



Brett Aggregates Ltd.

Proposed aggregate importation and processing and the preparation and manufacture of value added products
Fisher's Wharf East Quay Newhaven Port

Addendum Report to the 2017 LVIA

February 2018

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1. EXECUTIVE SUMMARY

1.1. INTRODUCTION

- 1.1.1. This Addendum Report has been undertaken following the removal of the Stage 4 development proposals from a planning application for the proposed aggregate importation and processing and the preparation and manufacture of value added products at Fisher's Wharf, East Quay, Newhaven Port.
- 1.1.2. The report entails a review of the results of a Landscape and Visual Impact Assessment (LVIA) which was completed by Bright & Associates (B&A) in September 2017. (Hereafter referred to as the 2017 LVIA)
- 1.1.3. Relevant Figures and Appendices included in the 2017 LVIA have been updated to reflect the Amended Development Site (the Site). The Proposed Development consists of Stage 1 to 3 and mitigation measures primarily concern their grouping which is close to or located within existing buildings.

1.2. BASELINE SITUATION REVIEW

- 1.2.1. The Site consists of industrial buildings (sheds) and large areas of concrete hardstanding. The current baseline situation encompasses planning consents in the vicinity including the Rampion building which is now completed (west of the Site), the consented Port Authority extension area (i.e. Newhaven East Quay and Port Expansion Area (consent reference LW/15/0034)) to the south of the Site and the NPAR which is broadly to the east and incorporates a bridge across Mill Creek, railway into the southern extension. It is understood that the bridge and southern extension to the NPAR will be completed before Stage 3 of the Proposed Development is brought into use.

1.3. EFFECTS ON LANDSCAPE CHARACTER AND DESIGNATIONS REVIEW

- 1.3.1. For the 2017 LVIA, landscape character effects for individual Stages were evaluated separately. The results of the Addendum Report concur with the 2017 LVIA. In terms of direct effects on the Newhaven LLCA No.34, given the type and scale of development, there will be virtually no effect on the existing baseline situation, in terms of landscape character and quality. Due to the **Low** landscape sensitivity, there will be a **Negligible** magnitude of impact and significance of effect. The same results were noted for indirect effects on the Firle Bishopstone Downs LLCA No.21.



1.3.2. When considering potential effects on the South Downs National Park. For Stage 1 to 3, there would be a **Negligible** magnitude of impact and significance of effect within a medium range (i.e. 500m) and at further distance. This concurs with the results of the 2017 LVIA.

1.4. ASSESSMENT OF VISUAL EFFECTS REVIEW

1.4.1. For the 2017 LVIA, when assessing visual effects, individual Stages were evaluated separately. It is worth noting that for the 2017 LVIA, most of the higher levels of magnitude of change occurred in relation to Stage 4 primarily due to the concrete block plant (building). The same fourteen viewpoint locations from the 2017 LVIA have been used and concur with the findings of the 2017 LVIA. For Stages 1 to 3, for both the 2017 LVIA and Addendum Report, magnitude of impact was either **Small** or **Very Small** and in places for certain Stages **Negligible**. In most cases, a **Minor (neutral)** or **Minor-Moderate (neutral)** significance of effect was noted.

1.4.2. At a close range, for Stages 1 to 3, the proposed built form is broadly similar to that currently in situ and will be successfully integrated with only minor changes and the actual effects are not likely to exceed to more than a **Small** level of change above the baseline situation previously described.

1.4.3. When considering medium range views, viewpoint locations 1 to 3 examine potential views for footpath users, visitors, road users and residents. Magnitude of impact was generally **Small** or **Very Small** and the resultant significance of effect, **Minor (neutral)** or **Minor-Moderate (neutral)**. A **Moderate (neutral)** significance of effect was recorded for visitors and residents at Viewpoint Location 3 (From car park near Fort Newhaven) for Stage 1 and 2.

1.4.4. For long range views, viewpoint locations 4 to 9 apply and include footpath users, road users and residents. Broadly, a **Small** and more frequently **Very Small** magnitude of impact was noted. Significance of effect was mainly **Minor-Moderate (neutral)** or a **Minor (neutral)** significance of effect. In some cases a **Negligible** significance of effect occurred. Whilst a **Moderate (neutral)** significance of effect was noted at Viewpoint Location 7 (From Hurdis Road) and 9 (From Gibbon Road, Newhaven) for residents during Stage 1 and 3.

1.4.5. Distant views are represented by viewpoint locations 10 to 14 and explores views for residents, road users, bridleway users and restricted byway users. Magnitude of impact was generally **Very Small** or increasingly **Negligible**. Consequently, this was reflected for significance of effect, which was either **Minor (neutral)** or a **Negligible** significance of effect.

1.4.6. The conclusion of the Addendum Report concurs with the 2017 LVIA. The Proposed Development will be located in an existing port area and the effects such as they have been predicted will bring about a change to the Site.



- 1.4.7. The proposed aggregate processing plant, conveyors, concrete batching plant and cement silos etc. will be in keeping with existing industrial uses. They are of a type and scale which will adhere to existing land uses and the identified effects described in the Addendum Report and are not overbearing upon the current features of landscape value or in visual terms.
- 1.4.8. In this regard, it can be concluded that there is sufficient 'capacity' to enable the Proposed Development without significant adverse effects to both the character and value of the adjoining landscape.



2. INTRODUCTION

2.1. PREFACE

- 2.1.1. In September 2017, Bright & Associates (B&A) completed a Landscape and Visual Impact Assessment (LVIA) relating to a planning application for the proposed aggregate importation and processing and the preparation and manufacture of value added products at Fisher's Wharf, East Quay, Newhaven Port.
- 2.1.2. The LVIA (the 2017 LVIA) formed part of the Environmental Impact Assessment (EIA) which was coordinated by Davies Planning on behalf of Brett Aggregates Limited and submitted to East Sussex County Council in October 2017, Planning Reference: LW/799/CM(EIA).
- 2.1.3. On 31 January 2018, following subsequent discussions with East Sussex County Council and a public consultation process, Davies Planning informed East Sussex County Council, that the Stage 4 development proposals which involved the construction and use of a concrete block-making plant were being withdrawn from the planning application.¹

2.2. APPOINTMENT AND SCOPE OF WORK

- 2.2.1. B&A have been requested by Davies Planning to undertake an assessment of potential landscape and visual effects relating to the revised proposals which are the subject of this Addendum Report.
- 2.2.2. It is understood that the removal of Stage 4 will not change aspects of Stages 1-3, such as layout and timeline etc. The report has been undertaken in light of Figure 1: Location of the amended application site and the amended development site which is included elsewhere in the submission.
- 2.2.3. The Amended Development Site (the Site) is identified by Figure L-DR1 (Rev A): Site Location Plan and subsequent Figures where appropriate.
- 2.2.4. With respect to the 2017 LVIA, the following should be noted. Section 3: Methodology was compliant with the GLVIA Third Edition² and has been adopted unchanged for the Addendum Report, apart from where specified to take account of the change to the proposals.

¹Brett application - LW/799/CM(EIA) Amendment to the application, Letter from Davies Planning to East Sussex County Council, 2 February 2018

² Guidelines for Landscape and Visual Impact Assessment (Third Edition), Landscape Institute (LI) and Institute of Environmental Management and Assessment (IEMA), 2013



2.2.5. Each Section of the 2017 LVIA has been reviewed as part of the assessment process and consideration has been given to changes in the interim period regarding planning policy and baseline conditions such as the landscape setting, character and designations. However, the description provided in the 2017 LVIA, together with the visual amenity set out and considered in Section 7: Assessment of Visual Effects, fundamentally remains the same.

2.2.6. In the 2017 LVIA, Section 8: Mitigation described the mitigation measures for the Proposed Development. In terms of Stage 1 to 3, this primarily relates to their grouping which is close to or located within existing buildings.

2.3. THE PROPOSED DEVELOPMENT

2.3.1. The Site consists of industrial buildings (sheds) and large areas of concrete hardstanding.

2.3.2. The current baseline situation encompasses the above and planning consents in the vicinity including:

- ◆ The **Rampion Operation & Maintenance Facility** which is adjacent west of the Site. Since the 2017 LVIA, construction has been completed. Generally, it is referred to as the Rampion building in the Addendum Report;
- ◆ The **Newhaven East Quay and Port Expansion Area** (consent reference LW/15/0034). Adjacent south of the Site is the Land Development Area (LDA) which comprises warehouses, berths and loading cranes etc. Generally, it is referred to as the consented Port Authority extension area in the Addendum Report; and
- ◆ The **Newhaven Port Access Road (NPAR)** is broadly to the east of the Site and incorporates a bridge across Mill Creek and railway into the southern extension area.

