



UK – FRANCE HVDC INTERCONNECTOR

**Project of Common Interest Permit Granting Process Notification
(pursuant to Article 10(1)(a) of the TEN-E Regulation EU 347/2013)**

17 September 2018

PINS Project Reference No. EN020022



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1. INTRODUCTION

- 1.1 AQUIND Limited ("AQUIND") is proposing the development of a subsea and underground High Voltage Direct Current ("HVDC") electric power transmission link between the South Coast of England and Normandy in France (hereinafter "AQUIND Interconnector").
- 1.2 AQUIND is a UK-registered company whose sole business is developing the AQUIND Interconnector. AQUIND is not connected with any UK or European utilities or national electricity transmission system operators, and AQUIND Interconnector is being developed as a private project without government subsidies.
- 1.3 AQUIND Interconnector has been awarded 'Project of Common Interest' ("PCI") status in accordance with the Regulation on guidelines for trans-European energy infrastructure (EU 347/2013) (the "TEN-E Regulation"). The European Commission published its third list of PCI's in November 2017 which included AQUIND Interconnector. This list was confirmed by the European Parliament in March 2018
- 1.4 AQUIND Interconnector will cross between two Member States which are the United Kingdom and France. Article 8 (1) of the Regulations require each Member State to designate one national competent authority ("NCA") to be responsible for facilitating and coordinating the permit granting process for PCIs within that Member State. Within the UK the designated NCA is the Secretary of State for Business, Energy & Industrial Strategy ("BEIS").
- 1.5 Article 10(1)(a) of the TEN-E Regulation requires the promoter of a PCI project to notify in written form the NCA of the relevant Member States of the project to establish the start of the permit granting process. The NCA shall no later than three months following receipt of that notification acknowledge it, or where it considers the project is not mature enough to enter into the permit granting process reject the notification in written form. The date of the signature of an acknowledgement of the notification shall serve as the start of the permit granting process. Where two or more Member States are concerned, the date of the acknowledgement of the last notification shall serve as the start date of the permit granting process.
- 1.6 This document constitutes that notification from AQUIND to the Planning Inspectorate ("PINS"), who are delegated to act on behalf of the NCA in the UK, that it intends to submit applications for the necessary consents to construct and operate AQUIND Interconnector.
- 1.7 This document contains the necessary information to satisfy the pre-application notification requirements as set out under Article 10(1)(a) of the TEN-E Regulations. This document also includes at Appendix 1 the "Project Implementation Plan" and a provisional project timetable "Permit Granting Schedule" in order to comply with Article 5(1) of the TEN-E Regulations.
- 1.8 A separate notification is being submitted to Ministère de la Transition Ecologique et Solidaire, the NCA in France, in accordance with Article 10(1)(a) of the TEN-E Regulation also.

Accordingly, the permit granting process for AQUIND Interconnector will commence upon the date on which the latter of the two acknowledgements of the notifications is received.

- 1.9 **Table 1** below sets out the requirements of the TEN-E Regulation EU347/2017 Manual of Procedures: The permitting process for Projects of Common Interest in the UK (Department of Energy & Climate Change, May 2014) (the "Guidance") for the pre-application notification.

Table 1: Checklist of TEN-E Regulation Requirements (Section 4.13 of the TEN-E UK Manual of Procedures)

Requirement	Document location
A description of the main elements of the project in the UK	Section 3
A description of the main elements that are in other Member States	Section 3
The location of the project	Section 4
Environmental Impact Assessment (EIA) screening or scoping opinion given by relevant authorities or credible plans to request an appropriate screening or scoping opinion (including confirmation of any designated areas it is anticipated the Project will be located within)	Section 5
The principal developer(s) for the project in all relevant Member States	Section 2
Details of any consultations or public information already available for the project	Section 6
Contact details for the NCA's in other Member States	Section 2
A provisional project timetable indicating the target date for the project to start operation (e.g. the draft "Implementation Plan" required under Article 5(1) of the TEN-E Regulation)	Appendix 1
The primary contact point for the developer	Section 2

- 1.10 Further information about AQUIND Interconnector can be found on the project website at the following location:

In English: <https://aquindconsultation.co.uk/>
 In French: <https://aquindconsultation.fr/>

2. PROJECT PROMOTER INFORMATION

- 2.1 AQUIND is a UK-registered company whose sole business is developing the AQUIND Interconnector. AQUIND is not connected with any UK or European utilities or national electricity transmission system operators, and AQUIND Interconnector is being developed as a private project without government subsidies.
- 2.2 On 9 September 2016 AQUIND was granted an Electricity Interconnector Licence pursuant to Section 6(1)(e) of the Electricity Act 1989 by the energy regulator Ofgem, licensing them to participate in the operation of the AQUIND Interconnector.
- 2.3 The primary points of contact for AQUIND in the UK and France are set out in **Table 2**, below.

Table 2: Primary Project Contact Details

Country	UK
Name	Cassie Fountain
Position	Associate Director
Address	WSP Three White Rose Office Park Millshaw Park Lane Leeds LS11 0DL
Telephone	0113 395 4442
Email Address	cassie.fountain@wsp.com

Country	France
Name	Timothée Degrace
Position	Chef de Projet
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Telephone	+33 (0)1 46 01 24 00
Email Address	timothee.degrace@arcadis.com

- 2.4 The NCA for AQUIND Interconnector in the UK is the Secretary of State for BEIS, who have delegated authority to co-ordinate the permit granting under the TEN-E Regulation to PINS. This delegation of authority is made subsequent to a direction being issued by the Secretary of State for BEIS dated 30 July 2018 for AQUIND Interconnector to be treated as a project for which development consent is required pursuant to the Planning Act 2008 (the "Act").
- 2.5 The NCA for the AQUIND Interconnector in France is the Ministère de la Transition Ecologique et Solidaire. The primary points of contact within each NCA are set out in **Table 3** below.

Table 3: Primary National Competent Authority Contact Details

Country	UK
Organisation	The Planning Inspectorate
Name	Kathryn Dunne
Position	Infrastructure Planning Lead
Address	National Infrastructure Planning The Planning Inspectorate Temple Quay House Temple Quay Bristol BS1 6PN
Work Landline Telephone	0303 444 5065
Email Address	Kathryn.Dunne@pins.gsi.gov.uk

Country	UK
Organisation	Department for Business, Energy & Industrial Strategy
Name	Denise Libretto
Position	Head of Networks and Planning
Address	Energy Infrastructure Planning Level 3, Orchard 2 1 Victoria Street London SW1H 0ET
Work Landline Telephone	0300 068 5678
Email Address	Denise.libretto@beis.gov.uk

Country	France
Organisation	Ministère de la Transition Ecologique et Solidaire
Name	Sidonie Blanchard
Position	Chargée de mission transport d'électricité
Address	Direction générale de l'énergie et du climat SD3/3C 92055 La Défense cedex France
Work Landline Telephone	01 40 81 85 90
Email Address	Sidonie.Blanchard@developpement-durable.gouv.fr

- 2.6 As a consequence of the AQUIND Interconnector being a project for which development consent is required in accordance with the Act, the consenting authority for the development consent order ("**DCO**") is the Secretary of State for BEIS.
- 2.7 The examination of the application for a DCO will be undertaken by PINS on behalf of the Secretary of State for BEIS, who will then decide whether to approve the DCO and grant consent for the project.
- 2.8 The relevant local planning authorities where the AQUIND Interconnector is to be located play a key role in the DCO preparation and examination. Such local planning authorities will provide an important local perspective at the pre-application stage, in addition to the views expressed directly to the developer by local residents, groups and businesses.
- 2.9 They are also likely to become responsible for discharging many of the requirements (akin to planning conditions) associated with a project in their area if DCO is granted. Local authorities

are also likely to have a role in monitoring and enforcing many of the DCO provisions and requirements.

