas of LLCA 12. In operation, the presence of new built form related to the scheme within Budds Farm, and the WRP site within the adjacent LLCA, would be glimpsed from Langstone Harbour (VP004). These structures would be seen in context of existing built form.	Not significant	N/A	Not significant
				Noise and vibration	Yes	There is the potential for cumulative construction noise and vibration effects to occur if these works occur simultaneously with the Proposed Development construction works at Budds Farm WSW and the WRP site. However, the scheme will implement BPM to minimise noise and vibration emissions in order to comply with the requirements of the Control of Pollution Act 1974, and noise and vibration from construction of the Proposed Development will be minimised via the application of BPM and additional mitigation as required, which will be identified in the NVMP. With these measures in place, it is considered that cumulative construction noise and vibration effects will be not significant.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide insight into historic changes in remaining landfill capacity data across England. To avoid double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is considered to comprise part of the future baseline used in the waste assessment (in regard to landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics: There will be an overlap in the construction phases of the scheme and the Proposed Development. Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects. It is unlikely to have	Not significant	N/A	Not significant

						significant impacts on employment on allocated employment land at Budds Farm. Tourism: There is a potential for increased demand for tourism accommodation from incoming construction workers. However, the assessment in ES Chapter 17 Socio-economics, tourism and health, Volume I (Document reference 6.1, DCO Volume 6) concludes there is spare capacity in the Hampshire tourist bedspace market and therefore no significant cumulative impact on tourism is expected. Health: Based on the socio-economic assessment, no potential cumulative health effects are identified as a result of cumulative economic and employment effects. Any effects of the scheme on health and well-being in the study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated.			
				Traffic and transport	Yes	There is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. As detailed in the ES, there are no likely significant effects associated with the increase in traffic on driver delay. Whilst construction traffic data is not available for the upgrades to Budds Farm WTW, it is likely that the potential cumulative increase in construction traffic associated with both the scheme and the Proposed Development would not be significant. It is therefore anticipated that the cumulative construction traffic impacts would not result in a new likely significant effect. Given the minimal operational traffic demand associated with the proposed development, there are no significant cumulative effects are predicted.	Not significant	N/A	Not significant
				Water environment	Yes	Although the scheme is within 2km of the Order Limits, it is anticipated that appropriate mitigation measures will be adopted as part of the construction of the new storm tank for additional final settlement capacity and therefore limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	Not significant	N/A	Not significant
HBC OD003	Utilities - WRP Provision of the following utilities: Potable water Fire supply Communications Electric Wastewater	N/A	0m	Air quality and odour	Yes	There is the potential for cumulative air quality effects to occur as these works will occur simultaneously with the Proposed Development construction works. All schemes will have a requirement to consider potential construction phase impacts and apply best practice mitigation to effectively control associated emissions (for example within a CEMP). It is therefore reasonable to assume the scheme will implement relevant best practice mitigation measures to minimise potential worst case impacts of emissions. With these measures in place, it is considered that cumulative effects will be not significant.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	There will be a temporal overlap between the construction phases of the utilities scheme and Proposed Development. Therefore, there is the potential during construction for cumulative disturbance of common archaeological features and deposits close to the boundaries of the Proposed Developments. An agreed archaeological scheme of investigation for the proposed development would be in place and would address specific effects arising from cumulative disturbance. No operational period cumulative effects are anticipated.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	There will be a temporal overlap between the construction phases of the utilities scheme and Proposed Development. The utility schemes are proposed within open mosaic habitat, hedgerows and hardstanding of existing roads. The water and wastewater utility runs directly through Solent Waders and Brent Goose Strategy site H08. Therefore, the utility schemes could result in negative impacts to habitats and designated sites. The Proposed Development in the absence of mitigation will also have a negative significant effect on habitats and designated sites. However, with the implementation of mitigation including SWBGS site mitigation, sensitive timing of works, use of an ECoW and habitat protection, reinstatement and creation secured through detailed LEMP(s) and CEMP(s) produced and submitted for approval in accordance with the corresponding requirement in Schedule 2 to the draft DCO (Document reference 3.1, DCO Volume 3), no likely significant effects from the Proposed Development are considered likely. It is assumed that the utility schemes will include similar appropriate mitigation. Therefore, given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				

				Carbon and climate change	Yes	Carbon assessment - Carbon emissions from utility connections to the AGP infrastructure are considered to be within the existing risk and contingency allowance added as part of the assessment in ES Chapter 10 Carbon and climate change, Volume I (Document reference 6.1, DCO Volume 6). Climate change resilience assessment - There will be a temporal overlap between the construction and operation phases of the utility scheme and the Proposed Development. Therefore, there is the potential for cumulative flood risk effects between the scheme and the Proposed Development. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	Not significant	N/A	Not significant
				Land quality and ground conditions	Yes	There will be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development therefore limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the scheme, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. The scheme is not on agricultural land so no potential cumulative effects on agriculture are expected.	Not significant	N/A	Not significant
				Landscape and visual	Yes	The utilities scheme would be located within Landscape Receptor LLCA 13: Farlington Marshes and coastal parks, alongside the WRP site. Common visual receptors relate to views close to the WRP site, that is from Harts Farm (VP015) and from the A27 (VP014). Construction: The scheme would slightly increase construction activity, but this would be perceived as part of the wider construction of the Proposed Development, for which moderate adverse (significant) effects have already been identified in the ES Chapter 13 Landscape and visual, Volume I (Document reference 6.1, DCO Volume 6). Operation: The utilities scheme would not add to the effects reported for the Proposed development, which are not significant. No cumulative operational effects are anticipated.	Not significant	N/A	Not significant
				Noise and vibration	Yes	There is the potential for cumulative construction noise and vibration effects to occur if these works occur simultaneously with the Proposed Development construction works at the WRP. However, the scheme will implement BPM to minimise noise and vibration emissions in order to comply with the requirements of the Control of Pollution Act 1974, and noise and vibration from construction of the Proposed Development will be minimised via the application of BPM and additional mitigation as required, which will be identified in the NVMP. With these measures in place, it is considered that cumulative construction noise and vibration effects will be not significant.	Not significant	N/A	Not significant
				Waste management	Yes	It is acknowledged that the Utilities - WRP scheme is necessary for the delivery of the Proposed Development, despite being subject to separate planning permissions. The quantities of waste expected to be generated by the Utilities - WRP scheme are expected to be small, and were they to be added to the quantities generated by the Proposed Development and assessed in combination, it would be considered unlikely to change the significance of effects reported in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics: There will be an overlap in the construction phases of the scheme and the Proposed Development. Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects on employment on allocated employment land. Tourism: There is a potential for increased demand for tourism accommodation from incoming construction workers. However, the assessment in ES Chapter 17 Socio-economics, tourism and health, Volume I (Document reference 6.1, DCO Volume 6) concludes there is spare capacity in the Hampshire tourist bedspace market and therefore no significant cumulative impact on tourism is expected. Health: Based on the socio-economic assessment, no potential cumulative health effects are identified as a result of cumulative	Not significant	N/A	Not significant

						economic and employment effects. Any effects of the scheme on health and well-being in the study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated.			
				Traffic and transport	Yes	There will be a temporal overlap between the construction phases of the scheme and the Proposed Development, creating potential for cumulative effects on identified receptors, including drivers and bus passengers travelling on Harts Farm Way, Rusty Cutter Roundabout, A2030 Havant Road and A2030 Eastern Road. The installation of a new High Voltage cable along Harts Farm Way, Rusty Cutter Roundabout, A2030 Havant Road and A2030 Eastern Road would likely result in lane closures with shuttle working signals, resulting in likely significant effects with regards to driver and bus passenger delay. The cumulative impacts of the scheme and the proposed development would not however result in a new likely significant effect.	Not significant	N/A	Not significant
				Water environment	Yes	There will be a temporal overlap between the construction phases of the scheme and the Proposed Development, creating potential for cumulative direct and indirect effects on identified receptors. However, it is anticipated that appropriate mitigation measures implemented during construction of both developments will limit the likelihood and significance of such cumulative effects. During operation it is anticipated that scheme designs will embed suitable drainage strategies to mitigate any effects from new permanent infrastructure and foul sewerage. It is anticipated that any water use by the scheme during operation would be dealt with through permitting requirements.	Not significant	N/A	Not significant
HBC OD004	Portsmouth Water Havant Thicket Reservoir Current fencing height design is 3.5m. There will be an additional 0.5m perimeter fence for the main reservoir control house as a result of the Proposed Development	1	0m	Air quality and odour	Yes	There is the potential for cumulative air quality effects to occur as there is the potential for temporal overlap of these works with the Proposed Development construction works. All schemes will have a requirement to consider potential construction phase impacts and apply best practice mitigation to effectively control associated emissions (for example within a CEMP). It is therefore reasonable to assume the scheme will implement relevant best practice mitigation measures to minimise potential worst case impacts of emissions. With these measures in place, it is considered that cumulative effects will be not significant.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	No				
				Terrestrial and freshwater biodiversity	No				
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - The scheme is deemed to be a related and consequential project. Therefore, emissions from these upgrades are considered to be downstream emissions. There is a requirement to upgrade the security fencing around the reservoir due to the association with the Proposed Development, however this change is considered to be negligible in terms of GHG emissions. As such, it has not been assessed from a carbon perspective. Climate change resilience assessment - There may be a temporal overlap between the construction phase of the works and Proposed Development. Therefore, there is the potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The Scheme is located at the edge of the landscape study area, with no shared landscape or visual receptors. Cumulative effects are therefore unlikely during both construction and operation.	Not significant	N/A	Not significant
				Noise and vibration	No				
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide	Not significant	N/A	Not significant