2.3.3. It is understood that the bridge and southern extension to the NPAR will be completed before Stage 3 of the Proposed Development is brought into use.

2.3.4. The Stages described below remain unchanged from the 2017 LVIA and take account of the baseline situation together with the timeline, location, layout and dimensions of the proposed and also the existing (retained) buildings within the Site:

- ◆ **Stage 1 (2018) Aggregate processing and bagging:** situated towards the northern part of the Site. Comprising an aggregate processing plant (18.5m high) and conveyor (12m high). A Bagged Aggregate Distribution (BAD) storage



area and aggregate storage area are sited adjacent to the north and east respectively. The bagging plant will be housed within an existing building;

- ◆ **Stage 2 (2019) Aggregate storage and siding:** continuing as above in Stage 1. The Stage 2 development would be located in the central (entailing a proposed rail extension) and western parts of the Site. The latter comprises a conveyor (12m high) and a BAD storage area; and
- ◆ **Stage 3 (2020) Concrete batching plant:** continuing as above in Stage 1 and 2. Stage 3 is located in the central part of the Site and also comprises cement silos 18.5m high.

2.4. STRUCTURE OF THE ADDENDUM REPORT

- 2.4.1. This report is divided into the following Sections and follows a similar format and order to the 2017 LVIA.
- 2.4.2. **Section 1 (Executive Summary)** provides the main findings of the report.
- 2.4.3. **Section 2 (Introduction)** outlines the background to the Addendum Report including aspects of the Proposed Development that are relevant for the purpose of the assessment.
- 2.4.4. **Section 3 (Methodology Review)** presents the methodology used for the Addendum Report which is compliant with the GLVIA Third Edition.
- 2.4.5. **Section 4 (Baseline Situation Review)** reviews the baseline situation in terms of landscape setting, designations and Landscape Character Assessment.
- 2.4.6. **Section 5 (Planning Policy Review)** reviews the Local Plan Part 2: Site Allocations and Development Management policies document and associated maps, a Consultation Draft Document which was published by Lewes District Council in November 2017 as part of a public consultation process (30 November 2017 to 25 January 2018).
- 2.4.7. **Section 6 (Effects on Landscape Character and Designations Review)** reviews effects on landscape character and designations following the change to the proposals.
- 2.4.8. **Section 7 (Assessment of Visual Effects Review)** an assessment of visual and landscape effects has been undertaken in light of the Stage 1 to 3 development.
- 2.4.9. **Section 8 (Conclusion)** summarises the conclusions of the Addendum Report.
- 2.4.10. Reference is made in this report to the following Figures which have been updated due to the changes to the Proposed Development.



- 2.4.11. Figures DR1 to DR5 (Rev A) demonstrate the amended development Site boundary (red line) and referred to as the Site.
- 2.4.12. The Viewpoint Analysis Figures, L-V1A (Rev A) to L-V14 (Rev A) also define the Site. The photographs used for Figures L-V1A (Rev A) to L-V14 (Rev A) and the photomontages were taken in summer 2016 apart from for Viewpoint Location 6 (September 2017). In the 2017 LVIA, photomontages were prepared for five viewpoint locations, No's 1 to 3, 8 and 11. The relevant Figures have been amended to take account of the removal of the Stage 4 development. For example, the Rev A Figures L-V1C to L-V3C, L-V8C and L-V11C show Stage 3 with and without illustrative consented development.
- 2.4.13. The Figures demonstrate the existing view and baseline situation with illustrative elements (post construction) relating to the Rampion Operation & Maintenance Facility, the Newhaven East Quay and Port Expansion Area (e.g. the consented Port Authority extension area, buildings and cranes) and the permitted route of the NPAR. Stages 1 to 3 of the Proposed Development (post construction) are shown on subsequent Figures such as L-V1B (Rev A) etc.
- 2.4.14. A Visual Pack showing photographs of existing views of Viewpoint Locations 1 to 4, taken in September 2017 is provided in Appendix 4 of the Addendum Report (Sheet 1 and 2).
- 2.4.15. With regards to the visual pack supporting information, the features (components and characteristics etc.) identified remain valid and have not been reproduced for this report. There has been a minor increase in distance from the Site for Viewpoint Location 1: From Footpath No. N40b, increasing to 405m (from 370m) east and Viewpoint Location 4: From the Sussex Ouse Valley Way, increasing to 1.3km (from 1.24km) south-east.
- 2.4.16. Minor changes have been made to other Appendices which were included with the 2017 LVIA. For Appendix 1: Table 1A: Glossary, an updated definition of the Proposed Development and the Site is provided in Sub-Section 2.5: Definitions. The abbreviations and reference sources remain the same and references are included as footnotes in the Addendum Report where applicable. Table 1D: EIA Regulations (Schedule 4: Information for Inclusion in Environmental Statements) has been updated to reflect where specific items are addressed in the Addendum Report.
- 2.4.17. There have been no changes to the distances provided in Appendix 2: Extracts from the South Downs Integrated Landscape Character Assessment (ILCA) (2011) (Table 2A) nor Appendix 3: Lewes District Council and South Downs National Park Authority Landscape Capacity Study (2012) (Table 3A).



2.5. DEFINITIONS

- 2.5.1. Definitions used in the Addendum Report are as follows.
- 2.5.2. The **Addendum Report** concerns the contents of this report which assesses the landscape and visual effects following the removal of the Stage 4 development from the planning application which now consists of Stage 1 to 3.
- 2.5.3. The **2017 LVIA** refers to the LVIA which was completed by B&A in September 2017. It formed part of the Environmental Impact Assessment (EIA) which was coordinated by Davies Planning on behalf of Brett Aggregates Limited and submitted to East Sussex County Council in October 2017, Planning Reference: LW/799/CM(EIA).
- 2.5.4. **The Site** refers to the amended development Site boundary shown on Figure L-DR1 (Rev A): Site Location Plan and subsequent Figures where appropriate.
- 2.5.5. The **Proposed Development** concerns the proposed aggregate importation and processing and the preparation and manufacture of value added products at Fisher's Wharf, East Quay, Newhaven Port. The Proposed Development is divided into three separate Stages 1 to 3.
- 2.5.6. The **Rampion building** refers to the main building of the Rampion Operation & Maintenance Facility, west of the Site and is illustrated (post construction) on the photomontages provided. It should be noted that since the 2017 LVIA was undertaken, the Rampion building has been completed.
- 2.5.7. The **consented Port Authority extension area, associated buildings and mobile crane operations** are some of the illustrative elements from the Newhaven East Quay and Port Expansion Area that are shown (post construction) on the photomontages provided.



3. METHODOLOGY REVIEW

3.1. APPROACH OF THE ADDENDUM REPORT

- 3.1.1. The methodology adopted for the Addendum Report is compliant with the GLVIA Third Edition which remains the primary source for guidance. The purpose of the Addendum Report is to undertake an assessment of the Proposed Development which now consists only of Stage 1 to 3. A review of the baseline situation is provided in Section 4 of this report.
- 3.1.2. An approximate 3km study area from the Site boundary has been adopted. The 'immediate vicinity' is defined as up to c.100m. Figure L-DR1 (Rev A): Site Location Plan and subsequent Figures where applicable, show the distance markers which are classified as follows: close range (up to 150m), medium range (up to 500m), long range (up to 1.5km) and distant (beyond 1.5km). This replicates the distances used in the 2017 LVIA.
- 3.1.3. The Addendum Report adopts the same fourteen viewpoint locations from the 2017 LVIA.
- 3.1.4. Figure L-DR5 (Rev A): Viewpoint Location Plan, ZTV Mapping and South Downs National Park shows the Zone of Theoretical Visibility (ZTV) mapping. The Figure has been updated due to the Amended Development Site. The ZTV mapping replicates that shown in the 2017 LVIA and includes the Stage 4 development.
- 3.1.5. The desk study for the 2017 LVIA was carried out in September 2016 and then reviewed and updated in August 2017. It has been appraised in February 2018 for any changes in the interim period or additional sources which may be of relevance to the findings of the 2017 LVIA, and primarily relate to South Downs National Park and historic landscape character sources. The Landscape Character Assessments listed in the 2017 LVIA are still valid and no new publications have been issued. There have been no changes to landscape designations. With regards to planning policy, Section 5: Planning Policy Review provides further details regarding the emerging Local Plan Part 2: Site Allocations and Development Management policies document.

3.2. PRESENTATION METHODS

- 3.2.1. The Addendum Report includes a set of new photomontage views (post construction). In the 2017 LVIA, photomontages were prepared for five viewpoint locations, No's 1 to 3, 8 and 11. The relevant Figures have been amended to take account of the removal of the Stage 4 development. For example, the Rev A Figures L-V1C to L-V3C, L-V8C and L-V11C show Stage 3 with and without illustrative consented development.