- 2.10 **Table 4** below sets out the relevant contact details for the consenting authority and PINS, as well for the local planning authorities where AQUIND Interconnector is to be located.

Table 4: UK Consenting Authority and Interested Authority Contact Details

Organisation	Department for Business, Energy & Industrial Strategy
Name	Denise Libretto
Position	Head of Networks and Planning
Address	Department for Business Energy & Industrial Strategy Energy Infrastructure Planning Level 3, Orchard 2 1 Victoria Street London SW1H 0ET
Work Landline Telephone	0300 068 5678
Email Address	Denise.libretto@beis.gov.uk

Organisation	The Planning Inspectorate
Name	Kathryn Dunne
Position	Infrastructure Planning Lead
Address	National Infrastructure Planning The Planning Inspectorate Temple Quay House Temple Quay Bristol BS1 6PN
Work Landline Telephone	0303 444 5065
Email Address	Kathryn.Dunne@pins.gsi.gov.uk

Organisation	Winchester City Council (Local Planning Authority)
Name	Nick Parker
Position	Team Leader South
Address	Winchester City Council City Offices Colebrook Street Winchester SO23 9LJ
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Organisation	East Hampshire District Council
Name	Jon Holmes
Position	Principal Planning Officer
Address	East Hampshire District Council Penns Place Petersfield GU31 4EX
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Organisation	Portsmouth City Council
Name	Alan Banting
Position	DM Team Leader
Address	Portsmouth City Council Civic Offices Guildhall Square Portsmouth PO1 2AU
Work Landline Telephone	023 9283 4324
Email Address	alan.banting@portsmouthcc.gov.uk

Organisation	Havant Borough Council
Name	Lewis Oliver
Position	Principal Planning Officer
Address	Havant Borough Council Public Service Plaza Civic Centre Road Havant PO9 2AX
Work Landline Telephone	023 9244 6588
Email Address	lewis.oliver@havant.gov.uk

Organisation	Marine Management Organisation
Name	Mark Qureshi
Position	Marine Licensing Case Officer
Address	Marine Management Organisation Lancaster House Hampshire Court Newcastle-upon-Tyne NE4 7YH
Work Landline Telephone	0208 225 8952
Email Address	mark.qureshi@marinemanagement.org.uk

2.11 Other interested authorities who are not host local planning authorities but who it is anticipated will have a significant role in the project are set out in **Table 5**, below.

Table 5: UK Other Interested Authority Contact Details

Organisation	Hampshire County Council
Name	Holly Drury
Position	Senior Engineer – Highways Development Planning, Strategic Transport
Address	Economy, Transport & Environment Hampshire County Council The Castle Winchester SO23 8UJ
Work Landline Telephone	01962 826996
Email Address	holly.drury@hants.gov.uk

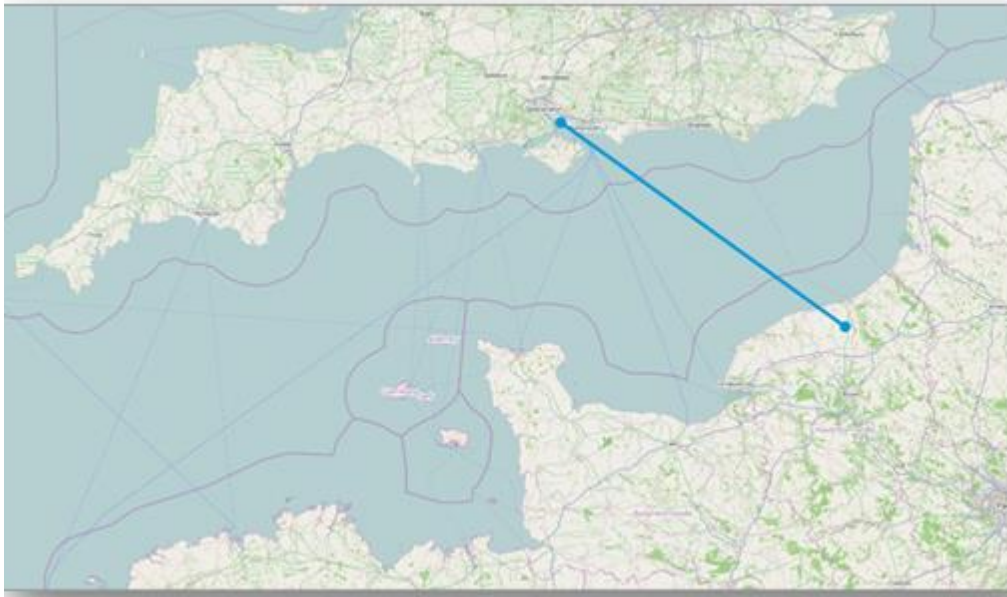
Organisation	South Downs National Park Authority
Name	Nat Belderson
Position	Planning Link Officer – Chichester, East Hampshire and Winchester
Address	Singleton Office Weald & Downland Museum Singleton Chichester West Sussex PO18 0EU
Work Landline Telephone	01730 819307
Email Address	Nat.belderson@southdowns.gov.uk

3. PROJECT DESCRIPTION

Project Overview

- 3.1 AQUIND Interconnector is a proposed High Voltage Direct Current (HVDC) marine and underground electric power transmission link between the south of England and Normandy in France with the capacity to transmit up to 2000 MW¹ of electricity.

Figure 1: AQUIND Interconnector between the UK and France – indicative location.



- 3.2 AQUIND Interconnector supports the European Commission’s aim of creating an integrated European energy market and meeting the EU’s energy policy objectives of affordable, secure and sustainable energy supply. By linking GB and French electricity power grids, AQUIND Interconnector will help to integrate a greater proportion of non-fossil fuel energy sources and intermittent renewables generation, improving security of supply and enabling greater flexibility. AQUIND Interconnector will also contribute to the reduction of CO₂ emissions by helping to integrate energy sources with a much lower CO₂ intensity² and, thus, reducing reliance on fossil fuel power generation plants. It will help power grids evolve to adapt to changes in power generation sources and demand trends.

¹ AQUIND Interconnector will comprise two independent symmetrical monopole HVDC links (“poles”). Subject to final approvals, each pole will have the export capacity of 1037.5 MW and the import capacity of around 1000 MW, net of transmission and conversions losses with the total import capacity of up to 2000 MW. Throughout this document, AQUIND Interconnector’s capacity is referred to as 2000 MW.