						insight into historic changes in remaining landfill capacity data across England. To avoid double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is considered to comprise part of the future baseline used in the waste assessment (in regard to landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).			
				Socio-economics, tourism and health	No				
				Traffic and transport	Yes	There may be a temporal overlap between the construction phase of the works and Proposed Development. Construction traffic associated with this scheme is anticipated to be sufficiently low that there are unlikely to be any significant cumulative effects. Given the minimal operational traffic demand associated with the proposed development, there are no significant cumulative effects are predicted.	Not significant	N/A	Not significant
				Water environment	Yes	This is a small-scale fencing project. It is assumed that appropriate best practice mitigation measures would be used to manage soils and sediments, runoff and the risk of accidental spills and leaks during construction. During operation it is assumed any minor drainage measures would be managed through a drainage management plan to control runoff. Cumulative effects are not anticipated	Not significant	N/A	Not significant
HBC OD007	Ward & Burke Shafts (on the pipeline through Havant) First Alert hatch detection system and CCTV - Shafts W1, W4 and W7	1	0m	Air quality and odour	Yes	There is the potential for cumulative air quality effects to occur as there is the potential for temporal overlap of these works with the Proposed Development construction works. All schemes will have a requirement to consider potential construction phase impacts and apply best practice mitigation to effectively control associated emissions (for example within a CEMP). It is therefore reasonable to assume the scheme will implement relevant best practice mitigation measures to minimise potential worst case impacts of emissions. With these measures in place, it is considered that cumulative effects will be not significant.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptors identified	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Owing to the possible temporal overlap during the construction and operational phases there is potential for cumulative effects. Both developments are hydraulically connected to the Hermitage Stream and therefore have connectivity to the Solent Maritime SAC, Chichester and Langstone Harbours SPA and Ramsar and Langstone Harbours SSSI. The ES for the Havant Thicket Reservoir scheme concludes that "impacts on biodiversity would not result in adverse effects that would be significant from the pipeline and culvert construction. Impacts would be largely temporary in nature, significant trees will be avoided and habitats will be re-instated..." and "No significant effects during the operation phase are anticipated". Due to small scale of the scheme and the appropriate mitigation that is proposed no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There may be a temporal overlap between the construction phase of the works and Proposed Development. Therefore, there is the potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	N/A	N/A	N/A
				Land quality and ground conditions	Yes	There is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a	Not significant	N/A	Not significant

						direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development therefore limiting the potential for cumulative effects to occur.			
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the scheme, the effects on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. The scheme is not on agricultural land so no potential cumulative effects on agriculture are expected.	Not significant	N/A	Not significant
				Landscape and visual	Yes	The cumulative scheme is located within LLCA 08: Bedhampton, which coincides with the Proposed Development Pipelines between the WRP site and Bedhampton Springs. The closest representative viewpoint to the southernmost shaft is VP009, representative of people travelling along Wayfarer's Walk, the viewpoint is looking south-west, and away from the scheme. Construction activity of the Proposed Development would be localised within the south-western corner of the LLCA, at operation, approximately 250m of above-ground pipeline would be located along the Hermitage Stream. There are no identified likely significant landscape or visual effects of the Proposed Development at construction nor at operation. There is potential for adverse cumulative landscape effects in construction should the programmes overlap, however, given the limited geographical extent of the Proposed Development within this LLCA, and intervening built form, any combined effect would be limited. There would not be likely significant cumulative effects during operation.	Not significant	N/A	Not significant
				Noise and vibration	Yes	There is the potential for cumulative construction noise and vibration effects to occur if these works occur simultaneously with the Proposed Development construction works at Bedhampton Springs. However, the scheme will implement BPM to minimise noise and vibration emissions in order to comply with the requirements of the Control of Pollution Act 1974, and noise and vibration from construction of the Proposed Development will be minimised via the application of BPM and additional mitigation as required, which will be identified in the NVMP. With these measures in place, it is considered that cumulative construction noise and vibration effects will be not significant.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide insight into historic changes in remaining landfill capacity data across England. To avoid double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is considered to comprise part of the future baseline used in the waste assessment (in regard to landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economic and Tourism: The scheme is minor and its potential to effect identified socio-economics and tourism receptors is considered minor. No cumulative effects anticipated. Health: There are no potential cumulative health effects associated with environmental determinants of health, as no likely significant effects are identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	There is the potential for cumulative traffic and transport effects to occur during construction as there is the potential for temporal overlap of these works with the Proposed Development construction works. Specifically, Shaft 1 is proposed near Bedhampton Springs (temporary construction compound B1-2 and B1-3) (see ES Figure 1.1 Location of the Proposed Development and Order Limits, Volume III (Document reference 6.3, DCO Volume 6)). The cumulative traffic impacts are however anticipated to be sufficiently low as to not result in any new likely significant effects.	Not significant	N/A	Not significant

				Water environment	Yes	Although the scheme is within 2km of the Order Limits, it is very small scale and it is assumed the scheme and the Proposed Development will implement appropriate mitigation measures to minimise potential impacts on the water environment during construction, such as best practice measures to control sediments, contaminants and runoff. Cumulative effects on the water environment during the construction stage are therefore considered unlikely. The operation of the proposed detection system would not introduce new sources of contamination risk or change the quality of quantity of surface and groundwaters. Likely significant cumulative effects during operation are therefore not anticipated.	Not significant	N/A	Not significant
HBC OD005	Portsmouth Water Bedhampton Springs site Security alterations to fences (from 3.5m to 4m), alarms, CCTV masts as a result of the Proposed Development. Increase in height to fences from 3.5m to 4m –(proposed) unknown upgrades to alarms and masts - assumption no change to physical assets. Unknown current existing Portsmouth Water fence.	1	0m	Air quality and odour	Yes	There is the potential for cumulative air quality effects to occur as these works will occur simultaneously with the Proposed Development construction works. All schemes will have a requirement to consider potential construction phase impacts and apply best practice mitigation to effectively control associated emissions (for example within a CEMP). It is therefore reasonable to assume the scheme will implement relevant best practice mitigation measures to minimise potential worst case impacts of emissions. With these measures in place, it is considered that cumulative effects will be not significant.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	Addition of the proposed development to a baseline including the increase in height to the fence would not present sufficient change to give rise to a discernible cumulative effect.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	Owing to the proximity of the scheme and the Proposed Development and the possible temporal overlap during the construction and operational phases there is potential for cumulative effects. Both developments are hydraulically connected to the Hermitage Stream and therefore have connectivity to the Solent Maritime SAC, Chichester and Langstone Harbours SPA and Ramsar and Langstone Harbours SSSI. It is anticipated that the scheme will have appropriate mitigation in place to prevent impacts to designated sites. Temporary construction compound B1-3 (see ES Figure 1.1 Location of the Proposed Development and Order Limits, Volume III (Document reference 6.3, DCO Volume 6)) and the footprint of the scheme are within proximity to a stretch of the Hermitage Stream where otter signs have been previously found. With the implementation of mitigation the Proposed Development would not result in significant adverse effects on otter during the construction or operation phase of the Proposed Development. It is anticipated that the scheme will also have appropriate mitigation in place to prevent impacts on otter. Therefore, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - The scheme is deemed to be a related and consequential project. Therefore, emissions from these upgrades are considered to be downstream emissions. There is a requirement to upgrade the security fencing around the site due to the association with the Proposed Development, however this change is considered to be negligible in terms of GHG emissions. As such, it has not been assessed from a carbon perspective Climate change resilience assessment - There may be a temporal overlap between the construction phase of the works and Proposed Development. Therefore, there is the potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	N/A	N/A	N/A
				Land quality and ground conditions	Yes	There is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and Proposed Development and therefore limit the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the scheme, the effects on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated.	Not significant	N/A	Not significant