3.2.2. Other Figures have been revised to take account of the change to the Site boundary (red line).

3.2.3. The base photographs from the 2017 LVIA have been used and are representative of the current landscape setting, although as noted previously, the Rampion building has now been completed.

3.3. ASSESSMENT OF EFFECTS

3.3.1. The 2017 LVIA explained the process to assess landscape and visual effects and included a series of Tables (No's 1 to 6). (See Sub-Sections 3.9 to 3.12). These remain unchanged for the Addendum Report. Stages 1 to 3 are evaluated individually and the assessment takes into account the project lifecycle and the combined effect of the Stages involved.

3.4. CUMULATIVE EFFECTS

3.4.1. In the 2017 LVIA, Sub-Section 3.13 Cumulative effects outlines the approach to assessing cumulative effects in terms of the Proposed Development and other types of development nearby. Mention was made to the character of the Site which features industrial buildings (sheds) and large areas of concrete hardstanding.

3.4.2. The baseline situation for the Addendum Report encompasses the planning consents including the Newhaven East Quay and Port Expansion Area (consent reference LW/15/0034) immediately to the south, the Rampion Operation & Maintenance Facility west of the Site and the NPAR which is broadly to the east of the Site. Consequently, potential cumulative effects in association with the Proposed Development have not been considered further.

3.4.3. In May 2017, planning application reference LW/789/CM(EIA) was submitted for an asphalt plant etc. at North Quay and is currently being considered by East Sussex County Council.³ As noted in the 2017 LVIA, it is c.1km north of the Site and located within the environs of Newhaven and has not been assessed in terms of cumulative effects.

³ Planning application reference LW/789/CM(EIA), The installation and operation of an asphalt plant, concrete batching plant and gully waste plant, together with ancillary development and access, Plots 6 & 7 North Quay Road, Newhaven, BN9 0AB, FM Conway Limited, Status: Valid under consideration - going to Committee



4. BASELINE SITUATION REVIEW

4.1. INTRODUCTION

- 4.1.1. Section 4 of the 2017 LVIA described the baseline situation and described the landscape setting, Landscape Character Assessments and landscape designations within the study area.
- 4.1.2. When reviewing this Section, reference should be made to Figure L-DR1 (Rev A): Site Location Plan, Figure L-DR2 (Rev A): Landscape Character Classification, Figure L-DR3 (Rev A): Landscape Designations and Public Rights of Way and Figure L-DR4 (Rev A): Local Character Areas.
- 4.1.3. The photomontages prepared as part of the LVIA show illustrative elements (post construction) of the Rampion building, consented Port Authority extension area (e.g. buildings and cranes) and the permitted route of the NPAR.

4.2. THE LANDSCAPE SETTING

- 4.2.1. In the 2017 LVIA, a description was provided of the Site and immediate vicinity (paragraphs 4.2.1 to 4.2.6) and the surrounding landscape (paragraphs 4.2.7 to 4.2.15).
- 4.2.2. The narrative provided in relation to the above broadly remains applicable. The Site (c.3.05ha) is located on the eastern side of Newhaven harbour which is used for mixed industrial and port activities. Figure L-DR1 (Rev A): Site Location Plan shows the location of the Site.
- 4.2.3. With reference to Table 7: Planning Consents Relevant to the Site and Immediate Vicinity. The consented Port Authority extension area is located south of the Site and diverted public footpath Newhaven 40a (N40a) joins two routes on the southern Site boundary, Newhaven 40b (N40b) which progresses eastwards and Newhaven 7b (N7b) which runs along the eastern Site boundary before connecting via a footbridge to a long distance footpath, the Vanguard Way/Sussex Ouse Valley Way (c.55m north). As noted previously, the Rampion building which is to the west of the Site has now been completed. Figure L-DR3 (Rev A): Landscape Designations and Public Rights of Way shows the public footpaths in close proximity to the Site.

4.3. LANDSCAPE CHARACTER

- 4.3.1. In the interim period no new Landscape Character Assessments have been published at a National, Regional or County level. Figure L-DR2 (Rev A): Landscape Character Classification has been updated to show the amended Site boundary.



- 4.3.2. As highlighted in the 2017 LVIA, with respect to The East Sussex Landscape Character Assessment (2016)⁴, in principle, two Local Landscape Character Areas (LLCA) apply to the Site which is on the fringe of the Firle Bishopstone Downs LLCA No.21 (County Landscape Character Area), whilst the western part of the Site falls within the Newhaven LLCA No.34 (Urban Area). Paragraphs 4.3.6 to 4.3.9 expanded on the B&A review of the Site related LLCAs, namely that the Site should be entirely located within the Newhaven LLCA No.34 (Urban Area), with the limit of the LLCA set along the eastern boundary of the Site. This still applies.
- 4.3.3. There are no changes to the distances of the LLCAs from the Site in the study area, the Landscape Character Areas (LCA) identified in relation to the South Downs Integrated Landscape Character Assessment (ILCA) (2011) or regarding the publications cited under 'Other Landscape Related Reports'.⁵
- 4.3.4. As part of the 2017 LVIA, B&A undertook a Local Landscape Character Assessment to provide a better understanding of current landscape character in terms of the Site and environs within c.1.5km. Figure L-DR4 (Rev A): Local Character Areas has been updated given the change to the Site boundary.
- 4.3.5. The Addendum Report has considered existing historic character assessments regarding how they may influence the findings of the 2017 LVIA in terms of character etc. It should be noted that the Newhaven Historic Character Assessment Report, Sussex Extensive Urban Survey (EUS) (2004) does not include the majority of the Site and instead concentrates on the areas close to the River Ouse in Newhaven.⁶ The Sussex Historic Landscape Characterisation (HLC) (2010) identifies Newhaven in Area 15: Brighton & Coastal settlement.⁷ The HLC Sub-types relating to the town appear to be connected to the expansion of the settlement.⁸

4.4. LANDSCAPE DESIGNATIONS

- 4.4.1. Figure L-DR3 (Rev A): Landscape Designations and Public Rights of Way identifies the landscape designations etc. applicable to the study area. As noted in the 2017 LVIA, the South Downs National Park covers extensive parts of the study area notably to the north, east and west of Newhaven. In terms of the Site, it is c.190m to the north-east at its closest point.

⁴ East Sussex Landscape Character Assessment, East Sussex County Council, 2016

⁵ Seascape Assessment for the South Marine Plan Areas, MCA 7: Selsey Bill to Seaford Head, Marine Management Organisation 2014 and Lewes District Council and South Downs National Park Authority Landscape Capacity Study, Lewes District Council and South Downs National Park Authority, September 2012

⁶ Newhaven Historic Character Assessment Report, Sussex Extensive Urban Survey (EUS), Roland B Harris, November 2004

⁷ Sussex Historic Landscape Characterisation, Dr Nicola Bannister/WSCC, ESCC, BHUA, English Heritage, 2010

⁸ Ibid, According to Map 1. Sussex HLC. Iconic Map showing HLC Sub-types



- 4.4.2. The Addendum Report has considered sources relating to tranquillity and dark skies mapping and how they may influence the findings of the 2017 LVIA.
- 4.4.3. With reference to the South Downs National Park Authority Tranquillity Study 2017⁹. Having examined the tranquillity mapping and the colour coded definitions, relative tranquillity across the South Downs National Park is split into three broad categories (i.e. Areas of highest tranquillity, Areas of intermediate tranquillity and Areas of lowest tranquillity). Appendix 1: Relative Tranquillity Scores For The South Downs National Park Area, identifies the environs of Newhaven including the port area shaded yellow (Areas of intermediate tranquillity) and orange (Areas of lowest tranquillity). Areas of highest tranquillity which are shown as a dark green colour applies to higher elevations of the SDNP.
- 4.4.4. Dark night skies mapping provided by the Campaign to Protect Rural England (CPRE) has been scrutinised.¹⁰ Having examined the South Downs National Park mapping which shows the environs of Newhaven, night lights between a 'brighter' and 'brightest' level apply to the port area of Newhaven. The 'darkest' skies relate to more remote areas of the South Downs National Park.
- 4.4.5. The distances of Conservation Areas etc. from the Site provided in Table 10: Landscape and Heritage Related Designations Within the Study Area of the 2017 LVIA are still valid.