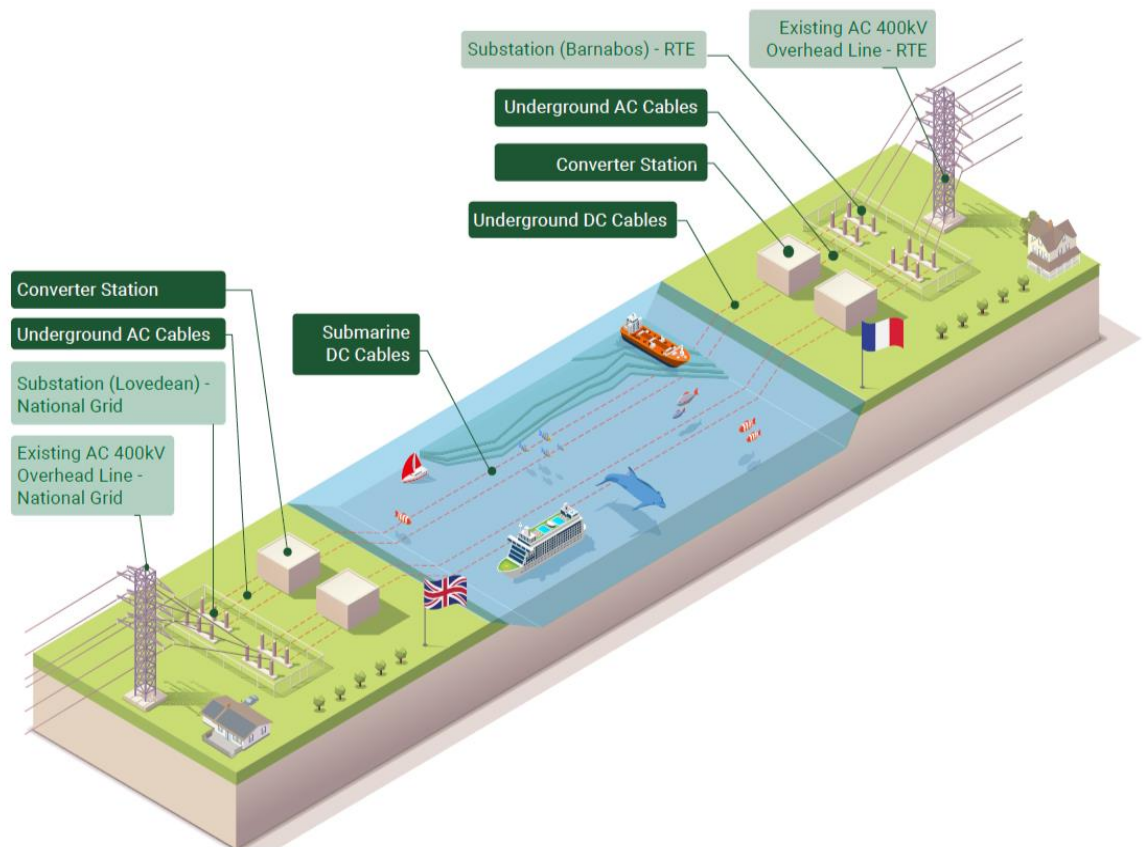
² Around 30 – 45 gCO₂/kWh, <https://www.rte-france.com/fr/eco2mix/eco2mix-co2>, comparing to in excess of 200 gCO₂/kWh in the UK (p. 36, BEIS, Updated Energy and Emissions Projections 2017, January 2018, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/671187/Updated_energy_and_emissions_projections_2017.pdf)

3.3 AQUIND Interconnector can also provide various ancillary services to the national system operators in both countries to help ensure safe and reliable operation of national electricity transmission systems.

Project Elements

3.4 AQUIND Interconnector is an electricity interconnector consisting of primarily four high voltage marine cables and four high voltage underground cables connecting HVDC converter stations in France and the UK. Converter stations transform electricity from alternating current (AC) to direct current (DC) when transmitting electricity and vice-versa when receiving electricity. Substations are required to connect the interconnector to the National Grid and Réseau de Transport d'Électricité (RTE) electricity networks in order for the electricity to be transmitted through the grid in both countries. The main elements of AQUIND Interconnector are shown in **Figure 2** below.

Figure 2: The main elements of AQUIND Interconnector



3.5 The British and French electricity grids both use an AC transmission system. Alternating current is an electric current which reverses direction periodically. In contrast, DC flows in one direction and can be used to transmit electricity efficiently over long distances using high voltage (HV) cables. As it is more efficient to transmit electricity in DC over large distances, AQUIND Interconnector will use high voltage direct current cables to link the proposed converter stations at Lovedean in the UK and Barnabos in France. Relatively short AC cables will connect the

converter stations to the substations, which are part of the national transmission systems of Great Britain and France respectively. Fibre optic cables of smaller diameter will be installed together with electric cables.

- 3.6 While it is significantly more expensive to install cables underground than via overhead lines, the project will use only underground cables.
- 3.7 AQUIND Interconnector will use a more advanced Voltage Source Converter (VSC) technology for the converter stations, to enable the interconnector to switch the direction of electricity flows very quickly. VSC-based interconnectors can also provide a range of ancillary services to national transmission systems, including, but not limited to, frequency response and "black start" capabilities.
- 3.8 The main elements of AQUIND Interconnector are described in more detail below. As AQUIND Interconnector cable route and converter stations are currently in the design process, the following information is indicative only.

Offshore elements

- 3.9 The offshore (marine) elements will comprise four marine cables between the UK and France, which can be bundled in pairs, together with smaller diameter fibre optics cables. The marine cable route can be divided into the following sections:
- Approximately 47 km within the UK territorial limit, i.e. 12 nautical miles from shore;
 - Approximately 53 km from the UK territorial limit to the boundary of the Exclusive Economic Zone (EEZ);
 - Approximately 58 km from the boundary of the EEZ to the French territorial limit;
 - Approximately 29 km within the French territorial limit, i.e. 12 nautical miles from shore.

UK Terrestrial elements

- 3.10 In the UK, the following terrestrial elements are proposed:
- Works at the existing National Grid substation (Lovedean) where AQUIND Interconnector will connect to the existing grid in the UK. These works include extending the busbar at the east and the west of Lovedean substation to accommodate AQUIND Interconnector. It is anticipated that these works will be undertaken by National Grid as the infrastructure would be located within the National Grid fence compound. These works will therefore not form part of the consent to be obtained for AQUIND Interconnector;
 - AC underground cables, up to 1.5 km in length, connecting Lovedean substation to the proposed converter station to the west / south of the substation;

- The construction of the converter station, comprising of a mix of buildings and outdoor electrical equipment. The building roofline will vary in height but will be approximately 22 m at its peak (a diagram showing the main elements of the structure is shown in **Figure 4**, page 14, below);
- DC and fibre optic underground cables from the proposed landfall site in Eastney (near Portsmouth) to the converter station at Lovedean, approximately 20 km in length. The intention is to locate the cables within existing highways or road verges where feasible.

French elements

3.11 In France, the following terrestrial elements are proposed:

- Réseau de Transport d'Électricité (RTE) will carry out the required substation works at the existing substation in Barnabos, Normandy (civils), similar to the works at Lovedean substation in the UK;
- The French AC cable installation will be undertaken by RTE;
- The proposed new converter station near Barnabos substation will be identical in nature to its UK equivalent;
- Onshore DC and fibre optic underground cables from the landfall on the French shore to the substation in Barnabos, approximately 35 km in length. It is proposed that the landfall site in France will be near Dieppe or Pourville-sur-Mer. However, the exact location is still to be confirmed, subject to environmental and technical constraints being further assessed and following public consultation.