						The scheme is not on agricultural land so no potential cumulative effects on agriculture are expected.			
				Landscape and visual	Yes	The cumulative scheme is located within LLCA 08: Bedhampton, which coincides with the Proposed Development Pipelines between the WRP site and Bedhampton Springs. The closest representative viewpoint is VP009, representative of people travelling along Wayfarer's Walk. Construction – There is potential for adverse cumulative landscape effects during construction should programme overlaps occur, due to an increased presence of construction activity. However, given the scale of the landscape receptors, any combined effects would be limited and largely contained by the existing built form of Bedhampton within the wider LLCA. Operation – The Scheme would introduce additional urban influences in views along the Wayfarers Walk. While the cumulative effect would not exceed that of the Scheme alone overall, the new masts and increase in fence height is attributable to the Proposed Development and is therefore likely to result in locally significant cumulative effects in close-range views of the fence. This effect would diminish progressively along the Wayfarer's Walk route.	Significant in close range views	N/A	Significant in close range views
				Noise and vibration	Yes	There is the potential for cumulative construction noise and vibration effects to occur if these works occur simultaneously with the Proposed Development construction works at Bedhampton Springs. However, the scheme will implement BPM to minimise noise and vibration emissions in order to comply with the requirements of the Control of Pollution Act 1974, and noise and vibration from construction of the Proposed Development will be minimised via the application of BPM and additional mitigation as required, which will be identified in the NVMP. With these measures in place, it is considered that cumulative construction noise and vibration effects will be not significant.	Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide insight into historic changes in remaining landfill capacity data across England. To avoid double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is considered to comprise part of the future baseline used in the waste assessment (in regard to landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the scheme, the effects on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the scheme, the effects on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. Health: There are no potential cumulative health effects associated with environmental determinants of health, as no likely significant effects are identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	There is the potential for cumulative traffic and transport effects to occur during construction as there is the potential for temporal overlap of these works with the Proposed Development construction works. Specifically, the works are proposed near Bedhampton Springs (temporary construction compounds B1-2 and B1-3) (see ES Figure 1.1 Location of the Proposed Development and Order Limits, Volume III (Document reference 6.3, DCO Volume 6)). The cumulative traffic impacts are however anticipated to be sufficiently low as to not result in any new likely significant effects. Given the minimal operational traffic demand associated with both developments, there are no significant cumulative effects are predicted.	Not significant	N/A	Not significant

Hampshire Water Transfer and Water Recycling Project
Environmental Statement – Appendix 20.2 Cumulative Effects Assessment

				Water environment	Yes	This is a small-scale fencing and security measures project. It is assumed that appropriate best practice mitigation measures would be used to manage soils and sediments, runoff and the risk of accidental spills and leaks during construction. During operation it is assumed any minor drainage measures would be managed through a drainage management plan to control runoff. Cumulative effects are not anticipated	Not significant	N/A	Not significant
HBC OD006	Portsmouth Water emergency discharge location for Havant Thicket Reservoir (Hermitage Stream) Fencing: LPS 1175 C5 rated fence, 3m high, with 300mm embedded. Barbed Topping: An additional 0.5m of barbed topping on fences. Alarm Systems: Upgrade to Grade 3, early warning Perimeter Intruder Detection (PID) system on perimeter fences. CCTV: Coverage of all fence lines. Kiosks: To house telemetry and power equipment. Discharge Chamber Spillway: 6x 4m tilt down columns with anti-climb brackets. High security lock and connected alarm.	1	0m	Air quality and odour	Yes	There is the potential for cumulative air quality effects to occur as these works will occur simultaneously with the Proposed Development construction works. All schemes will have a requirement to consider potential construction phase impacts and apply best practice mitigation to effectively control associated emissions (for example within a CEMP). It is therefore reasonable to assume the scheme will implement relevant best practice mitigation measures to minimise potential worst case impacts of emissions. With these measures in place, it is considered that cumulative effects will be not significant.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	No				
				Terrestrial and freshwater biodiversity	Yes	Owing to the proximity of the scheme and the Proposed Development and the possible temporal overlap during the construction and operational phases, there is potential for cumulative effects. Both developments are hydraulically connected to the Hermitage Stream and therefore have connectivity to the Solent Maritime SAC, Chichester and Langstone Harbours SPA and Ramsar. The ES for the Havant Thicket Reservoir scheme concludes that "Indirect effects through pollution incidents (during construction and maintenance) and changes to water flows will be avoided through mitigation." Due to scale of the scheme and the appropriate mitigation that is proposed no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	Yes	This scheme and the Proposed Development are both hydrologically connected to the Hermitage Stream and internationally designated sites at its downstream including the Solent Maritime SAC, Chichester and Langstone Harbours SPA and Ramsar. In view of the scale of this scheme and the appropriate mitigation that is proposed, and given that no residual effects on marine biodiversity have been identified from the Proposed Development, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There may be a temporal overlap between the construction phase of the works and Proposed Development. Therefore, there is the potential for cumulative flood risk effects between the scheme and the Proposed Development's Order Limits. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	N/A	N/A	N/A
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	Yes	The cumulative scheme is located within LLCA 08: Bedhampton, which coincides with the Proposed Development Pipelines between the WRP site and Bedhampton Springs located approximately 1.2km to the south. There are no common visual receptors. Due to distance and the intervening built form within Bedhampton, intervisibility or perceptual awareness between the two would be prevented. Cumulative landscape and visual effects are therefore unlikely both during construction and operation.	Not significant	N/A	Not significant
				Noise and vibration	No		Not significant	N/A	Not significant
				Waste management	Yes	The methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide insight into historic changes in remaining landfill capacity data across	Not significant	N/A	Not significant

						England. To avoid double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is considered to comprise part of the future baseline used in the waste assessment (in regard to landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).			
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: the proposed scheme is relatively minor and is not anticipated to have any impacts on identified socio-economics and tourism receptors. Health: There are no potential cumulative health effects associated with environmental determinants of health, as no likely significant effects are identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	There is the potential for cumulative traffic and transport effects to occur during construction as there is the potential for temporal overlap of these works with the Proposed Development construction works. The cumulative traffic impacts are however anticipated to be sufficiently low as to not result in any new likely significant effects. Given the minimal operational traffic demand associated with the proposed development, there are no significant cumulative effects are predicted.	Not significant	N/A	Not significant
				Water environment	Yes	This is a small-scale fencing project. It is assumed that appropriate best practice mitigation measures would be used to manage soils and sediments, runoff and the risk of accidental spills and leaks during construction. During operation it is assumed any minor drainage measures would be managed through a drainage management plan to control runoff. Cumulative effects are not anticipated.	Not significant	N/A	Not significant
Portsmouth City Council									
PCC OD001	Utilities – BPT/IPS-E Provision of the following utilities: Potable water Fire supply Communications Electric	N/A	0m	Air quality and odour	Yes	There is the potential for cumulative air quality effects to occur as these works will occur simultaneously with the Proposed Development construction works. All schemes will have a requirement to consider potential construction phase impacts and apply best practice mitigation to effectively control associated emissions (for example within a CEMP). It is therefore reasonable to assume the scheme will implement relevant best practice mitigation measures to minimise potential worst case impacts of emissions. With these measures in place, it is considered that cumulative effects will be not significant.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	There will be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential during construction for cumulative disturbance of common archaeological features and deposits close to the boundaries of the Proposed Developments. An agreed archaeological scheme of investigation for the proposed development would be in place and would address specific effects arising from cumulative disturbance. No operational period cumulative effects are anticipated.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	There will be a temporal overlap between the construction phases of the utilities scheme and Proposed Development. The utility schemes are proposed within cropland, hedgerows and hardstanding of existing roads. The water utility crosses a hedgerow which is known to support hazel dormouse, a European Protected species. Therefore, the utility scheme could result in negative impacts to habitats and hazel dormouse. The Proposed Development in the absence of mitigation will also have a negative significant effect on habitats and hazel dormouse. However, with the implementation of mitigation including European Protected Species licences and habitat protection, reinstatement and creation secured through detailed LEMP(s) and CEMP(s) produced and submitted for approval in accordance with the corresponding requirement in Schedule 2 to the draft DCO (Document reference 3.1, DCO Volume 3), no likely significant effects are considered likely from the Proposed Development. It is assumed that the utility schemes will include similar appropriate mitigation. Therefore, given that no residual likely significant effects have been identified, no cumulative effects are	Not significant	N/A	Not significant

						anticipated during the construction and operation of the Proposed Development.			
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - Carbon emissions from utility connections to the AGP infrastructure are considered to be within the existing risk and contingency allowance added as part of the assessment in ES Chapter 10 Carbon and climate change, Volume I (Document reference 6.1, DCO Volume 6). Climate change resilience assessment - There will be a temporal overlap between the construction and operation phases of the utility scheme and the Proposed Development. Therefore, there is the potential for cumulative flood risk effects between the scheme and the Proposed Development. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	Not significant	N/A	Not significant
				Land quality and ground conditions	Yes	There will be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development therefore limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the scheme, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.	Not significant	N/A	Not significant
				Landscape and visual	Yes	The utilities scheme would be located within Landscape Receptor LLCA 15: Portsdown Hill Ridge, alongside parts of the Proposed Development comprising the Pipeline between the WRP site and Otterbourne WSW and BPT/IPS-E. Common visual receptors include views from the western edge of Widley and from the Wayfarer's Walk promoted route (VP018, VP019 and VP020), as well as views from other PRoWs which are not promoted routes (VP022 adjacent to the west of the AGP) and VP023, 350m to the north. Construction: The scheme would slightly increase construction activity, but this would be perceived as part of the wider construction of the Proposed Development, for which moderate adverse (significant) effects have already been identified in the LVIA. Operation: Effects would decrease during the operational stage, with likely significant effects remaining only in close-distance views towards the AGP (VP022). The utilities scheme would not add to these effects; therefore, no cumulative operational effects are anticipated.	Not significant	N/A	Not significant
				Noise and vibration	Yes	There is the potential for cumulative construction noise and vibration effects to occur if these works occur simultaneously with the Proposed Development construction works at BPT/IPS-E. However, the scheme will implement BPM to minimise noise and vibration emissions in order to comply with the requirements of the Control of Pollution Act 1974, and noise and vibration from construction of the Proposed Development will be minimised via the application of BPM and additional mitigation as required, which will be identified in the NVMP. With these measures in place, it is considered that cumulative construction noise and vibration effects will be not significant.	Not significant	N/A	Not significant
				Waste management	Yes	It is acknowledged that the Utilities – BPT/IPS-E scheme is necessary for the delivery of the Proposed Development, despite being subject to separate planning permissions. The quantities of waste expected to be generated by the Utilities - BPT/IPS-E scheme are expected to be small, and were they to be added to the quantities generated by the Proposed Development and assessed in combination, it would be considered unlikely to change the significance of effects reported in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics: There will be an overlap in the construction phases of the scheme and the Proposed Development. Employment and	Not significant	N/A	Not significant

						supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects on employment on allocated employment land. Tourism: There is a potential for increased demand for tourism accommodation from incoming construction workers. However, the assessment in ES Chapter 17 Socio-economics, tourism and health, Volume I (Document reference 6.1, DCO Volume 6) concludes there is spare capacity in the Hampshire tourist bedspace market and therefore no significant cumulative impact on tourism is expected. Health: Based on the socio-economic assessment, no potential cumulative health effects are identified as a result of cumulative economic and employment effects. There are no potential cumulative health effects associated with environmental determinants of health, as no likely significant effects are identified within 400m of the scheme.			
				Traffic and transport	Yes	There will be a temporal overlap between the construction phases of the scheme and the Proposed Development, creating potential for cumulative effects on identified receptors, including drivers and bus passengers travelling on Portsdown Hill Road. The installation of a new High Voltage cable along Portsdown Hill Road would likely result in lane closures with shuttle working signals, resulting in likely significant effects with regards to driver and bus passenger delay. The cumulative impacts of the scheme and the proposed development would not however result in a new likely significant effect.	Not significant	N/A	Not significant
				Water environment	Yes	There will be a temporal overlap between the construction phases of the scheme and the Proposed Development, creating potential for cumulative direct and indirect effects on identified receptors. However, it is anticipated that appropriate mitigation measures implemented during construction of both developments will limit the likelihood and significance of such cumulative effects. During operation it is anticipated that scheme designs will embed suitable drainage strategies to mitigate any effects from new permanent infrastructure and foul sewerage. It is anticipated that any water use by the scheme during operation would be dealt with through permitting requirements.	Not significant	N/A	Not significant
PCC OD002	Farlington Water Treatment Works Construction of water pumping station building, surge vessels, electricity substation and associated development including modifications to Gillman Road, provision of external lighting, fencing, surface water drainage, hard and soft landscaping, Farlington Water Treatment Works Gillman Road Portsmouth PO6 1BL	1	0m	Air quality and odour	Yes	There is the potential for cumulative air quality effects to occur as there is the potential for temporal overlap of these works with the Proposed Development construction works. All schemes will have a requirement to consider potential construction phase impacts and apply best practice mitigation to effectively control associated emissions (for example within a CEMP). It is therefore reasonable to assume the scheme will implement relevant best practice mitigation measures to minimise potential worst case impacts of emissions. With these measures in place, it is considered that cumulative effects will be not significant.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	There is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. However, no cumulative effects are anticipated during construction or operation as the scheme is within the existing operational site which is well screened from the any potential receptors.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	There is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. However, no cumulative effects are anticipated during construction or operation as appropriate mitigation measures will be adopted as part of the construction of the upgrades to the WSW and therefore limit the potential for cumulative effects to occur. Therefore, given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There may be a temporal overlap between the construction phase of the works and Proposed Development. Therefore, there is the potential for cumulative flood risk effects between the scheme and the Proposed Development's Order	N/A	N/A	N/A

						Limits. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.			
				Land quality and ground conditions	Yes	There is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development therefore limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature and scale of the scheme, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.	Not significant	N/A	Not significant
				Landscape and visual	Yes	The cumulative scheme is located on the north-eastern edge of LLCA 14: Portsmouth, overlapping with the Proposed Development's trenchless pipeline section between the WRP and BPT/IPS-E. The closest representative viewpoint is VP108 on Portsdown Hill Road, approximately 480m to the north-east of this scheme. Construction – Impacts of the Proposed Development would be limited to a very small part along the northern edge of LLCA14, associated with a tunnel shaft; while there is potential for adverse cumulative landscape effects in construction should the programmes overlap, due to an increased presence of construction activity. Given the limited geographical extent of the Scheme, any combined effect would be limited. Operation - During operation, there would be no intervisibility between the Scheme and the above-ground elements of the Proposed Development, therefore no cumulative landscape or visual effects.	Not significant	N/A	Not significant
				Noise and vibration	Yes	There is the potential for cumulative construction noise and vibration effects to occur if these works occur simultaneously with the Proposed Development construction works at temporary construction compound D-1 (see ES Figure 1.1 Location of the Proposed Development and Order Limits, Volume III (Document reference 6.3, DCO Volume 6)). However, the scheme will implement BPM to minimise noise and vibration emissions in order to comply with the requirements of the Control of Pollution Act 1974, and noise and vibration from construction of the Proposed Development will be minimised via the application of BPM and additional mitigation as required, which will be identified in the NVMP. With these measures in place, it is considered that cumulative construction noise and vibration effects will be not significant. The cumulative scheme is sufficiently far from any source of operational noise associated with the Proposed Development such that cumulative operational phase effects are not anticipated.	Not significant	N/A	Not significant
				Waste management	Yes	Assuming the works are relatively minor, the methodology used to develop the future baseline landfill void capacity projections takes account of historic waste generation trends, which are affected by previous development in the region. This approach has been informed by the Environment Agency's Waste Data Interrogator, Waste Summary Tables for England, which provide insight into historic changes in remaining landfill capacity data across England. To avoid double counting of committed developments which are similar to those that have taken place over the period for which historical data has been considered (ten years), the cumulative assessment only considers committed developments that are sufficiently different in nature or scale to exceed the historical trend of development in the region. This scheme is considered to comprise part of the future baseline used in the waste assessment (in regard to landfill capacity) and therefore cumulative effects are included within the assessment in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Health: There are no potential cumulative health effects associated with environmental determinants of health, as no likely significant effects are identified within 400m of the scheme.	Not significant	N/A	Not significant
				Traffic and transport	Yes	There may be a temporal overlap between the construction phase of the works and Proposed Development. Construction traffic associated	Not significant	N/A	Not significant

						with this scheme is anticipated to be sufficiently low that there are unlikely to be any significant cumulative effects. Given the minimal operational traffic demand associated with the proposed development, there are no significant cumulative effects are predicted.			
				Water environment	Yes	There is no surface water connectivity between the Project and the scheme to upgrade the existing water treatment works. In is anticipated that potential environmental impacts at the treatment works will be managed through best practice mitigation measures to control sediments and turbid runoff, flood risk and accidental spills and leaks. Significant cumulative effects are not anticipated. In is anticipated that any changes to the impermeable footprint of the treatment works during operation will be managed through a drainage strategy. Significant cumulative effects are not anticipated.	Not significant	N/A	Not significant
Fareham Borough Council (FBC)									
FBC OD001	Utilities – IPS-F Provision of the following utilities: Potable water Fire supply Communications Electric	N/A	0m	Air quality and odour	Yes	There is the potential for cumulative air quality effects to occur as these works will occur simultaneously with the Proposed Development construction works. All schemes will have a requirement to consider potential construction phase impacts and apply best practice mitigation to effectively control associated emissions (for example within a CEMP). It is therefore reasonable to assume the scheme will implement relevant best practice mitigation measures to minimise potential worst case impacts of emissions. With these measures in place, it is considered that cumulative effects will be not significant.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	There will be a temporal overlap between the construction phases of the utilities scheme and Proposed Development. Therefore, there is the potential during construction for cumulative disturbance of common archaeological features and deposits close to the boundaries of the Proposed Developments. An agreed archaeological scheme of investigation for the proposed development would be in place and would address specific effects arising from cumulative disturbance. No additional change to setting of Albany Farm is anticipated as the proposed utilities scheme would be seen in context as part of the construction of IPS-F. No operational period cumulative effects are anticipated.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	There will be a temporal overlap between the construction phases of the utilities scheme and Proposed Development. The utility scheme is proposed within an existing farm track and road. No adverse impacts on ecological features and no residual likely significant effects are from the utility scheme are considered likely. Therefore, given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - Carbon emissions from utility connections to the AGP infrastructure are considered to be within the existing risk and contingency allowance added as part of the assessment in ES Chapter 10 Carbon and climate change, Volume I (Document reference 6.1, DCO Volume 6). Climate change resilience assessment - There will be a temporal overlap between the construction and operation phases of the utility scheme and the Proposed Development. Therefore, there is the potential for cumulative flood risk effects between the scheme and the Proposed Development. As the cumulative effect relates to flood risk, please refer to the CEA conducted for the water environment topic.	Not significant	N/A	Not significant
				Land quality and ground conditions	Yes	There will be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the scheme and the Proposed Development therefore limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
				Land use and agriculture	Yes	There will be a temporal overlap between the construction phases of the utility scheme and the Proposed Development. A temporary minor adverse effect which is not significant is reported in ES Chapter 12 Land use and agriculture, Volume I (Document reference 6.1, DCO Volume 6) for Albany Farm Care Home in relation to access	Not significant	N/A	Not significant