⁹ The South Downs National Park Authority Tranquillity Study 2017, South Downs National Park Authority, 2017

¹⁰ <https://www.cpre.org.uk/media-centre/latest-news-releases/item/4314-new-interactive-maps-reveal-england-s-darkest-and-most-light-polluted-skies>, sourced February 2018



5. PLANNING POLICY REVIEW

5.1. INTRODUCTION

- 5.1.1. Section 5: Planning Policy of the 2017 LVIA summarised the planning policies which primarily concerned good design, landscape character and visual amenity.
- 5.1.2. In the interim period, the Local Plan Part 2: Site Allocations and Development Management policies (Consultation Draft Document) was published by Lewes District Council in November 2017. Having reviewed the Lewes Proposals Map Inset Map 2: Newhaven (November 2017), the Site is located within DM1: Planning Boundary and an area identified as Local Wildlife Sites which expands further to the north and east of the Site (Policy DM24: Protection of Biodiversity and Geodiversity).
- 5.1.3. The following are of note regarding good design and visual amenity
- 5.1.4. **Policy DM25: Design** emphasises the importance of high quality design and includes the following criteria '*... (1) Its siting, layout, density, orientation and landscape treatment respond sympathetically to the characteristics of the development site, its relationship with its immediate surroundings and, where appropriate, views into, over or out of the site; (2) its scale, form, height, massing, and proportions are compatible with existing buildings, building lines, roofscapes and skylines;... (7) there will be no unacceptable adverse impact on the amenities of neighbouring properties in terms of privacy, outlook, daylight, sunlight, noise, odour, light intrusion, or activity levels; ...*' The Proposed Development would constitute good design in relation to the siting, layout, scale and form. In addition, it will be situated within an area that is acknowledged as a port area with an industrial land use.
- 5.1.5. **Policy DM27: Landscape Design** concerns landscape schemes and does not directly relate to the Proposed Development.
- 5.1.6. **Policy DM33: Heritage Assets** seeks to protect heritage assets and their setting. Designations which contribute to a sense of place including Listed Buildings and Conservations Areas have been reviewed as part of the Addendum Report. There will be no adverse effects on the aforementioned designations (including their setting) due to the Proposed Development given the location, scale and type of development involved and/or due to intervening built form and the distance involved.
- 5.1.7. **Policy DM35: Footpath, Cycle and Bridleway Network** protects the amenity value of existing and proposed routes. As part of the Addendum Report, visual effects have been reviewed in terms of close range views and through the fourteen viewpoint locations. Receptors include footpath and bridleway users.



6. EFFECTS ON LANDSCAPE CHARACTER AND DESIGNATIONS REVIEW

6.1. INTRODUCTION

6.1.1. Section 6 of the 2017 LVIA described the effects on landscape character and designations identified within the study area. The four Stages of the then Proposed Development were assessed individually and have been reviewed with respect to Stages 1 to 3 only.

6.1.2. The Site consists of industrial buildings (sheds) and large areas of concrete hardstanding. As noted previously, the current baseline situation encompasses planning consents in the vicinity including the Rampion building which is now completed (west of the Site), the consented Port Authority extension area (i.e. Newhaven East Quay and Port Expansion Area (consent reference LW/15/0034)) to the south of the Site and the NPAR which is broadly to the east and incorporates a bridge across Mill Creek and the southern extension. It is understood that the bridge and southern extension to the NPAR will be completed before Stage 3 of the Proposed Development is brought into use.

6.1.3. The sources of impact outlined in the 2017 LVIA in terms of Stage 1 to 3 remain the same and are included below for reference purposes:

- ◆ **Stage 1 (2018) Aggregate processing and bagging:** situated towards the northern part of the Site and comprising an aggregate processing plant and conveyor;
- ◆ **Stage 2 (2019) Aggregate storage and siding:** continuing as above in Stage 1. The Stage 2 development would be located in the central and western parts of the Site. The latter comprises a conveyor and a BAD storage area; and
- ◆ **Stage 3 (2020) Concrete batching plant:** continuing as above in Stage 1 and 2. Stage 3 is in the central part of the Site and also comprises cement silos.

6.2. DIRECT EFFECTS ON LANDSCAPE CHARACTER

6.2.1. With regards to direct effects on landscape character, Site related LLCAs were identified through The East Sussex Landscape Character Assessment (2016).



- 6.2.2. For the 2017 LVIA, B&A determined that direct effects upon landscape character relate to those within the Newhaven LLCA No.34 (Urban Area) and indirect effects apply to the Firle Bishopstone Downs LLCA No.21 (County Landscape Character Area). This applies to the Addendum Report.
- 6.2.3. A **Low** landscape sensitivity applies to the Site due its characteristics such as an existing industrial character and buildings (sheds), porta cabins and large areas of concrete hardstanding. It is located within an area that includes existing industrial uses previously described due to the Rampion building, the consented Port Authority extension area and the NPAR. The local landscape character assessment carried out by B&A identified the Port Areas LCA where existing development is clustered at the mouth of the River Ouse (on the eastern side).
- 6.2.4. In the 2017 LVIA, Table 11: Direct Effects on the Newhaven LLCA No.34 summarised the results and the findings relating to Stage 1 to 3 apply to the Addendum Report. Given the type and scale of development, there will be virtually no effect on the existing baseline situation, in terms of landscape character and quality. Due to the **Low** landscape sensitivity, there will be a **Negligible** magnitude of impact and significance of effect.

6.3. INDIRECT EFFECTS ON LANDSCAPE CHARACTER

- 6.3.1. When considering indirect effects on the Firle Bishopstone Downs LLCA No.21. In the 2017 LVIA, a **Medium** landscape sensitivity was applied to medium range (i.e. 500m) and generally a **Medium-High** landscape sensitivity at a further distance to the north-east. Given the type and scale of development, there will be virtually no effect on the existing baseline situation, in terms of landscape character and quality. A **Negligible** magnitude of impact and significance of effect was recorded for the 2017 LVIA and applies to the findings of the Addendum Report.
- 6.3.2. With regards to the remaining local landscape character areas identified by B&A by Figure L-DR4 (Rev A): Local Character Areas. In the 2017 LVIA, Table 12: Indirect Effects on Local Character Areas summarised the results and a **Negligible** magnitude of impact and significance of effect was recorded given the type and scale of development. This applies to the findings of the Addendum Report.

6.4. LANDSCAPE CAPACITY

- 6.4.1. Landscape capacity relates to the landscape character sensitivity as well as value and is also informed by the effects upon the visual amenity. The 2017 LVIA, made reference to the location of the Proposed Development in the existing port area and the division into separate Stages.
- 6.4.2. With regards to the Addendum Report, the findings of the 2017 LVIA apply and the elements of the individual Stages such as the proposed aggregate processing plant, conveyors, concrete batching plant and cement silos etc. will be in keeping with existing industrial uses. They are of a suitable type



and scale and the identified effects are not overbearing upon the current features of landscape value or in visual terms. Thereby, it is concluded that there is sufficient 'capacity' to enable the Proposed Development without significant adverse effects to both the character and value of the adjoining landscape.

6.5. EFFECTS ON LANDSCAPE DESIGNATIONS

- 6.5.1. With respect to effects on landscape designations, the 2017 LVIA examined potential effects on the South Downs National Park (SDNP). B&A applied a **Medium to High** sensitivity to the edge of the SDNP whilst a **Very High** sensitivity would refer to the core central areas of the SDNP such as open downland etc.
- 6.5.2. The above is based on the guidance provided by the GLVIA Third Edition and information available through the desk study and is summarised below.
- 6.5.3. The GLVIA Third Edition clearly allows for a difference in landscape value at a more local level and states that this can be established during the desk study element of the LVIA process and through field work, albeit, recognising the contribution of specific areas (paragraph 5.22 to 5.24).
- 6.5.4. With reference to Landscape Character Assessments, the following should be noted.
- 6.5.5. In the East Sussex Landscape Character Assessment (2016), the Newhaven LLCA No.34 and most of the LLCAs within the study area adopted for the 2017 LVIA (i.e. c.3km) includes commercial and urban 'Characteristics' with 'remote areas' of landform features including scarps, dipslopes, winding dry valleys and open downland etc. found at further distance from the coastal towns of Newhaven and Peacehaven.
- 6.5.6. In the South Downs Integrated Landscape Character Assessment (ILCA) (2011), the Technical Report describes the SDNP as a '*landscape of contrast and juxtaposition*' which offers the '*perception of remoteness in close proximity to urban areas...*' (page ix, Bullet 1). Therefore, there is an acknowledgement that the existing urban areas comprise part of the setting of the SDNP. After examining their respective 'Integrated Key Characteristics' etc. of the Landscape Character Areas (LCA) and Landscape Types (LT), there are differences in relation to landform, sense of tranquillity and the influence of coastal towns such as Newhaven and Peacehaven. This is noted at both LCA and LT level.
- 6.5.7. With respect to other landscape related reports mentioned in the 2017 LVIA, the Marine Character Areas (MCA) (2014) highlights the open downland of the SDNP and notes that the coastline is largely developed and includes coastal towns.