3.12 The individual components of the proposed infrastructure are explained in more detail below.

Key Project Infrastructure Components

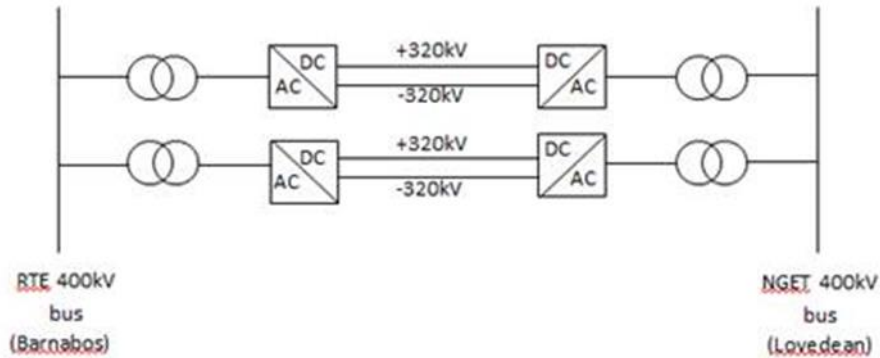
Converter station

3.13 As described above, to transmit electricity between GB and France, a converter station is needed in each country to convert electricity from direct current (DC) to alternating current (AC) and vice versa. A short length of AC cables will connect the converter station to the National Grid and RTE substations. It is anticipated that approximately 6 to 9 hectares of land will be required for the converter stations in both the UK and France. This includes the areas required for the converter station buildings, outdoor electrical equipment and screening measures. The exact locations of the converter stations near Lovedean (UK) and Barnabos (France) are still to be confirmed.

3.14 The interconnector which has a nominal capacity of 2000 MW (i.e. net of transmission losses), will link the transmission networks of Réseau de Transport d'Électricité (RTE) and National Grid Electricity Transmission (NGET). Two independent 1000 MW symmetrical monopole links are planned; each operating at ± 320 kV. (See **Figure 3**, page 15, below) The interconnector

will use the latest Voltage Sourced Converter (VSC) technology, to provide enhanced ancillary services on both AC networks.

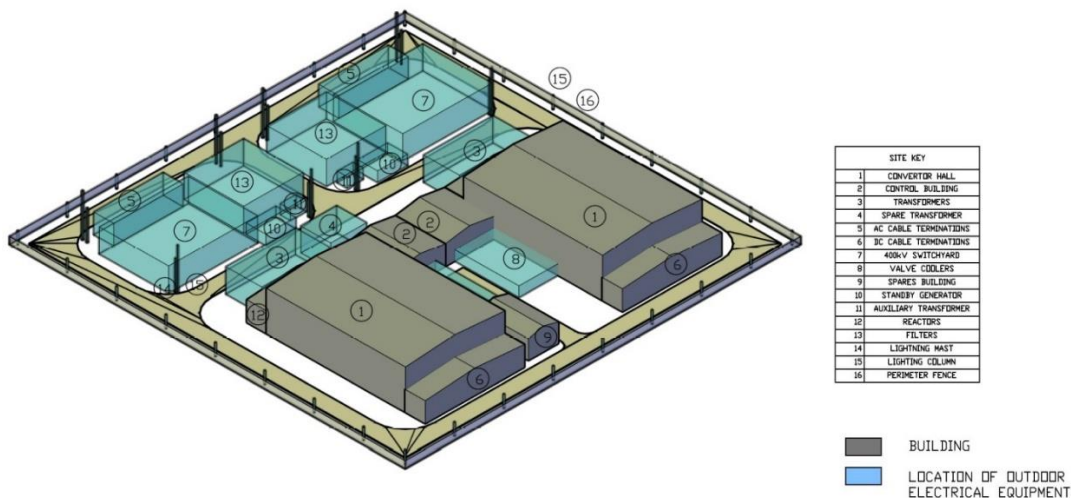
Figure 3 – AQUIND Interconnector's Symmetrical Monopole Arrangement and Voltage Levels



3.15 Voltage Source Technology (VSC) technology has now become the preferred HVDC technology for applications in Europe. VSC is capable of fast power reversal (in milliseconds) and results in reduced power losses in the connected transmission network. VSC also has a smaller site footprint requirement with typically 50-60% of the site area which would be required for an equivalent scheme of the same rating using another technology.

3.16 **Figure 4**, below, indicatively shows the main elements of the converter station, including the converter hall, control and spares buildings and lightning masts and lighting columns. (The final design of the converter will be subject to detailed design by the EPC contractor at a later date and will form part of the Requirements identified in the Development Consent Order to be discharged prior to commencement of development, consistent with parameters to be agreed with the PINS, in consultation with the LPAs, prior to the submission of the DCO application).

Figure 4: Main elements of the converter stations



- 3.17 The converter stations are typically constructed of steel frame and cladding. Landscaping may be incorporated around the perimeter of the site to help integrate the converter station into the surrounding environment. Depending on the topography of the relevant land, grading of the land may also be required to level the construction platform.
- 3.18 The outdoor equipment located within the converter station will be similar to equipment that is typically found within an electrical substation, such as National Grid's adjacent Lovedean substation. The equipment is required to convert the power between AC and DC and vice versa. The equipment to convert power is a system of electronic devices housed within the converter station buildings and has associated infrastructure for cooling and control.
- 3.19 The construction of the converter station will be undertaken over a period of approximately two-three years commencing in Q1 2021 with it being anticipated that the converter station will be fully commissioned in 2023.

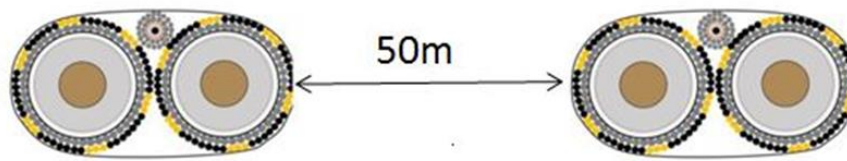
Cables

- 3.20 AQUIND Interconnector will connect the electricity transmission networks of the UK and France via marine cables from the Eastney area to the northern French coastline, in the vicinity of Dieppe or Pourville-sur-Mer. The project will also include smaller diameter fibre optic data transmission cables, which are used for communication. While it is a considerably more expensive option, AQUIND Interconnector will use only underground cables, avoiding the use of overhead lines.

High Voltage Direct Current (DC) Cables

- 3.21 There will be four DC cables which can be bundled in pairs, each within a separate trench. The cables will have a copper or aluminium conductor insulated using crosslinked polyethylene (XLPE) which is a polymeric rather than oil-based insulator.
- 3.22 The marine cable route will be approximately 190 km in length. Cables will be laid within trenches on the sea floor or, where trenches cannot be excavated, laid on the seafloor and protected using alternative protection systems. The cables will be installed using a cable lay vessel (or barge) and will be pulled overboard, under tension, to the seabed. The final installation method will be confirmed following further marine surveys. Figure 5, below, illustrates a typical marine cable installation.