						requirements to IPS-F temporary construction compound (see ES Figure 1.1 Location of the Proposed Development and Order Limits, Volume III (Document reference 6.3, DCO Volume 6)).			
						Therefore, there is the potential for cumulative effects to arise during construction however, due to the nature and scale of the scheme, the effects on the Care Home are expected to be minor adverse.			
						When considered cumulatively and taken together, these two minor adverse effects would not be expected to constitute a moderate adverse, and therefore significant, effect.			
						Therefore, no likely significant cumulative effects are anticipated.			
						No likely significant cumulative effects are anticipated for agricultural land given that the principal impact on agricultural land from the Proposed Development is its temporary loss which is a different type and scale of impact to the permanent loss of agricultural land associated with the cumulative schemes.			
				Landscape and visual	Yes	The utilities scheme would be located within Landscape Receptor LLCA 23: Portsdown Hill Open Downs west, alongside parts of the Proposed Development comprising the Pipeline between the WRP site and Otterbourne WSW and IPS-F. Common visual receptors include views from Wickham Road (VP047) and form the surrounding PRowWs, represented by VP123 located 418m to the south of the AGP and VP124 located 380m to the north of the AGP.	Not significant	N/A	Not significant
						Construction: The scheme would slightly increase construction activity, but this would be perceived as part of the wider construction of the Proposed Development, for which moderate adverse (significant) effects have already been identified in ES Chapter 13 Landscape and visual, Volume I (Document reference 6.1, DCO Volume 6).			
						Operation: The utilities scheme would not add to the effects reported for the Proposed development; therefore, no cumulative operational effects are anticipated.			
				Noise and vibration	Yes	There is the potential for cumulative construction noise and vibration effects to occur if these works occur simultaneously with the Proposed Development construction works at IPS-F scheme. However, the scheme will implement BPM to minimise noise and vibration emissions in order to comply with the requirements of the Control of Pollution Act 1974, and noise and vibration from construction of the Proposed Development will be minimised via the application of BPM and additional mitigation as required, which will be identified in the NVMP.	Not significant	N/A	Not significant
						With these measures in place, it is considered that cumulative construction noise and vibration effects will be not significant.			
				Waste management	Yes	It is acknowledged that the Utilities – IPS-F scheme is necessary for the delivery of the Proposed Development, despite being subject to separate planning permissions. The quantities of waste expected to be generated by the Utilities – IPS-F scheme are expected to be small, and were they to be added to the quantities generated by the Proposed Development and assessed in combination, it would be considered unlikely to change the significance of effects reported in ES Chapter 16 Resources and waste management, Volume I (Document reference 6.1, DCO Volume 6).	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics: There will be an overlap in the construction phases of the scheme and the Proposed Development. Employment and supply chain effects arising from a scheme of this scale are likely to be relatively minor, and therefore it is considered that there is not the potential for likely significant cumulative effects on employment on allocated employment land.	Not significant	N/A	Not significant
						Tourism: There is a potential for increased demand for tourism accommodation from incoming construction workers. However, the assessment in ES Chapter 17 Socio-economics, tourism and health, Volume I (Document reference 6.1, DCO Volume 6) concludes there is spare capacity in the Hampshire tourist bedspace market and therefore no significant cumulative impact on tourism is expected.			
						Health: Based on the socio-economic assessment, no potential cumulative health effects are identified as a result of cumulative economic and employment effects. There are no potential cumulative health effects associated with environmental determinants of health, as no likely significant effects are identified within 400m of the scheme.			
				Traffic and transport	Yes	There will be a temporal overlap between the construction phases of the scheme and the Proposed Development, creating potential for cumulative effects on identified receptors, including drivers and bus	Not significant	N/A	Not significant

						passengers travelling on Wickham Road, Kiln Road and Highlands Road. The installation of a new High Voltage cable along Wickham Road, Kiln Road and Highlands Road would likely result in lane closures with shuttle working signals, resulting in likely significant effects with regards to driver and bus passenger delay. The cumulative impacts of the scheme and the Proposed Development would not however result in a new likely significant effect.			
				Water environment	Yes	There will be a temporal overlap between the construction phases of the scheme and the Proposed Development, creating potential for cumulative direct and indirect effects on identified receptors. However, it is anticipated that appropriate mitigation measures implemented during construction of both developments will limit the likelihood and significance of such cumulative effects. During operation it is anticipated that scheme designs will embed suitable drainage strategies to mitigate any effects from new permanent infrastructure and foul sewerage. It is anticipated that any water use by the scheme during operation would be dealt with through permitting requirements.	Not significant	N/A	Not significant

1.6 Development Consent Order

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
DCO 001	AQUIND Development of AQUIND Interconnector with a nominal net capacity of 2000MW between Great Britain and France located off the coast of Portsmouth offshore and between Portsmouth and Lovedean substation onshore.	1	0m	Air quality and odour	Yes	The air quality assessment utilises cumulative traffic data as a primary input within the construction phase road traffic emissions assessment. Potential cumulative effects during construction have been considered as part of the assessment of likely significant effects within section 6.8 of the ES Chapter 6 Air quality and odour, Volume I (Document reference 6.1, DCO Volume 6). Therefore, the air quality assessment is inherently cumulative in nature. It was agreed with relevant stakeholders that an assessment of cumulative vehicle movements during the operational phase could be scoped out on account of the likelihood that emissions from the small number of additional vehicles attributed to operational traffic from the Proposed Development-alone will not be perceptible.	Not significant	N/A	Not significant
				Archaeology and cultural heritage	Yes	No common receptor identified.	N/A	N/A	N/A
				Terrestrial and freshwater biodiversity	Yes	Owing to the proximity of the scheme and the Proposed Development and the possible temporal overlap during construction and operation phases there is potential for cumulative effects. Both developments have connectivity to the Solent Maritime SAC, Chichester and Langstone Harbours SPA and Ramsar and Langstone Harbours SSSI. The Proposed Development will result in the loss of one SWBGS site associated with Chichester and Langstone Harbour SPA and the scheme will result in temporary habitat loss within six SWBGS site associated with the same SPA. The scheme includes appropriate mitigation such as avoiding work within these SWBGS sites during the winter months and ensuring the habitat is reinstated prior to the winter months. The Proposed Development and the scheme have undertaken HRAs which concluded no adverse effects on the integrity of these sites. Both developments will result in the loss of calcareous grassland within the Porstdown Hill Road area, however, these losses are minimal and temporary. Due to the nature of the scheme (DCO project) and the regulatory regime under which it will be constructed, it is assumed that appropriate mitigation measures secured. Chapter 16 (Onshore Ecology) of the scheme concludes no likely significant residual effects during construction or operation. Therefore, given that there are no residual likely significant effects, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	No				
				Carbon and climate change	Yes	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'. Climate change resilience assessment - There is potential for cumulative flood risk effects between the scheme and the Proposed Development during the construction and operational phase. However, as outlined in the water environment's topic response, it is anticipated that appropriate mitigation measures will be adopted to limit the potential for cumulative effects to occur. Cumulative effects on receptors identified are considered unlikely.	N/A	N/A	N/A
				Land quality and ground conditions	Yes	Should the DCO be granted there is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. It is, however, anticipated that appropriate mitigation measures will be adopted as part of the construction of the AQUIND scheme and as part of the Proposed Development therefore limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Land use and agriculture	Yes	There is the potential for cumulative impacts on access to residential properties, community and business receptors and development land during construction. However, due to the nature of the linear scheme and the fact that the majority of AQUIND scheme's pipeline route is situated outside of the study area for the Proposed Development, the effects of the scheme on receptors within the 500m study area are anticipated to be minor, and therefore no likely significant cumulative effects are anticipated. Similarly, during operation, no likely significant cumulative effects are anticipated. Although this scheme also reports a temporary significant effect (moderate adverse) on agricultural land losses, significant cumulative losses are not anticipated as the installation of the pipeline for the Proposed Development and the cables for AQUIND scheme would be undertaken in short-term stages along the respective routes, and it is not anticipated that these stages would coincide to result in a likely significant cumulative effect at any one time.	Not significant	N/A	Not significant
				Landscape and visual	Yes	AQUIND crosses several LLCAs: LLCA 11: Langstone Harbour; LLCA 13: Farlington Marshes and coastal parks; LLCA 14: Portsmouth; LLCA 15: Portsdown Hill ridge; LLCA 17: Purbrook and Waterlooville; a small part of LLCA 18: Portsdown Hill northern slopes; and LLCA 19: Forest of Bere East wooded farmland. The Proposed Development falls within only LLCA 15 and LLCA 18. Common visual receptors relate to views from the surrounding PRoW network towards the Proposed Development's BPT/IPS-E, including views from the Wayfarers Walk (VP018, VP019 and VP020) and from footpaths to the west of the BPT/IPS-E (VP022 and VP023). Construction: There is potential for cumulative landscape and visual effects during construction if the construction periods overlap. Moderate adverse (significant) effects have been identified for the Proposed Development for LLCA 13, LLCA 15 and LLCA 18. Construction activity associated with AQUIND would introduce additional landscape and visual change within the other LLCAs it passes through. However, the Proposed Development will not matr the effects Operation: There is unlikely to be intervisibility between the proposed AQUIND scheme's converter station and the proposed BPT/IPS-E of the Proposed Development and therefore no effects in operation.	Not significant	N/A	Not significant
				Noise and vibration	Yes	Due to the proximity of the scheme to the Proposed Development and potential temporal overlap in construction phases, there is the potential for cumulative construction noise and vibration effects. However, such impacts would only occur if works were undertaken simultaneously in close proximity to each other. Given the linear nature of the scheme and the Proposed Development, this is considered unlikely to occur. Construction impacts will be controlled via measures specified in a CEMP and NVMP for the scheme. Hence, construction noise and vibration effects arising from this scheme are considered unlikely to have the potential for likely significant cumulative effects.	Not significant	N/A	Not significant
				Waste management	Yes	Whilst the scheme has potential for generation of large quantities of material during construction, it is likely that the majority will be diverted from landfill through on and off-site reuse. No likely significant cumulative effects are anticipated during construction or operation.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	Yes	Socio-economics and tourism: The construction of this scheme is likely to generate jobs, training and supply chain opportunities within the Hampshire economy in the short to medium term, and so there is the potential for inter-project cumulative effects in relation to employment and the supply chain. These are likely to be positive, however there is the potential that increased demand for construction labour could result in increased rates of leakage and displacement. There is also the potential for increased demand for tourism accommodation from incoming construction workers, with the potential for adverse effects. It is assumed that the labour requirements of this scheme will be different to the Proposed Development, with less requirement for specialist engineering skills. This reduces the likelihood of likely significant adverse effects from competition for labour and from an incoming workforce. It is therefore not anticipated that there would be any likely significant cumulative effect.	Not significant	N/A	Not significant