- 6.5.8. In the Lewes District Council and South Downs National Park Authority Landscape Capacity Study (2012), D02 Ouse Estuary Nature Reserve applies to the edge of the SDNP to the east of the Site and is categorised as a Good Landscape Quality and a Medium/High Landscape Value.
- 6.5.9. B01 Bishopstone/Norton Valley is within the SDNP and is at a further distance to the east (beyond c.1.5km) from the Site. It is categorised as an Exceptional Landscape Quality (i.e. *'Rich, distinctive, unique or outstanding natural landscape character...'*) and Very High Landscape Value (i.e. *'Very attractive and rare exceptional landscape quality'*).
- 6.5.10. With respect to the other Landscape Character Areas within the study area, in terms of the SDNP, a Good Landscape Quality and Medium/High Landscape Value is most often recorded.
- 6.5.11. Given the above, B&A maintains that the SDNP has a **Very High** sensitivity given its designation and the core central areas such as open downland etc. which are found at some distance from the Site. Whilst a **Medium to High** landscape sensitivity should be applied to the edge of the SDNP.
- 6.5.12. This is also supported by the tranquillity and dark skies mapping currently available which has been reviewed earlier as part of the Addendum Report.
- 6.5.13. In accordance with the 2017 LVIA, potential effects will be restricted in such areas, given the type and scale of each Stage involved and due to the current baseline situation of built form which includes industrial land uses and permitted development such as the Newhaven East Quay and Port Expansion Area (reference LW/15/0034). For Stages 1 to 3, there will be a **Negligible** magnitude of impact and significance of effect within a medium range (i.e. 500m) and at further distance.
- 6.5.14. The Proposed Development will not affect the remaining landscape designations identified on Figure L-DR3 (Rev A): Landscape Designations and Public Rights of Way due to the scale and nature of development, intervening built form and the distance involved.



7. ASSESSMENT OF VISUAL EFFECTS REVIEW

7.1. INTRODUCTION

- 7.1.1. Section 7 of the 2017 LVIA examined visual effects. The Addendum Report includes a set of new photomontage views (post construction). In the 2017 LVIA, photomontages were prepared for five viewpoint locations, No's 1 to 3, 8 and 11. The relevant Figures have been amended to take account of the removal of the Stage 4 development. For example, the Rev A Figures L-V1C to L-V3C, L-V8C and L-V11C show Stage 3 with and without illustrative consented development. Other Figures have been revised to take account of the change to the Site boundary (red line).
- 7.1.2. The approach of the Addendum Report is to review the results of the 2017 LVIA in relation to Stage 1 to 3 as each Stage was assessed separately. The same fourteen viewpoint locations have been used and are listed in Table 1 and consist of medium range views (No's 1 to 3), long range views (No's 4 to 9) and distant views (No's 10 to 14). Table 2 includes explanatory notes of the findings of the Addendum Report and a comparison of the results from the 2017 LVIA.
- 7.1.3. The Site consists of industrial buildings (sheds) and large areas of concrete hardstanding. As noted previously, the current baseline situation encompasses planning consents in the vicinity including the Rampion building which is now completed (west of the Site), the consented Port Authority extension area (i.e. Newhaven East Quay and Port Expansion Area (consent reference LW/15/0034)) to the south of the Site and the NPAR which is broadly to the east and incorporates a bridge across Mill Creek and the southern extension. It is understood that the bridge and southern extension to the NPAR will be completed by Stage 3 of the Proposed Development.
- 7.1.4. The sources of impact outlined in the 2017 LVIA in terms of Stage 1 to 3 remain the same and are included below for reference purposes:
- ◆ **Stage 1 (2018) Aggregate processing and bagging:** situated towards the northern part of the Site and comprising an aggregate processing plant and conveyor. The bagging plant will be housed within an existing building;
 - ◆ **Stage 2 (2019) Aggregate storage and siding:** continuing as above in Stage 1. The Stage 2 development would be located in the central and western parts of the Site. The latter comprises a conveyor and a BAD storage area; and



◆ **Stage 3 (2020) Concrete batching plant:**
continuing as above in Stage 1 and 2. Stage 3
is in the central part of the Site and also
comprises cement silos.

7.2. VIEWPOINT LOCATIONS

7.2.1. Table 1 lists the viewpoint locations and an asterisk (*) denotes that photomontages have been included. The applicable Viewpoint Analysis Figures are noted.

Table 1: Viewpoint Locations and Viewpoint Analysis Figures used for the Addendum Report

VIEWPOINT LOCATION NO.	DESCRIPTION	VIEWPOINT ANALYSIS FIGURE NUMBER
Medium Range Views		
1*	From Footpath No. N40b	Figure L-V1A (Rev A) to L-V1C (Rev A)
2*	From Fort Road looking North-east	Figure L-V2A (Rev A) to L-V2C (Rev A)
	From Fort Road looking East	Figure L-V2D (Rev A) to L-V2E (Rev A)
3*	From car park near Fort Newhaven	Figure L-V3A (Rev A) to L-V3C (Rev A)
Long Range Views		
4	From the Sussex Ouse Valley Way	Figure L-V4 (Rev A)
5	From the A259 (Seaford Road)	Figure L-V5 (Rev A)
6	From Footpath No. S3	Figure L-V6 (Rev A)
7	From Hurdis Road	Figure L-V7 (Rev A)
8*	From Footpath No. Sh18b	Figure L-V8A (Rev A) to L-V8C (Rev A)
9	From Gibbon Road, Newhaven	Figure L-V9 (Rev A)
Distant Views		
10	From Near Bishopstone Railway Station	Figure L-V10 (Rev A)
11*	From Hill Rise, Seaford	Figure L-V11A (Rev A) to L-V11C (Rev A)
12	From Station Road	Figure L-V12-13 (Rev A)
13	From Bridleway No. N32e	Figure L-V12-13 (Rev A)
14	From a Track Near South Highton (Restricted Byway No. Sh4b)	Figure L-V14 (Rev A)

7.3. VISUAL IMPACT ASSESSMENT REVIEW

7.3.1. In the 2017 LVIA, for close range views (up to 150m), visibility was not illustrated through photographs, given the very close context of the Site and instead was described in paragraphs 7.5.1 to 7.5.10.

7.3.2. For close range views, an important factor is that the Site is located within an existing area of mixed industrial and port activities. Views at this range apart from the quay side conveyor and hopper which influences a small area of the West Quay are restricted to the footpath network to the north and east of the Site, a beach area (gravel and scrub growth) and other walking and recreational activities such as the Poppy Trail, Bishopstone Walk and the nature reserve which forms part of planning consent



LW/15/0034 (Newhaven East Quay and Port Expansion Area) is also nearby.

- 7.3.3. At a further distance, the wider setting of the beach and Mill Creek begins to have a stronger influence upon the visual amenity, albeit the port area and industrial uses continue to form part of the scene.
- 7.3.4. The 2017 LVIA mentioned the major changes to the beach area and coastal frontage due to the consented Port Authority extension area (which will be fenced) and forms part of the baseline situation together with the completed Rampion building and the NPAR.
- 7.3.5. For Stages 1 to 3, the proposed built form is broadly similar to that currently in situ and will be successfully integrated with only minor changes and the actual effects are not likely to exceed to more than a **Small** level of change above the baseline situation previously described.
- 7.3.6. Table 2: Addendum Report Visual Impact Assessment Summary includes each viewpoint location (1 to 14), the receptor sensitivity and explanatory notes provide the findings of the Addendum Report with a comparison of the results of the 2017 LVIA in relation to Stage 1 to 3.