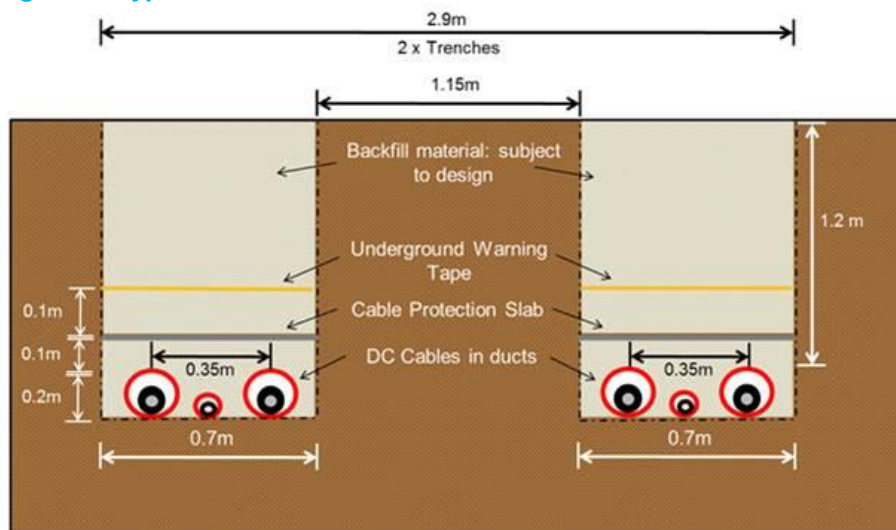
Figure 5: Typical marine cable installation



3.23 The onshore DC cables will preferably be installed within roads or road verge to reduce environmental impacts and avoid the need to affect private land. The terrestrial DC cables take up a considerably narrower corridor compared to AC cables. Therefore, it is favourable to maximise their usage over AC cables, by locating the converter station as close as possible to the substation.

3.24 The DC cable corridor will be typically 2.9m where no services are present in the road whereas the typical AC cable corridor is more than 6m. Figure 6 illustrates a typical DC cable installation.

Figure 6: Typical installation for DC Cables



High Voltage Alternating Current (AC) Cables

3.25 The AC cables will be laid between the new converter stations and the substations in each country.

3.26 The 2000 MW connection can be achieved with two circuits into each substation. Given that each circuit will require one cable (or two) for each conductor phase (total of three phases), at least six (or twelve)³ AC cables will be required to connect the proposed converter stations to the existing substations. The cable quantity will be confirmed once the final converter station location is confirmed.

³ Depending on distance between converter station and substation

- 3.27 The configuration of the AC cables will be subject to detailed design and may be impacted by soil conditions, length of cable route, impact from the environment and existing infrastructure.

Fibre Optic Cables (FOC)

- 3.28 FOC used for protection, control and telecoms will be installed together with power cables. One FOC will be included with each pair of the electric cables.
- 3.29 For the marine elements, the FOC will be bundled with the power cables. Onshore, a small diameter duct will be installed between the power cables. In both cases, the FOC do not increase the cable corridor width.

Landfalls

- 3.30 The marine and land cables need to be connected (jointed) together at a landfall location. The landfalls need to be located very close to the sea shore and include an underground transition joint bay (TJB), where the two different cable types are jointed together. The TJBs will be located at Eastney in the UK and either Dieppe or Pourville-sur-Mer in France. The exact locations for the TJBs are yet to be confirmed.

Operation and maintenance

- 3.31 The project will have a design life of 40 years with control system overhauls typically conducted every 10-15 years of operation. Major items of plant are designed to meet the lifetime of the scheme. After approximately 25 years, the onshore control system and converter technology is normally updated and overhauled. This is a considerable investment but will ensure that the interconnector can operate efficiently throughout the remainder of its life.
- 3.32 If appropriate, the converter stations could be decommissioned in accordance with current recycling and waste disposal regulations. It is foreseen that the marine cables will be decommissioned as per the industry norm i.e. left on the seabed. When decommissioning the onshore cables, every effort would be made to recycle as much material as possible.
- 3.33 The converter stations will be designed for unmanned operation, but a small team of maintenance staff (typically 3-4 in each country) will be responsible for maintaining the plant and will be on 24/7 callout if required.
- 3.34 The onshore and marine cables will not require any maintenance, but cable failures or damage to cables can occur. Onshore cable damage would typically leave the interconnector out of service for two weeks during repair, while marine cable damage would typically take two months or more to repair, subject to vessel availability and weather conditions.
- 3.35 Typically, an HVDC interconnector will achieve an availability of 95-98%. For the remaining 2-5% of the time, the interconnector will be under planned outage. Planned outages take place on an annual basis and usually last between 2-5 days. Forced outages occur when parts of an

interconnector fail. The majority of forced outages last for only a few hours but may take several weeks to be resolved in the worst-case scenario (i.e. a cable fault).

Summary of Key Information

3.36 **Table 6**, below, summarises key information, including: locations; dates; and, technical data, for the Project.

Table 6: Key Project Information

Power Capacity	2000 MW – 2075 MW	Planned Final Investment Decision Date	Q4 2020 – Q1 2021
Interconnector route length	Total route – approx. 245 km	Planned Energisation and Commissioning Date	Pole 1 Q1 2023; Pole 2 Q2 2023
GB Landfall Location	Eastney, Portsmouth	Planned First Full Year of Commercial Operations	2024
GB Converter Location	Lovedean, north of Waterlooville	HVDC Converter Technology	Voltage Source Converter (VSC)
French Landfall Location	In the vicinity of Dieppe or Pourville-sur-Mer	HVDC Cable Technology	XLPE
French Converter Location	Near existing Barnabos substation, Normandy	HVDC Operating Voltage	320kV

Project Status

3.37 A number of key milestones are set out in **Table 7** below and the Project's Implementation Plan is appended in **Appendix 1**.

Table 7: Key Project Milestones

Milestone	Status	Date	Comment
GB Connection Agreement	In place	February 2016	A connection agreement was signed with National Grid to connect AQUIND Interconnector to the GB electricity transmission network.
GB Electricity Interconnector Licence	In place	September 2016	
ENTSO-E TYNDP Listing	Granted	2016 and 2018	AQUIND has been accepted as a project in the Pan-European 10-year network development plan.
PTF Signed	Granted	March 2017	A Proposition Technique et Financière (PTF) was signed with the RTE to connect AQUIND Interconnector to the French electricity network.
Marine Surveys	Ongoing	Commenced June 2017	Benthic surveys have been completed in Q3 2017. Geophysical surveys completed Q1 2018. Geotechnical Surveys completed Q3 2018. Further survey work may be required pre-installation.
Terrestrial (GI) Surveys	Commenced and ongoing	March 2018 – September 2018	Being progressed during Q2 and Q3 2018, subject to securing appropriate consents.
PCI Status	Awarded by European Commission	November 2017	Ratified by European Parliament March 2018.
Article 17 Exemption	Exemption application appeal submitted.	September 2017	An application for an exemption pursuant to Article 17 of Regulation EC 714/2009 was accepted for consideration by Ofgem in the UK and CRE in France in September 2017. This was referred to ACER, and a decision issued 28 June 2018 decided not to grant the requested exemption. However, this decision was appealed by AQUIND.
Procurement of Main Works	Not yet commenced	Q3 2020	EPC contracts for cables and converter station to be awarded.

4. SITE AND CABLE ROUTE SELECTION

4.1 Detailed assessments have been carried out to identify suitable landfall and connection points in the south of England and the north of France. The assessments have considered the capacity of the network, proximity to the coast and other economic and environmental issues.