Hampshire Water Transfer and Water Recycling Project
Environmental Statement – Appendix 20.2 Cumulative Effects Assessment

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
						Health: There are no potential cumulative effects as no likely significant effects identified within 400m of the scheme.			
				Traffic and transport	Yes	Included in short-list and construction traffic reflected in the traffic model. No likely significant effects identified in ES Chapter 18 Traffic and transport, Volume I (Document reference 6.1, DCO Volume 6). Given the study areas of both developments, there are not anticipated to be any new significant effects as a result of the cumulative impacts of both developments	Not significant	N/A	Not significant
				Water environment	Yes	Should the AQUIND scheme DCO be granted there is the potential for there to be a temporal overlap between the construction phases of the scheme and Proposed Development. Therefore, there is the potential for cumulative effects of a direct/indirect nature on receptors identified. However, due to the nature of the scheme (DCO project) and the regulatory regime under which it will be constructed, it is assumed that appropriate mitigation measures secured in a CEMP and additional assessments (e.g. FRA) will be incorporated into the scheme design in addition to the Proposed Development thus limiting the potential for cumulative effects to occur.	Not significant	N/A	Not significant
DCO LF027	Solent Gateway 2 A new marine facility consisting of a two-berth jetty for the handling of automotive roll on- roll off (Ro-Ro) cargo and dredged pocket to enable vessels to be suitably accommodated; - Landside terminal space; - A new terminal access road from the new facility to the A326 and possible modifications to the existing rail facilities. - Environmental enhancements, including new habitat, habitat enhancement and landscape improvements (on and off-site); and - New and improved public recreation provision and improved public access between the settlements of Hythe and Marchwood.	2	12km south-west	Air quality and odour	No				
				Archaeology and cultural heritage	No				
				Terrestrial and freshwater biodiversity	Yes	The scheme is currently at the pre-application scoping stage. Taken from the Scoping Opinion for the scheme, both the scheme and the Proposed Development are assessed in the absence of mitigation to have potential negative significant effects on nesting birds, designated sites, habitats, otter, bats, birds (during construction) and bats (during operation). The Scoping Opinion for the scheme states: "Mitigation would be implemented to ensure legal compliance in line with the mitigation hierarchy. Where necessary, a protected species licence would be sought from Natural England". Therefore, it is assumed, with the implementation of mitigation, including sensitive lighting design following best practice, pollution prevention, timing works to avoid the nesting bird season, and habitat enhancement and creation, there would be no likely significant effects from either development. Given that no residual likely significant effects have been identified, no cumulative effects are anticipated during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant
				Marine biodiversity	Yes	Although Solent Gateway 2 is outside the Zol of the Proposed Development, they are both hydrologically connected to several internationally designated sites and thus potential cumulative effects on designated sites are assessed. From the Scoping Opinion for Solent Gateway 2, it is proposed to secure standard measures to control surface water run-off through a CEMP and an operation environmental management plan. Impact on marine habitats and species from change in water and sediment quality due to surface water drainage was agreed to be scoped out. There would be marine piling, but it has no confirmed piling method, whilst information on other impact pathways on marine ecology and potential mitigation of this scheme are limited at this stage. However, given that no residual effects on marine biodiversity have been identified from the Proposed Development, no cumulative effects are anticipated during the construction or operation.	Not significant	N/A	Not significant
				Carbon and climate change	No	Carbon assessment - an unrelated project to the Proposed Development, and therefore has been scoped out of the assessment, in accordance with the approach recommended in ISEP guidance, 'Assessing Greenhouse Gas Emissions and Evaluating their Significance'.			
				Land quality and ground conditions	No				
				Land use and agriculture	No				
				Landscape and visual	No				

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
				Noise and vibration	No				
				Waste management	Yes	There are currently insufficient details, including those in the Preliminary Environmental Information Report (PEI Report), to robustly evaluate the potential cumulative effects. The scheme is a large project and has potential to generate large quantities of material during construction (2026–2031). However, it is not currently possible to evaluate the proportion that would be diverted from landfill through on and off-site reuse. Based on the available information no cumulative effects are anticipated during construction or operation.	Not significant	N/A	Not significant
				Socio-economics, tourism and health	No				
				Traffic and transport	No				
				Water environment	No				
				Development Consent Orders to impact on landfill (located within the wider study area for Resources and Waste Management)					
DCO LF002	Expansion of Heathrow Airport (Third Runway) Expansion of Heathrow Airport to enable at least 740,000 air traffic movements per annum and including a new runway to the north-west of the existing airport; supporting airfield, terminal and transport infrastructure; works to the M25, local roads and rivers; temporary construction works, mitigation works and other associated development.	2	>3km South West/London	Waste management	Yes	There are currently insufficient details on the scheme to robustly evaluate the potential for cumulative effects. The scheme has potential for generation of large quantities of material during construction; however, due to the nature of the site and the scheme, it is likely that the majority will be diverted from landfill through on and off-site reuse. Furthermore, the construction of the scheme is considered unlikely to overlap with that of the Proposed Development. No cumulative effects are anticipated during construction or operation.	Not significant	N/A	Not significant
DCO LF008	Avon Power Station 950 MW output New gas fired power station comprising high efficiency combined cycle gas turbines of up to 1500MW, with additional fast response generators (peaking plant) providing a combined capacity of up to 1800MW.	2	>3km South West/London	Waste management	Yes	The scheme is not considered likely to generate large quantities of waste requiring off-site disposal to landfill. No likely significant cumulative effects are anticipated during construction or operation.	Not significant	N/A	Not significant
DCO LF010	The West Somerset Tidal Lagoon Tidal Lagoon and associated electricity generating infrastructure with a generating capacity of approximately 2.8GW per annum. A continuous breakwater wall spanning from Culvercliff in Minehead to Lilstock (approximately 21km long).	3	>3km South West/London	Waste management	Yes	There are currently insufficient details on the scheme to robustly evaluate the potential for cumulative effects. Whilst the scheme has potential for generation of large quantities of material during construction, it is likely that the majority will be diverted from landfill through on and off-site reuse. No likely significant cumulative effects are anticipated during construction or operation.	Not significant	N/A	Not significant
DCO LF017	Lower Thames Crossing The Lower Thames Crossing will be a new road crossing connecting Kent, Thurrock and Essex.	2	>3km South-east	Waste management	Yes	The scheme is considered likely to generate large quantities of waste during construction. Furthermore, the construction period is likely to overlap with that of the Proposed Development during the period between 2028 and 2030. The inert and non-hazardous landfill capacity likely to be impacted by the Lower Thames Crossing scheme (LTC) is considered unlikely to	Not significant	N/A	Not significant

Hampshire Water Transfer and Water Recycling Project
Environmental Statement – Appendix 20.2 Cumulative Effects Assessment