Table 2: Addendum Report Visual Impact Assessment Summary

VP NO. AND DESCRIPTION	ADDENDUM REPORT (EXPLANATORY NOTES)
Medium Range Views	
1: From Footpath No. N40b	<p>Viewpoint Location 1 is east of the Site (c.200m) from a public footpath (No.40b), see Figure L-DR3 (Rev A) and is near to a car park within a noticeably busy pedestrian/public access area. The area represented by the photograph (Figure L-V1A (Rev A)) is on the edge of the South Downs National Park and is relatively accessible from nearby residential areas further east. Receptor sensitivity is Medium to High (Footpath users).</p> <p>Baseline Situation: The development of the consented Port Authority extension area will create additional built form and a new beach area would create a noticeable feature. Essentially, such areas are likely to merge with and form an extension to the existing amenity evident through a working and active port. A nature reserve will be established adjacent (north) of the footpath as part of planning consent LW/15/0034 (Newhaven East Quay and Port Expansion Area). Photomontages have been prepared. The existing view and baseline situation is demonstrated by Figure L-V1A (Rev A). Stage 1 and 2 of the Proposed Development is illustrated on Figure L-V1B (Rev A) and Stage 3 including with other illustrative consented development on Figure L-V1C (Rev A). Also shown is the permitted route of the NPAR including the bridge crossing.</p> <p>Addendum Report Assessment: As with the conclusions of the 2017 LVIA, the Proposed Development would be visible but viewed against existing development and rising ground on the western side of the River Ouse. In Stage 1, the aggregate processing plant and storage areas and in Stage 3, the concrete batching plant and cement silos would be seen, although this would constitute only a minor component of the wider view and would not affect the overall quality of the scene. In Stage 2, there would be glimpsed views of the conveyor and the storage areas. In Stage 1 and 3 there will be a Small magnitude of impact and a resultant Minor-Moderate (neutral) significance of effect. For Stage 2, there will be a Very Small magnitude of impact and a Minor (neutral) significance of effect.</p>
2: From Fort Road looking North-east and From Fort Road looking East	<p>Viewpoint Location 2 is from the harbour side at ground level and is representative of the visual amenity in the area closest to the Site to the west. Receptor sensitivity is High (Residential) and Medium (Visitors and road users).</p> <p>Baseline Situation: The development of the consented Port Authority extension area will create additional built form. Photomontages have been prepared. Looking north-east, the existing view and baseline situation is demonstrated by Figure L-V2A (Rev A) and L-2D (Rev A). Stage 1 and 2 of the Proposed Development is illustrated on Figure L-V2B (Rev A) and Stage 3 including with other illustrative consented development on Figure L-V2C (Rev A). Figures L-V2D (Rev A) and L-V2E (Rev A) have been updated and the latter demonstrates the status of the wider site area in Stage 3.</p> <p>Addendum Report Assessment: As with the conclusions of the 2017 LVIA, the Proposed Development would be seen from higher elevations and includes fuller views within respect to activities in the western part of the Site. Looking north-east in Stage 1, glimpsed views will be available of the aggregate processing plant, whilst in Stage 2, the conveyor and storage areas will be seen, although this would constitute only a minor component of the wider view. In Stage 1, there will be a Very Small magnitude of impact and Minor (neutral) significance of effect for both groups of receptors. This will increase slightly in Stage 2 when there will be a Small magnitude of impact and a resultant Moderate (neutral) significance of effect for residents and Minor-Moderate (neutral) for visitors and road users. For Stage 3 there will be No impact, as the concrete batching plant will be hidden by the Rampion building, albeit it might be visible from higher locations.</p>
3: From car park near Fort Newhaven	<p>Viewpoint Location 3 is from a vantage point at the Fort Newhaven car park, west of the Site and permits a much wider panorama of Newhaven Harbour as well as a more elevated and thus wider view of the Site. Receptor sensitivity is High (Visitors and residential).</p> <p>Baseline Situation: The development of the consented Port Authority extension area will create additional built form. Essentially, the latter will merge with and form an extension to the existing amenity evident through a working and active port. The existing view and baseline situation is demonstrated by Figure L-V3A (Rev A). Stage 1 and 2 of the Proposed Development is illustrated on Figure L-V3B (Rev A) and Stage 3 including with other illustrative consented development on Figure L-V3C (Rev A). Also shown is the permitted route of the NPAR including the bridge crossing.</p> <p>Addendum Report Assessment: As with the conclusions of the 2017 LVIA, in Stage 1, the aggregate processing plant and in Stage 2, the conveyor and storage areas would be seen albeit, they constitute only a minor component of the wider view. Whilst in Stage 3, the concrete batching plant and silos will be discernible together with the southernmost limits of the Stage. In Stage 1 and 2 there will be a Small magnitude of impact and a Moderate (neutral) significance of effect. In Stage 3 there will be a Very Small magnitude of impact and a Minor (neutral) significance of effect.</p>



Long Range Views	
4: From the Sussex Ouse Valley Way	<p>Viewpoint Location 4 is located on the Sussex Ouse Valley Walk southeast of the Site (c.1.5km at this point). Closer to the Site the route is at a lower elevation than that of demonstrated by the photograph and views are restricted by vegetation. Receptor sensitivity is High (Footpath users). See Figure L-V4 (Rev A).</p> <p>Baseline Situation: The development of the consented Port Authority extension area will create additional built form (as indicated) and such areas will merge with and form an extension to the existing amenity evident through a working and active port. Glimpses may be available of the NPAR bridge crossing from this area, east of the Site.</p> <p>Addendum Report Assessment: As with the conclusions of the 2017 LVIA, views of some higher elements will be available but in a wider context and within the existing port area. In Stage 1, this may include views of the upper elevations of the aggregate processing plant and in Stage 3, the concrete batching plant and cement silos. In Stage 1 and 3 there will be a Very Small magnitude of impact and a Minor (neutral) significance of effect. Stage 2 will have a Negligible magnitude of impact and significance of effect.</p>
5: From the A259 (Seaford Road)	<p>Viewpoint Location 5 is north-east of the Site and is taken from the roadside near to an area of parking (a layby) on the A259 (Seaford Road) and is on the edge of the South Downs National Park. Receptor sensitivity is Low (Road users) and Medium (Footpath users/other public accessed areas). See Figure L-V5 (Rev A).</p> <p>Baseline Situation: Views will incorporate the consented Port Authority extension area and also the NPAR including the bridge crossing.</p> <p>Addendum Report Assessment: As with the conclusions of the 2017 LVIA, in Stage 1 there will be views of the aggregate processing plant and in Stage 3, the higher elevations of the concrete batching plant and cement silos would be seen, albeit, they would constitute only a minor component of the wider view. In Stage 1 and 3, there will be a Small magnitude of impact and a Minor (neutral) significance of effect for road users and a Minor-Moderate (neutral) significance of effect for footpath users/other public accessed areas. In terms of Stage 2, magnitude of impact will be slightly lower and Very Small, consequently there will be a Negligible significance of effect for road users and a Minor (neutral) significance of effect for footpath users/other public accessed areas.</p>
6: From Footpath No. S3	<p>Viewpoint Location 6 is on a public footpath (No. S3) north of Rookery Hill as shown on Figure L-DR3 (Rev A) and is on the edge of the South Downs National Park. Receptor sensitivity is Medium (Footpath users). See Figure L-V6 (Rev A).</p> <p>Baseline Situation: Views will incorporate the consented Port Authority extension area and the permitted route of the NPAR including a bridge over Mill Creek.</p> <p>Addendum Report Assessment: As with the conclusions of the 2017 LVIA, Stage 1 and 2 will be almost imperceptible from this location, whilst in Stage 3, the higher elevations of the concrete batching plant and cement silos may be seen. There will be a Negligible magnitude of impact and significance of effect during Stage 1 and 2. In Stage 3, there will be a Very Small magnitude of impact and a Minor (neutral) significance of effect.</p>
7: From Hurdis Road	<p>Viewpoint Location 7 is east of the Site and is from an area of higher ground. Residential development to the south of Rookery Hill has an aspect to the south-west which incorporates the Newhaven area and the Site. Receptor sensitivity is Medium (Road users) and High (Residential). See Figure L-V7 (Rev A).</p> <p>Baseline Situation: When considering the current baseline situation, views will incorporate the consented Port Authority extension area and the permitted route of the NPAR including a bridge over Mill Creek.</p> <p>Addendum Report Assessment: The Proposed Development is over 1km from the viewer and elements will be seen against existing industrial development of the port area. As with the conclusions of the 2017 LVIA, views would be available of the higher elevations in Stage 1 of the aggregate processing plant and in Stage 3, the concrete batching plant and cement silos, albeit they would constitute only a minor component of the wider view. For Stage 1 and 3 there will be a Small magnitude of impact and a Minor-Moderate (neutral) significance of effect for road users and Moderate (neutral) significance of effect for residents. In Stage 2, there will be a Very Small magnitude of impact and Minor (neutral) significance of effect for both categories of receptors.</p>
8: From Footpath No. Sh18b	<p>Viewpoint Location 8 is on a public footpath (No. Sh18b) north of Rookery Hill as shown on Figure L-DR3 (Rev A) and is on the edge of the South Downs National Park. Receptor sensitivity is Medium (Footpath users).</p> <p>Baseline Situation: Views will incorporate the Rampion building, consented Port Authority extension area and the permitted route of the NPAR including a bridge over Mill Creek. Photomontages have been prepared. The existing view and baseline situation is demonstrated by Figure L-V8A (Rev A). Stage 1 and 2 of the Proposed Development is illustrated on Figure L-V8B (Rev A) and Stage 3 including with other illustrative consented development on Figure L-V8C (Rev A).</p> <p>Addendum Report Assessment: As with the conclusions of the 2017 LVIA, in Stage 1, views may be available of the aggregate processing plant and storage areas and in Stage 3, of the concrete batching plant and cement silos, albeit, this would constitute only a minor component of the wider view. In Stage 1 and 3 there will be a Small magnitude of impact and a Minor-Moderate (neutral) significance of effect. During Stage 2 there will be a Very Small magnitude of impact and a Minor (neutral) significance of effect.</p>
9: From Gibbon Road, Newhaven	<p>Viewpoint Location 9 offers a view from Gibbon Road, west of the Site (just over 1km). Receptor sensitivity is High (Residential). See Figure L-V9 (Rev A).</p> <p>Baseline Situation: The existing amenity incorporates the Rampion building, although the wider consented Port Authority extension area is less directly visible.</p> <p>Addendum Report Assessment: As with the conclusions of the 2017 LVIA, views would be available in Stage 1 of the aggregate processing plant and in Stage 3, the upper elevations of the concrete batching plant and cement silos, albeit, this would constitute only a minor component of the wider view. The likely effects in Stage 2 due to the conveyor and storage areas in the western part of the Site will be minimal. In Stage 1 and 3 there will be a Small magnitude of impact and a Moderate (neutral) significance of effect. During Stage 2, there will be a Very Small magnitude of impact and a Minor (neutral) significance of effect.</p>