Grid Connection Point - UK

4.2 The grid connection point was identified through a feasibility study and using the “Connection and Infrastructure Options Note” (CION) process, performed by National Grid.

4.3 CION evaluates the respective transmission options required leading to the identification and development of the most efficient, coordinated and economical connection point. The process also helps develop the onshore connection design and where applicable, offshore transmission system/interconnector design. This is done in line with the obligation to develop and maintain an efficient, coordinated and economical system of electricity transmission.

4.4 The CION process uses National Grid’s knowledge of the network (including agreed future connections), agreed cost information and data supplied by the developer (AQUIND) to make the assessment.

4.5 The CION process for AQUIND Interconnector ultimately identified Lovedean as a connection point that best meets the above objectives.

Landfall Optioneering and Cable Route – UK

4.6 The landfall optioneering informed the cable selection process as the location of the landfall influences the length and routing of the cable. The landfall options were therefore considered with regard to the following:

- Distance from substation
- Feasibility of installation from beach landing to substation
- Suitability of approach (marine constraints)
- Future development and local activity
- Beach composition and stability
- Cable requirements
- Environmental constraints

4.7 The optioneering process has led to Eastney, a coastal district in the south-east of Portsmouth, being identified as the preferred landfall location in the UK.

Figure 7 - Proposed cable route from Eastney to Lovedean in the UK



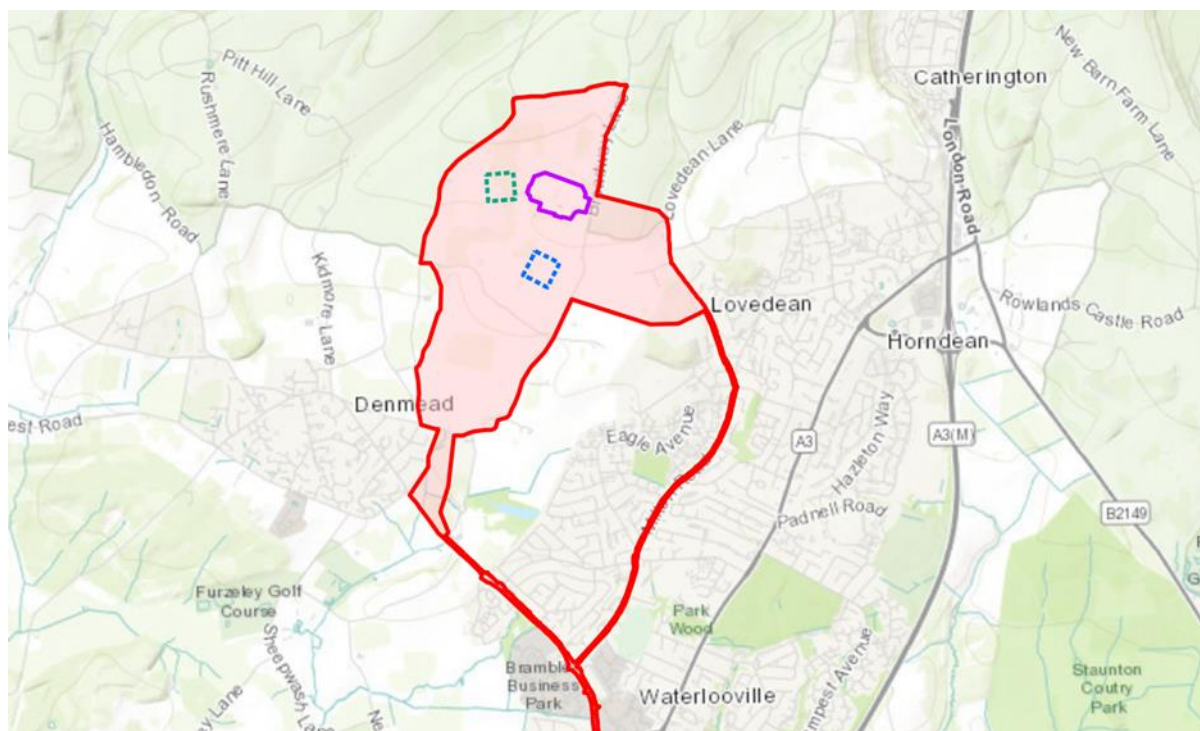
4.8 It is proposed to bury the HVDC cables in the existing highway network, where practicable. **Figure 7**, above, shows an indicative route for the HVDC cable from Eastney to Lovedean which is approximately 20 km long.

4.9 The proposed 400 kV HVAC cable route will pass through agricultural land to facilitate the connection between the existing National Grid Lovedean substation and the new converter station. As AC cables require a much wider corridor, the AC route has been kept as short as practicable, to minimise disruption.

Converter Station - UK

4.10 The exact location of the proposed converter station near Lovedean substation is still to be confirmed, subject to further environmental surveys and technical assessments. The converter station will either be located to the south (option A outlined in blue) or to the west (option B outlined in green) of the existing substation. The two options are shown in **Figure 8** below, with the existing substation shown in purple.

Figure 8 - Converter station site options A (blue) and B (green)



- 4.11 Site option A to the south of Lovedean substation benefits from being close to an existing access road (Broadway Lane). However, it requires a longer length cable connection to Lovedean substation. This option is likely to require a larger number (12) of HVAC cables due to the existence of existing 132kV oil filled cables which exit the substation to the south. This site is located within the administrative boundary of East Hampshire District Council.
- 4.12 Site option B benefits from the existing mature hedge lines which provide natural screening from the South Downs National Park. Six AC cables would be required to connect the converter station to Lovedean substation. This site is located within the administrative boundary of Winchester City Council.
- 4.13 The final location of the converter station is yet to be confirmed. Once confirmed the location will be assessed as appropriate and further consultation will take place on the converter station in this location and its corresponding cable routes, prior to the submission of the applications for planning permission.
- 4.14 A new permanent access road will be established. This road will be utilised throughout construction; however, it will continue to be required for maintenance staff to access the site. Access by maintenance staff will be limited to light vehicles. Use by heavy vehicles will only be required in the rare event of building damage or a major equipment failure, for example if a transformer needs to be replaced at the converter station.