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
	Approximately 23km in length, it will connect to the existing road network from the A2/M2 to the M25 with two tunnels (one southbound and one northbound) running beneath the River Thames.					overlap sufficiently with that of the Proposed Development to generate likely significant cumulative effects. LTC and the Proposed Development are both likely to be managing hazardous waste in the same area, during an overlapping period. The construction phase of LTC is scheduled to occur between 2025 and 2030, while the construction phase for the Proposed Development is scheduled between 2028 and 2034. LTC is forecast to generate approximately 88,290 tonnes of hazardous waste requiring off-site disposal. On the basis that the LTC construction period will have concluded prior to completion of the Proposed Development's construction, it will have reduced the available hazardous waste landfill capacity by 88,290 tonnes. This reduction in available capacity will not increase the proportional occupation of hazardous waste landfill capacity as a result of the Proposed Development sufficiently to generate new or different likely significant effects, and no likely significant cumulative effects are anticipated during construction or operation.			
DCO LF026	River Thames Scheme A new river channel built in two sections between Egham Hythe in Runnymede and Shepperton in Spelthorne; capacity improvements to existing river structures (including at Sunbury, Molesey and Teddington Weirs and Desborough Cut); new green open spaces; habitat creation and enhancement; active travel provision and associated development.	2	>3km South-east	Waste management	Yes	There are currently insufficient details, including those in the Preliminary Environmental Information Report, to robustly evaluate the potential cumulative effects. The scheme has potential for generation of large quantities of material during construction; however, it is not currently possible to evaluate the proportion that would be diverted from landfill through on and off-site reuse. Based on the available information no cumulative effects are anticipated during construction or operation.	Not significant	N/A	Not significant
DCO LF028	Lime Down Solar Park Limited Lime Down Solar Project comprises inverters, transformers, a battery energy storage system, an online substation, site access, cable connections, security fencing and CCTV monitoring equipment, construction compound and any required landscaping. The Scheme will comprise a 500MW export connection, 250MW import connection and 1,000MWh battery.	2	>3km	Waste management	Yes	The Lime Down Solar Project is considered likely to generate moderate quantities of waste requiring off-site disposal during construction. Its construction period (2027–2029) partially overlaps with that of the Proposed Development. The total quantity of waste forecast to require off-site disposal from the Lime Down Solar Project is lower than that of the Proposed Development. and minimal quantities of hazardous waste have been forecast to be generated. Given this comparatively smaller scale and the negligible impact on hazardous waste landfill capacity, the combined effect of both schemes is not considered likely to give rise to new or different significant cumulative effects. On this basis, no likely significant cumulative effects are anticipated.	Not significant	N/A	Not significant
DCO LF029	White Horse Reservoir (previously known as South East Strategic Reservoir Option) Reservoir exceeding 30 million cubic metres of water storage, together with associated development required for the construction and operation of the project including, but not limited to, water transfer tunnel/pipelines; water inlet and outlet structures; pumping stations; watercourse diversions; new access roads; temporary railways sidings for material handling; parking, wildlife	2	>3km	Waste management	Yes	This scheme is considered likely to generate large quantities of waste requiring off-site disposal during its construction period. Construction is expected to occur over a 10-year duration (2030–2040), a period which overlaps with that of the Proposed Development between 2030 and 2034. To allow for a proportionate cumulative assessment, the total quantities waste forecast to require off-site disposal to landfill as a result of the White Horse Reservoir scheme have been divided evenly across the 10-year construction period and multiplied by the four years of programme overlap. It has been forecast that White Horse Reservoir Scheme will have reduced the landfill capacity available for use by the Proposed Development in 2034 by the following quantities: • 64,040 tonnes reduction in inert waste landfill capacity • 1,399,040 tonnes reduction in non-hazardous waste landfill capacity • 23,440 tonnes reduction in hazardous waste landfill capacity These reductions in available capacity will not increase the proportional occupation of landfill capacity as a result of the Proposed Development sufficiently to generate new or different likely significant effects, and no	Not significant	N/A	Not significant

Identification	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
	and environmental areas; leisure and recreation and education facilities.					likely significant cumulative effects are anticipated during construction or operation.			

1.7 Marine applications

Identification and Marine Licence Reference	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
PCC MAR009; MLA/2019/00027	Southern Water - Maintenance of existing works on coastal outfalls in the South of England (Portsmouth) Southern Water has been granted a ten-year licence for minor maintenance works on multiple coastal outfalls located along the coasts of the Isle of Wight, Hampshire, Sussex, and Kent. These outfalls include both short-sea and long-sea structures situated below Mean High Water Springs. They are used to convey wastewater to the sea for final dispersal. The maintenance activities will be carried out as needed throughout the duration of the licence, with each activity lasting between one to ten days. The maintenance activities may involve piling and sediment removal, which can cause abrasion and disturbance to the seabed substrate. This may lead to changes in habitat structure, removal of the substrate, and the physical loss of habitat, excluding the water column. Please note that this is Site 1 of 3 included in this assessment.	1	0m	Marine biodiversity	Yes	There are several internationally and nationally designated sites which spatially overlap both development areas, namely Solent and Dorset Coast SPA, Chichester and Langstone Harbours SPA/Ramsar, Portsmouth Harbour SPA/Ramsar and SSSI, and Langstone Harbour SSSI. The works application for the scheme involves piling and removal of sediment build-up around the outfalls, which has the potential to cause abrasion and disturbance to seabed substrate. If there was a temporal overlap between the construction/maintenance of both developments, cumulative impacts may include loss of and/or disturbance to intertidal habitats, and noise and vibration impacts on certain marine receptors (e.g. migratory fish). However, it has been assessed that, with mitigation measures in place for the scheme, as outlined in their HRA and EclA, together with the implementation of the environmental management plans for the Proposed Development, no cumulative impacts on marine biodiversity are anticipated.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	The scheme consists of works including piling and digging trial pits, which will cause above water noise and clearing build-up of sediment around the pipes, which may result in some habitat loss within proximity to areas inhabited by numerous SWBGS sites, and the Proposed Development is also within proximity to SWBGS sites associated with the same statutory designated sites. If there was a temporal overlap between the construction/maintenance of both developments, there could be potential for cumulative impacts to wintering and breeding bird species. However, with the mitigation for the Proposed Development and the mitigation outlined in the EclA for the scheme in place, no cumulative effects are anticipated.	Not significant	N/A	Not significant
HAV MAR001; MLA/2019/00027	Southern Water - Maintenance of existing works on coastal outfalls in the South of England (Havant) Southern Water has been granted a ten-year licence for minor maintenance works on multiple coastal outfalls located along the coasts of the Isle of Wight, Hampshire, Sussex, and Kent. These outfalls include both short-sea and long-sea structures situated below Mean High Water Springs. They are used to convey wastewater to the sea for final dispersal. The maintenance activities will be carried out as needed throughout the duration of the licence, with each activity lasting between one to ten days. The maintenance activities may involve piling and sediment removal, which can cause abrasion and disturbance to the seabed substrate. This may lead to changes in habitat structure, removal of the substrate, and the physical loss of habitat, excluding the water column. Please note that this is site 2 of 3 included in this assessment	1	0m	Marine biodiversity	Yes	There are numerous sites designated internationally and nationally that intersect both development areas, including the Solent and Dorset Coast SPA, Chichester and Langstone Harbours SPA/Ramsar, Langstone Harbour SSSI, and Solent and Isle of Wight Lagoons SAC. The application for the scheme includes piling activities and removal of sediment which has accumulated around the outfalls. If there was a temporal overlap between the construction/maintenance of both developments, this could potentially result in cumulative effects during construction, such as the loss of and/or disturbance to intertidal habitats, as well as noise and vibration impacts on specific marine species (e.g. migratory fish), as evaluated in the impact assessment. Nevertheless, it has been determined that with the implementation of mitigation measures for the scheme, as detailed in their HRA and the EclA, along with the execution of the environmental management plans for the Proposed Development, no cumulative impacts on marine biodiversity are expected.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	The scheme consists of works including piling and digging trial pits, which will cause above water noise and clearing build-up of sediment around the pipes, which may result in some habitat loss within proximity to numerous SWBGS sites and the Proposed Development is also within proximity to SWBGS sites associated with the same statutory designated sites. If there was a temporal overlap between the construction/maintenance of both developments, there could be potential for cumulative impacts to birds, such as above water noise. However, with the mitigation for the Proposed Development and the mitigation outlined in the EclA for the scheme in place no cumulative effects are anticipated.	Not significant	N/A	Not significant