Distant Views	
10: From Near Bishopstone Railway Station	<p>Photograph 10 presents a view from the residential areas of Bishopstone on the edge of Seaford, east of the Site. Receptor sensitivity is High (Residential). See Figure L-V10 (Rev A).</p> <p>Baseline Situation: The Site is seen in a wider context and aspects of the Site including existing buildings can be seen but alongside current development in close proximity. When considering the current baseline situation, views will incorporate the consented Port Authority extension area which will increase the visual context of the harbour, but essentially, it will remain at a low level in the scene. It also encompasses the permitted route of the NPAR including a bridge over Mill Creek.</p> <p>Addendum Report Assessment: The Proposed Development will be seen along with other industrial type buildings and against rising ground. As with the conclusions of the 2017 LVIA, in Stage 1, the aggregate processing plant and in Stage 3, the upper elevations of the concrete batching and cement silos would be seen, albeit, they would constitute only a minor component of the wider view. In Stage 1 and 3 there will be a Very Small magnitude of impact and a Minor (neutral) significance of effect. During Stage 2 there will be a Negligible magnitude of impact and significance of effect.</p>
11: From Hill Rise, Seaford	<p>Viewpoint Location 11 is from the residential areas of Bishopstone on the edge of Seaford, east of the Site. Receptor sensitivity is High (Residential).</p> <p>Baseline Situation: When considering the current baseline situation, views will incorporate the consented Port Authority extension area and the Rampion building together with the permitted route of the NPAR. Photomontages have been prepared. The existing view and baseline situation is demonstrated by Figure L-V11A (Rev A). Stage 1 and 2 is illustrated on Figure L-V11B (Rev A) and Stage 3 including with other illustrative consented development on Figure L-V11C (Rev A). This location offers an easterly view towards the Proposed Development (just beyond c.1.5km) and some elements will be seen in a wider context against existing development and rising ground.</p> <p>Addendum Report Assessment: As with the conclusions of the 2017 LVIA, the upper elevations of elements in Stage 1 due to the aggregate processing plant and in Stage 3, the concrete batching plant and cement silos will be possible. In Stage 1 and 3, there will be a Very Small magnitude of impact and a Minor (neutral) significance of effect. During Stage 2 there will be a Negligible magnitude of impact and significance of effect.</p>
12: From Station Road	<p>Viewpoint Location 12 is from Station Road on the edge of Denton and is just beyond c.1.5km. Receptor sensitivity is Medium (Road users). See Figure L-V12-13 (Rev A)</p> <p>Baseline Situation: The current baseline situation will incorporate views of the consented Port Authority extension area, albeit at distance and development at Newhaven Eastside which is closer to the viewer.</p> <p>Addendum Report Assessment: As with the conclusions of the 2017 LVIA, the Proposed Development will be located within areas clearly visible and interpreted as being of an industrial character. During Stage 1, the higher elevations of the aggregate processing plant may be visible, albeit the change will not be prominent given the existing view and current baseline situation previously described. Likely effects during Stage 2 and 3 will be minimal. In Stage 1, there will be a Very Small magnitude of impact and a Minor (neutral) significance of effect. This will reduce during Stage 2 and 3 to a Negligible magnitude of impact and significance of effect.</p>
13: From Bridleway No. N32e	<p>Viewpoint Location 13 is from Bridleway No. N32e and is from within the South Downs National Park. Receptor sensitivity is Medium (Bridleway users).</p> <p>Baseline Situation: From this angle of view and elevation (c.70m AOD), views incorporate the consented Port Authority extension area. Closer to the viewer will be development at Newhaven Eastside.</p> <p>Addendum Report Assessment: As with the conclusions of the 2017 LVIA, the Proposed Development is viewed at an acute angle from this viewpoint location and will be located within areas that are clearly visible and interpreted as being of an industrial character. (See Figure L-V12-13 (Rev A)) During Stage 1, the higher elevations of the aggregate processing plant may be visible, albeit the change will not be prominent given the existing view and current baseline situation involving the consented Port Authority extension area and Newhaven Eastside, the latter is closer to the viewer. Likely effects during Stage 2 and 3 will be minimal. In Stage 1, there will be a Very Small magnitude of impact and a Minor (neutral) significance of effect. This will reduce during Stage 2 and 3 to a Negligible magnitude of impact and significance of effect.</p>
14: From a Track Near South Heighton (Restricted Byway No. Sh4b)	<p>Viewpoint Location 14 is almost at 2.5km from the Site and is from within the South Downs National Park. Receptor sensitivity is Medium (Restricted Byway users).</p> <p>Baseline Situation: As demonstrated by Figure L-V14 (Rev A), the Site remains broadly hidden by foreground development and existing vegetation.</p> <p>Addendum Report Assessment: As with the conclusions of the 2017 LVIA, the Proposed Development is mainly hidden due to intervening built form located near the Site and it will not materially alter the existing view during Stages 1 to 3. There will be a Negligible magnitude of impact and significance of effect.</p>



8. CONCLUSION

8.1. INTRODUCTION

8.1.1. The Addendum Report has been undertaken due to the removal of Stage 4 from the planning application.

8.2. CONCLUSIONS OF THE ADDENDUM REPORT

8.2.1. The Site consists of industrial buildings (sheds) and large areas of concrete hardstanding.

8.2.2. The current baseline situation encompasses the above and planning consents in the vicinity including now completed Rampion building to the west, consented Port Authority extension area to the south and the NPAR which is broadly to the east of the Site. It is understood that the bridge and southern extension to the NPAR will be completed before Stage 3 of the Proposed Development is brought into use.

8.2.3. For the 2017 LVIA, when assessing landscape character and visual effects, individual Stages were evaluated separately.

8.2.4. In terms of landscape character effects, the results of the Addendum Report concur with the 2017 LVIA. In terms of direct effects on the Newhaven LLCA No.34, given the type and scale of development, there will be virtually no effect on the existing baseline situation, in terms of landscape character and quality. Due to the **Low** landscape sensitivity, there will be a **Negligible** magnitude of impact and significance of effect. The same results were noted for indirect effects on the Firle Bishopstone Downs LLCA No.21.

8.2.5. For the South Downs National Park, potential effects will be restricted given the type and scale of each Stage involved and due to the current baseline situation of built form which includes industrial land uses and permitted development such as the Newhaven East Quay and Port Expansion Area (reference LW/15/0034). For Stage 1 to 3, there would be a **Negligible** magnitude of impact and significance of effect within a medium range (i.e. 500m) and at further distance.

8.2.6. It is worth noting that for the 2017 LVIA with regards to visual effects, most of the higher levels of magnitude of change occurred in relation to Stage 4 primarily due to the concrete block plant (building). The same fourteen viewpoint locations from the 2017 LVIA have been used. For Stages 1 to 3, for both the 2017 LVIA and Addendum Report, magnitude of impact was either **Small** or **Very Small** and in places for certain Stages **Negligible**. In most cases, a **Minor (neutral)** or **Minor-Moderate (neutral)** significance of effect was noted.