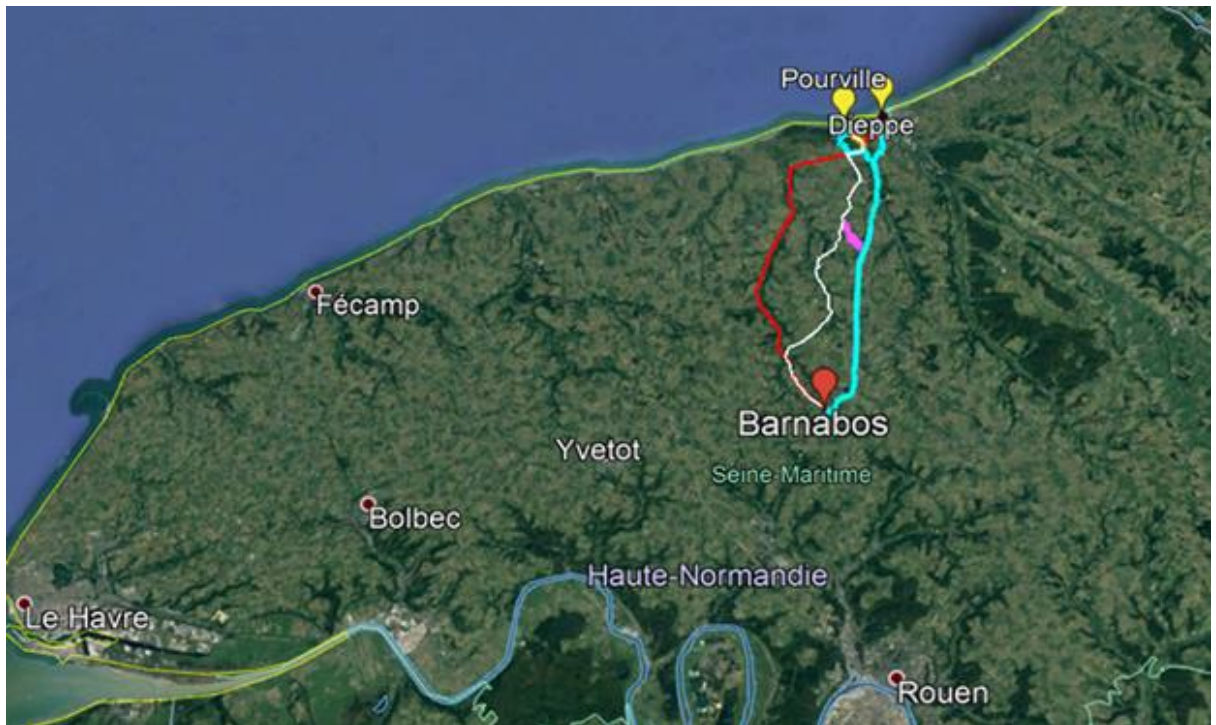
Grid Connection Point – France

- 4.15 Following feasibility studies conducted by RTE and initial landfall/cable route desktop studies, Barnabos substation was identified as the preferred point of connection to the French transmission network.
- 4.16 Other substation locations were discounted because of technical and environmental constraints at associated landfall locations, constraints on the surrounding electrical network and considerably longer DC cable route options. AQUIND has subsequently signed a Technical and Financial Proposal (PTF) with RTE which has informed the landfall, cable route and converter station selection and development.

Landfall and Cable Route – France

- 4.17 A French landfall optioneering exercise was undertaken to identify the best site to facilitate the installation of the subsea cables into shore. Following an initial landfall feasibility study, and AQUIND's acceptance of the PTF at Barnabos, numerous locations were identified for investigation and the following points were considered:
- Landfall site – available space for onshore construction, space for offshore installation, presence of bedrock at shallow depth, construction access and routing to a main road for cable installation;
 - Marine approach – water depth and seabed conditions;
 - Environmental constraints – impact on hydrology, traffic, transport, noise and vibration and local ecology;
 - Environmental designations.
- 4.18 After evaluating local constraints (including the presence of the Espace Remarquable du Littoral (ERL) along much of the French coast under consideration), Pourville and Dieppe have been identified as possible options for bringing the subsea cables to shore.
- 4.19 In conjunction with the landfall optioneering exercise, AQUIND is also undertaking a detailed cable routing study to identify the best cable route from the landfall to Barnabos substation. **Figure 9**, below, identifies the final study areas for the landfall and cable route in France. The indicative total length of the cable route is 35 km.

Figure 9 – Final study areas for landfall site and cable route in France



- 4.20 The final selection of the landfall site and cable route will be based on further assessment of environmental and engineering constraints.

Converter Station – France

- 4.21 AQUIND is also currently undertaking an optioneering process to identify the converter station location at Barnabos. This process will determine the best location given the following constraints:
- Proximity to dwellings – AQUIND is conscious of the needs of the local community. Determining the exact location of the station and designing appropriate landscaping will help limit any impact as much as practicable.
 - Existing overhead and underground cables – The existing substation has multiple overhead power cables exiting the station, must be considered before the construction of the converter station.
 - Ground topology – The area around Barnabos is predominantly flat. The volume of earth excavation (cut) and resituating (fill) is being modelled, to reduce the environmental impact of the development.
 - Flood risk – Flood risk will be assessed in the area around Barnabos to determine the frequency of flooding in the area. These studies will determine the platform height.
- 4.22 The converter station will be located within 2 km of Barnabos substation, inside the red line shown on **Figure 10** below.

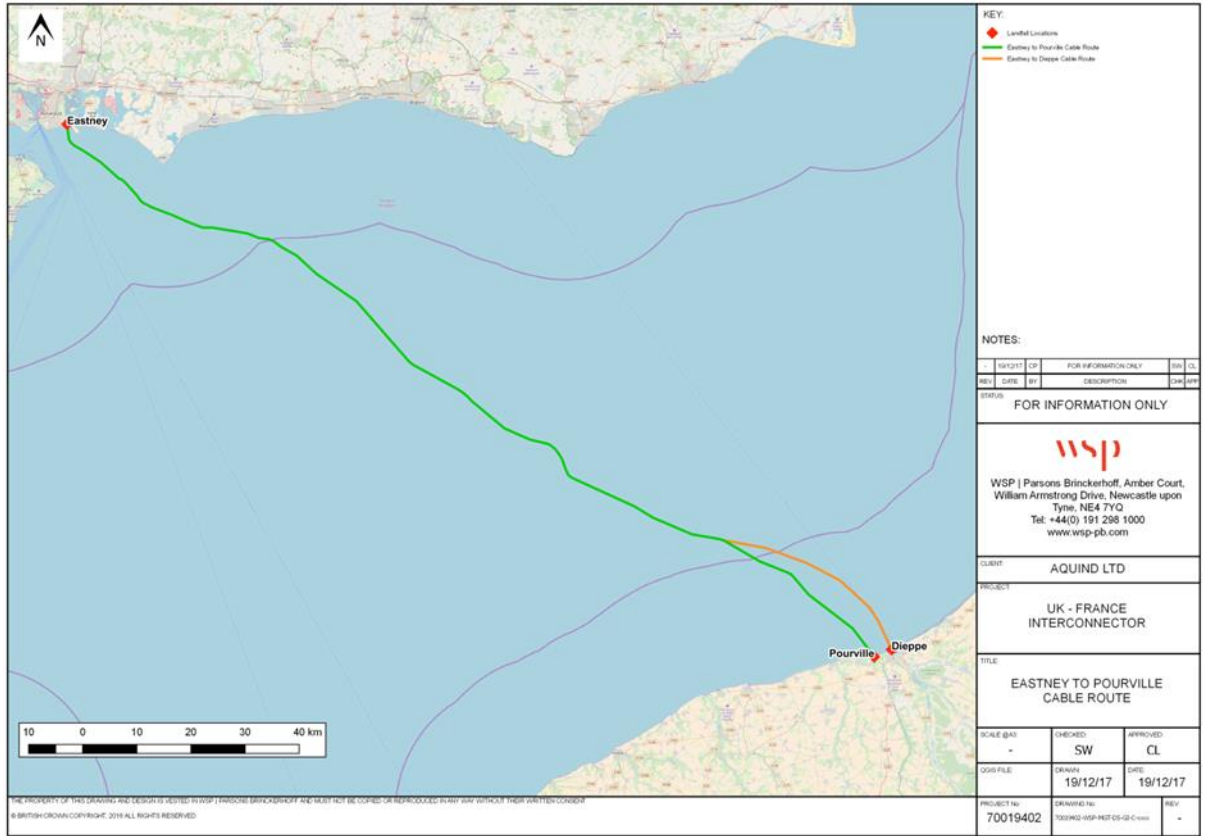
Figure 10: Location of Converter Station within envelope identified below