Identification and Marine Licence Reference	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
GOS MAR002; MLA/2019/00027	Southern Water - Maintenance of existing works on coastal outfalls in the South of England (Gosport) Southern Water has been granted a ten-year licence for minor maintenance works on multiple coastal outfalls located along the coasts of the Isle of Wight, Hampshire, Sussex, and Kent. These outfalls include both short-sea and long-sea structures situated below Mean High Water Springs. They are used to convey wastewater to the sea for final dispersal. The maintenance activities will be carried out as needed throughout the duration of the license, with each activity lasting between one to ten days. The maintenance activities may involve piling and sediment removal, which can cause abrasion and disturbance to the seabed substrate. This may lead to changes in habitat structure, removal of the substrate, and the physical loss of habitat, excluding the water column. Please note that this is site 3 of 3 included in this assessment	1	4.4km	Marine biodiversity	Yes	There are several internationally and nationally designated sites that spatially overlap both development areas. These include the Solent and Dorset Coast SPA, Solent and Southampton Water SPA, Portsmouth Harbour SPA/Ramsar and SSSI, as well as the Solent and Isle of Wight Lagoons SAC. The application for the scheme involves piling and removal of sediment accumulation around the outfalls, which could potentially lead to cumulative effects during construction if there is any temporal overlap. These effects may include the loss and/or disturbance of intertidal habitats, along with noise and vibration impacts on marine receptors, such as migratory fish, as highlighted in the impact assessment. However, it has been concluded that with the implementation of mitigation measures outlined for the scheme, detailed in their HRA and the EclA, as well as execution of the environmental management plans for the Proposed Development, no cumulative impacts on marine biodiversity are expected.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	The scheme consists of works including piling and digging trial pits, which will cause above water noise and clearing build-up of sediment around the pipes, which may result in some habitat loss within proximity to numerous SWBGS sites and the Proposed Development is also within proximity to SWBGS sites associated with the same statutory designated sites. If there was a temporal overlap between the construction/maintenance of both developments, there could be potential for cumulative impacts to birds, such as above water noise. However, with the mitigation for the Proposed Development and the mitigation outlined in the EclA for the scheme in place no cumulative effects are anticipated.	Not significant	N/A	Not significant
PCC MAR012; MLA/2017/00478/6	HMNB Portsmouth - Maintenance Dredging and Disposal Ten-year licence duration (2019-2028) for maintenance dredging at HMNB Portsmouth in order to maintain the depths in the operational berths of the harbour. Sediment disposal is at Nab Tower (east of Isle of Wight) with a small percentage at Hurst Fort (northwest of the Isle of Wight) in adverse weather conditions. The dredging works will primarily use a Trailing Suction Hopper Dredger (TSHD), along with plough and grab dredging techniques, to maintain navigational access. The main annual dredging campaign lasts about 14 days, coinciding with the spring-neap tidal cycle, and is supported by semi-annual surveys to reduce dredging volumes. There has been a recent variation to the licence requested on the increase of maintenance dredging quantities, submitted 24 Jun 2025. Quantities increased from 380,000m ³ to 482,759m ³ and the amount dredged material to be disposed of at Nab Tower to be increased from 551,000t to 700,000t (wet tonnes)/from 367,330t to 466,667t (dry tonnes). Date application submitted: 23 November 2017	1	3.6km	Marine biodiversity	Yes	There are numerous sites designated internationally and nationally that intersect both development areas, including Solent and Dorset Coast SPA, Portsmouth Harbour SPA and SSSI, and Ramsar. The application for the scheme involves activities of maintenance dredging in the Harbour and disposal at Nab Tower (off the east coast of Isle of Wight), which has the potential to lead to cumulative impacts if both developments overlap temporally; such as sediment contamination risk, and changes in smothering and siltation rates on supporting habitats and marine receptors (e.g. migratory fish), as considered under the impact assessment. However, it has been assessed, that with the implementation of mitigation measures in place for the scheme, under their HRA, together with the implementation of the environmental management plans for the Proposed Development, no cumulative effects on marine biodiversity are anticipated.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	The scheme and the Proposed Development are located adjacent to/within SWBGS sites associated with Portsmouth Harbour SPA. If there was a temporal overlap between the construction of both developments, there could be potential for cumulative impacts to birds. However, mitigation for the Proposed Development includes avoiding works within the SWBGS sites associated with Portsmouth Harbour SPA (i.e. site W03G) during the non-breeding bird season. Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant

Hampshire Water Transfer and Water Recycling Project
Environmental Statement – Appendix 20.2 Cumulative Effects Assessment

Identification and Marine Licence Reference	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
	Date application validated: 30 June 2025 Date initial decision made: 27 July 2018 Date decision made for latest variation: 3 October 2024 Status: Variation requested (Consultation currently open)								
PCC MAR013; MLA/2024/00448	Wightlink Portsmouth Car Ferry Terminal Maintenance The Portsmouth ferry berth is located on the north side of the Camber Docks. In addition to the linkspan, there is a layby berth alongside the quay wall to the southeast. The berthing consists of a range of fender piles and timber fendering. This application relates to the necessary replacement of the fendering over a period of 5 years. It is anticipated that up to 5 fender piles will be replaced in year 1, along with repairs to the timber fendering. Maintenance is planned to continue in small sections for the duration of the requested 5 year licence.	1	4.2km	Marine biodiversity	Yes	There are several internationally designated sites, that intersect both development areas, including Portsmouth Harbour SPA/Ramsar and Solent and Dorset Coast SPA. The identified potential impacts are related to water clarity, noise and vibration impacts on marine receptors and seabird species (such as terns and diving birds), as outlined in the impact assessment. However, it has been assessed that with the proposed mitigation measures highlighted in the schemes Application Form, along with the implementation of environmental management plans for the Proposed Development, no cumulative impacts on marine biodiversity are anticipated.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	The scheme and the Proposed Development are located adjacent to/within SWBGS sites associated with Portsmouth Harbour SPA. If there was a temporal overlap between the construction of both developments, there could be potential for cumulative impacts to birds. However, mitigation for the Proposed Development includes avoiding works within the SWBGS sites associated with Portsmouth Harbour SPA (Site W03G) during the bird non-breeding season. Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
GOS MAR001; MLA/2022/00145	Gosport Marina Pile Replacement Programme Gosport Marina pontoons – this is a maintenance of existing works involving the removal and direct replacement the piles that currently secure the pontoons to the seabed. Piles will be removed from the seabed using a crane on a floating barge. If a pile breaks, the stump will be cut below the seabed, and a new pile will be installed nearby. The contractor will handle the disposal of the removed piles. New piles will arrive ready for installation, primarily using vibro-piling techniques, with percussive piling as needed. This process will minimize unsupported time for the pontoons by allowing for the direct replacement of the piles securing them to the seabed. The work program remains adaptable to contractor availability, marina operations, and budget constraints (up to 14 piles annually).	1	4.9km	Marine biodiversity	Yes	There are several internationally and nationally designated sites, that intersect both developments, including the Solent and Dorset Coast SPA and Portsmouth Harbour SPA/Ramsar/SSSI. The identified potential impact is primarily related to noise and vibration impacts on marine receptors, such as migratory fish, as outlined in the impact assessment. However, it has been assessed that with the proposed mitigation measures highlighted in the schemes Application Form, along with the implementation of environmental management plans for the Proposed Development, no cumulative impacts on marine biodiversity are anticipated.	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	The scheme and the Proposed Development are located adjacent to/within SWBGS sites associated with Portsmouth Harbour SPA. If there was a temporal overlap between the construction of both developments, there could be potential for cumulative impacts to birds. However, mitigation for the Proposed Development includes avoiding works within the SWBGS sites associated with Portsmouth Harbour SPA (Site W03G) during the bird non-breeding season. Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
GOS MAR005; MLA/2024/00022	Gosport Marina - Maintenance Dredge and disposal This application seeks a 10-year licence currently used to undertake maintenance dredging at Gosport Marina. The activities include removal of material above charted depths for navigational safety. Due to limited local disposal options, dredged material will	1	5.0km	Marine biodiversity	Yes	There are several internationally designated sites, that intersect both development areas, including Portsmouth Harbour SPA/Ramsar, Solent and Dorset Coast SPA, Solent and Southampton Water SPA/Ramsar, and Solent Maritime SAC. The application for the scheme includes maintenance dredging activities, which could potentially result in cumulative effects if both developments temporally overlap during construction of the Proposed Development, such as abrasion/disturbance of the seabed substrate, below-surface penetration/disturbance, and changes in smothering and siltation rates, with an effect on specific marine species (e.g. migratory fish), as evaluated in the	Not significant	N/A	Not significant

Identification and Marine Licence Reference	Development name and description	Tier	Approximate distance from Order Limits (m/km)	Topics	Within Zone of Influence	Potential Cumulative Effects Assessment	Significance of effect	Additional mitigation	Residual effect
	be taken to the Nab Tower, with up to 10% allowed to be stored at Hurst Fort during adverse weather conditions. At Gosport Marina, dredging is scheduled from September to April, lasting four to eight weeks and involving 9,000 to 12,000m³. Operations occur during working hours, with daily loading cycles and standby periods that are influenced by tides and weather.					impact assessment. However, it has been assessed that with appropriate mitigation measures in place for the scheme, as outlined in their HRA, along with the implementation of the Proposed Development's environmental management plans, no cumulative effects on marine biodiversity are anticipated.			
				Terrestrial and freshwater biodiversity	Yes	The scheme and the Proposed Development are located adjacent to/within SWBGS sites associated with Portsmouth Harbour SPA. If there was a temporal overlap between the construction of both developments, there could be potential for cumulative impacts to birds. However, mitigation for the Proposed Development includes avoiding works within the SWBGS associated with Portsmouth Harbour SPA (site W03G) during the non-breeding bird season. Therefore, no cumulative effects are anticipated.	Not significant	N/A	Not significant
GOS MAR009 MLA/2025/00190	Gosport Boatyard Maintenance Dredging The site suffers from low levels of deposition and hence regular maintenance dredges are not required. However, it is now necessary to re-establish previous depths to maintain safe navigable operation.	1	5.3km	Marine biodiversity	Yes	No potential for cumulative effects on marine ecology. Despite hydrological connectivity this licence is for maintenance dredging in an already heavily modified and trafficked water body, there are no activity overlaps which would cause a cumulative effect	Not significant	N/A	Not significant
				Terrestrial and freshwater biodiversity	Yes	The licence and the Proposed Development are hydraulically connected to Solent Maritime SAC and Chichester and Langstone Harbours SPA and Ramsar. Therefore, there is potential for cumulative effects to international designated sites. However, the licence is for maintenance dredging in an already heavily modified and trafficked water body and there are no activity overlaps which would cause a cumulative effect. Therefore, assuming the licence incorporates environmental good practice, no cumulative effects are considered likely during the construction and operation of the Proposed Development.	Not significant	N/A	Not significant



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The logo graphic for Southern Water, featuring three stylized white waves of increasing size from left to right.