FIGURE LIST

FIGURE OR DRAWING NO.	TITLE
Desk Review Figures	
Figure L-DR1 (Rev A)	Site Location Plan
Figure L-DR2 (Rev A)	Landscape Character Classification
Figure L-DR3 (Rev A)	Landscape Designations and Public Rights of Way
Figure L-DR4 (Rev A)	Local Character Areas
Figure L-DR5 (Rev A)	Viewpoint Location Plan, ZTV Mapping and South Downs National Park
Viewpoint Analysis Figures	
Figure L-V1A (Rev A)	Existing and Baseline - Viewpoint Location 1 From Footpath No. N40b
Figure L-V1B (Rev A)	Stage 1 and 2
Figure L-V1C (Rev A)	Stage 3
Figure L-V2A (Rev A)	Existing and Baseline - Viewpoint Location 2 From Fort Road looking North-east
Figure L-V2B (Rev A)	Stage 1 and 2
Figure L-V2C (Rev A)	Stage 3
Figure L-V2D (Rev A)	Existing and Baseline - Viewpoint Location 2 From Fort Road looking East
Figure L-V2E (Rev A)	Stage 3
Figure L-V3A (Rev A)	Existing and Baseline - Viewpoint Location 3 From car park near Fort Newhaven
Figure L-V3B (Rev A)	Stage 1 and 2
Figure L-V3C (Rev A)	Stage 3
Figure L-V4 (Rev A)	Existing View - Viewpoint Location 4 From the Sussex Ouse Valley Way
Figure L-V5 (Rev A)	Existing View - Viewpoint Location 5 From the A259 (Seaford Road)
Figure L-V6 (Rev A)	Existing View - Viewpoint Location 6 From Footpath No. S3
Figure L-V7 (Rev A)	Existing View - Viewpoint Location 7 From Hurdis Road
Figure L-V8A (Rev A)	Existing and Baseline - Viewpoint Location 8 From Footpath No. Sh18b
Figure L-V8B (Rev A)	Stage 1 and 2
Figure L-V8C (Rev A)	Stage 3
Figure L-V9 (Rev A)	Existing View - Viewpoint Location 9 From Gibbon Road, Newhaven
Figure L-V10 (Rev A)	Existing View - Viewpoint Location 10 From Near Bishopstone Railway Station
Figure L-V11A (Rev A)	Existing and Baseline - Viewpoint Location 11 From Hill Rise, Seaford
Figure L-V11B (Rev A)	Stage 1 and 2
Figure L-V11C (Rev A)	Stage 3
Figure L-V12-13 (Rev A)	Existing Views - Viewpoint Location 12 and 13 From North-east Newhaven
Figure L-V14 (Rev A)	Existing View - Viewpoint Location 14 From North of Newhaven
Visual Pack Drawings (Appendix 4)	
Sheet 1 (Rev A)	Viewpoint Location 1: Showing existing view September 2017 and Viewpoint Location 2: Showing existing view September 2017
Sheet 2 (Rev A)	Viewpoint Location 3: Showing existing view September 2017 and Viewpoint Location 4: Showing existing view September 2017

APPENDIX 1

Table 1D: EIA Regulations (Schedule 4: Information for Inclusion in Environmental Statements)

Table prepared by B&A and updated for the Addendum Report.

ITEM/ASPECT	WHERE ADDRESSED IN THE 2017 LVIA (SECTION NUMBER)	WHERE ADDRESSED IN THE ADDENDUM REPORT (SECTION NUMBER)
1. A description of the development, including in particular:		
(a) a description of the location of the development	A description is provided in Section 4: The Baseline Situation. The Development Site (the Site) is identified on Figure L-DR1: Site Location Plan and subsequent Figures where appropriate.	A description is provided in Section 4 (Baseline Situation Review). The Amended Development Site (the Site) is identified on Figure L-DR1 (Rev A): Site Location Plan and subsequent Figures where appropriate.
(b) a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases	A summary of Stage 1 to 4 of the Proposed Development (for the purpose of the LVIA) is provided in Section 2: Introduction.	A summary of Stage 1 to 3 of the Proposed Development (for the purpose of the Addendum Report) is provided in Section 2 (Introduction).
(c) a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used	A summary is provided in Section 2: Introduction.	A summary is provided in Section 2 (Introduction).
(d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases.	Not applicable to the LVIA.	Not applicable to the Addendum Report.
2. A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.	As part of the design process, B&A evaluated a simplified form of the concrete block plant (building) which forms part of Stage 4 of the Proposed Development. Further details are included in Section 2: Introduction.	Stage 4 of the Proposed Development has been removed from the proposals. The Proposed Development is summarised in Section 2 (Introduction).
3. A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.	When comparing the predicted effects of the Proposed Development in terms of the existing situation if it were not to proceed, then landscape effects would be Negligible in this instance. The Site already constitutes existing development of similar land use and due to the consented Port Authority extension area. This is set out in Section 4: The Baseline Situation of the LVIA.	When comparing the predicted effects of the Proposed Development in terms of the existing situation if it were not to proceed, then landscape effects would be Negligible in this instance. The Site already constitutes existing development of similar land use. Extending south of the Site is the consented Port Authority extension area. This is set out in Section 4 (Baseline Situation Review).
4. A description of the factors specified in regulation 4(2) likely to be significantly affected by the development: population, human health, biodiversity (for example	Section 6: Effects on Landscape Character and Designations and Section 7: Assessment of Visual Effects.	Section 6 (Effects on Landscape Character and Designations Review) and Section 7 (Assessment of Visual Effects Review).

fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.		
5. A description of the likely significant effects of the development on the environment resulting from, inter alia:		
(a) the construction and existence of the development, including, where relevant, demolition works	The Proposed Development consists of four separate stages and the construction of the buildings etc. is of temporary or short-term duration and has not been evaluated further as part of the LVIA. In this instance, assessment focuses on the nature of the built form itself such as size, scale and arrangement of buildings.	The Proposed Development consists of three separate stages and the construction of the buildings etc. is of temporary or short-term duration and has not been evaluated further as part of the Addendum Report. In this instance, assessment focuses on the nature of the built form itself such as size, scale and arrangement of buildings.
(b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources	Not applicable to the LVIA.	Not applicable to the Addendum Report.
(c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste	A brief description of lighting is provided in Section 4: The Baseline Situation.	A brief description is provided in paragraph 4.2.3 and refers to the Site being located within an area that is well-lit (i.e. comprising industrial/port area land as opposed to a more isolated area and separate to existing development. On Site, it is currently lit using modern lighting (e.g. down lighter type with shading). There has been no change to the above during the interim period.
(d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters)	Not applicable to the LVIA.	Not applicable to the Addendum Report.
(e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources	Section 3: Methodology explains the approach adopted for the LVIA regarding cumulative effects.	See Section 3 (Methodology Review) for the cumulative effects review.
(f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change	Not applicable to the LVIA.	Not applicable to the Addendum Report.
(g) the technologies and the substances used. The description of the likely significant effects on the factors specified in regulation 4(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project, including in particular those established under Council Directive 92/43/EEC(a) and Directive 2009/147/EC(b).	Section 6: Effects on Landscape Character and Designations and Section 7: Assessment of Visual Effects.	Section 6 (Effects on Landscape Character and Designations Review) and Section 7 (Assessment of Visual Effects Review).
6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical	Section 3: Methodology explains the approach adopted for the LVIA. Guidance has been sourced from Guidelines for Landscape and Visual Impact Assessment (Third	The 2017 LVIA methodology has been adopted unchanged for the Addendum Report, apart from where specified to take account of the change to the proposals. See Section 3

deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.	Edition) published by the Landscape Institute and Institute of Environmental Management and Assessment (2013).	(Methodology Review).
7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.	Section 8: Mitigation examines mitigation measures and residual effects.	In terms of Stages 1 to 3, mitigation measures primarily relate to their grouping which is close to or located within existing buildings.
8. A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to EU legislation such as Directive 2012/18/EU(c) of the European Parliament and of the Council or Council Directive 2009/71/Euratom(d) or UK environmental assessments may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.	Not applicable to the LVIA.	Not applicable to the Addendum Report.
9. A non-technical summary of the information provided under paragraphs 1 to 8.	To be provided by the Applicant. An executive summary is also included in Section 1 of the LVIA.	An executive summary is included in Section 1 of the Addendum Report.
10. A reference list detailing the sources used for the descriptions and assessments included in the environmental statement.	Footnotes in the text provide references and sources (websites) where applicable. A reference list is provided in Table 1C (Appendix 1).	Footnotes in the Addendum Report provide references and sources (websites) where applicable. The reference list provided in Table 1C (Appendix 1) of the LVIA is still valid.

APPENDIX 4

Update and review photographs as part of the Visual Pack (September 2017)
(Sheet 1 and 2)

(Appendix 4 is a reference to the same number sequence in the 2017 LVIA)

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