Marine Cable Corridor

- 4.23 As with the terrestrial cable route, the final marine cable route is yet to be determined. Following engineering and environmental constraints mapping, a cable corridor has been identified that connects likely landfall locations in the UK and France.
- 4.24 Extensive marine studies and investigations (benthic, geophysical, geotechnical and search for unexploded ordnance (UXO)) are being undertaken to confirm the corridor for the marine cable route, the depth at which the cables will be buried, and the technology that will be deployed. The latter is dependent on ground conditions on the seafloor being conducive to meeting target cable burial depths. A geotechnical survey has been undertaken and a number of pre-construction surveys will be undertaken at a later stage to inform the above considerations.
- 4.25 The marine surveys are performed with attention to such aspects as, benthic habitats, local fishing activity, marine archaeology and others. Error! Reference source not found. below shows the indicative marine cable route corridor.

Figure 10: Indicative marine cable route (green / orange)



5. ENVIRONMENTAL IMPACTS

- 5.1 Within the UK, AQUIND Interconnector is not development of a type that is described and within the thresholds provided for at Schedule 1 or Schedule 2 to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 or Schedules A1 or A2 of The Marine Works (Environmental Impact Assessment) (Amendment) Regulations 2017. Accordingly, it is not a type of development for which an environmental impact assessment ("EIA") is mandatorily required.
- 5.2 However, due to the environmental and human sensitivities within and surrounding the proposed AQUIND Interconnector the decision has been taken by AQUIND to voluntarily undertake an EIA and to submit an environmental statement in support of the application for a DCO, to report any likely significant environmental effects.
- 5.3 Paragraphs 5.7 – 5.8 set out the environmental scoping exercise that has been carried out by AQUIND to date, to confirm the scope and level of detail of the information to be provided within the environmental statement. It is important to note that the scoping exercise was carried out prior to the issue of the Direction by the Secretary of state for BEIS confirming that a DCO is required to consent AQUIND Interconnector. As such, the exercise was not carried out pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 as those regulations were not applicable at the time.
- 5.4 The Secretary of State for BEIS, in the direction issued on 30 July 2018, has not confirmed that the environmental scoping opinions issued by the respective authorities may be used as the basis on which the environmental statement to be submitted in support of the application for a DCO for AQUIND Interconnector is based.
- 5.5 AQUIND discussed the issue of a Scoping Opinion with PINS at a meeting held on 07 September 2018.
- 5.6 The information obtained from respective authorities has assisted in developing the project, and will assist in refining the submission of re-scoping request to PINS in due course. The Scoping Opinion provided by PINS in due course will inform the ES prepared to accompany the Application to be submitted to PINS.

EIA Scoping Opinions (UK) (Pre-Section 35 Direction)

- 5.7 On 20 February 2018 a request for a scoping opinion was made to the Marine Management Organisation ("**MMO**") pursuant to regulation 13 of the Marine Works (Environmental Impact Assessment) regulations 2007 (as amended) and a scoping opinion from the MMO has been received.
- 5.8 On 22 February 2018 AQUIND submitted requests for scoping opinions in connection with the Development pursuant to Section 15 of the Town and County Planning (Environmental Impact

Assessment) Regulations 2017 to the relevant local planning authorities and scoping opinions from all authorities have been provided.

- 5.9 As noted in paragraph 5.6 above, a Scoping Opinion will be requested from PINS in due course.

Environmental Constraints

- 5.10 Environmental constraints along or in close proximity to the onshore and marine cable route are likely to include Ramsar Sites, Sites of Special Scientific Interest (SSSI), Special Areas of Conservation (SAC), Sites of Importance for Nature (SINC), Special Protection Area (SPA) and Marine Conservation Zones.
- 5.11 **Table 8**, below provides more details of the relevant European or internationally designated sites within approximately 10 km of the Project area, and **Table 9** provides more details of relevant nationally designated sites within approximately 10 km of the Project Area. (This may not be an exhaustive list.) Other ecologically sensitive areas will likely include ancient woodland and Local Nature Reserved (LNRs), Sites of Importance for Nature Conservation (SINC) and locally protected sites of a seasonal nature for overwintering birds and breeding birds. Heritage assets in close proximity to the proposed development will include Scheduled Ancient Monuments (SAMs), Listed Buildings (LBs) and Conservations Areas (CAs).
- 5.12 These constraints, and any other constraints not specifically mentioned above, but relevant in the context of the project, will all be assessed within the onshore and marine EIA for the proposed development. As requested by the MMO, **Figures 11 and 12**, below, illustrate the marine cable corridor and its proximity to designated sites.

Table 8: European or Internationally Designated Sites

Site Name	Size (ha)	Distance (m) from nearest point of project area	Description	Local Planning Authority
Solent and Isle of Wight Lagoons SAC	38.1	4,600	The SAC encompasses a series of Coastal lagoons, including percolation, isolated and sluiced lagoons, and includes marshes in the Keyhaven – Pennington area, at Farlington Marshes in Chichester Harbour, behind the sea-wall at Bembridge Harbour and at Gilkicker, near Gosport. The lagoons show a range of salinities and substrates, ranging from soft mud to muddy sand with a high proportion of shingle, which support a diverse fauna.	New Forest District Council
Solent Maritime SAC	11,243.8	0	The SAC comprises a number of different estuary ecosystems on the south coast of England. Its qualifying features are three Habitats Directive Annex 1 habitats which are primary reasons for selection (estuaries, Spartina swards, Atlantic salt meadows), and another seven Annex 1 habitats which are present but not a primary reason for the site's selection.	Portsmouth City Council Havant Borough Council Chichester District Council
South Wight Maritime SAC	19,866.2	3,300	The South Wight Maritime SAC encompasses a range of reef types on the coast of the Isle of Wight. The site includes some of the most important subtidal chalk reefs in Britain, supporting a diverse range of species in the subtidal and intertidal. Faces and crevices on the limestone reefs and areas of large boulders provide a range of habitats for a number of marine species. Exposed bedrock is extensively bored by bivalves and sponges adding to habitat diversity. A number of nationally scarce seaweed biotopes are also present within the site, and rare fish species are often present in summer months.	Isle of Wight Council
Butser Hill SAC	239.9	5,690	Butser Hill is situated on the east Hampshire chalk which forms part of the South Downs. Much of the site consists of sheep's-fescue – meadow oat-grass (<i>Festuca ovina</i> – <i>Helictotrichon pratense</i>) grassland, and has a range of slope gradients and aspects which influences vegetation composition. A particular feature is its lower plant assemblage; it has a rich lichen flora and also supports the distinctive association of leafy liverworts and mosses on north-facing chalk slopes. This association is very rare in the UK and Butser Hill supports the largest known example. The site exhibits various transitions between semi-natural dry grassland, chalk heath, mixed scrub and yew <i>Taxus baccata</i> woods.	East Hampshire District Council
Portsmouth Harbour SPA/Ramsar	1,249.6	2,120	Portsmouth Harbour SPA, together with the adjacent Chichester and Langstone Harbours SPA, forms one of the most important sheltered intertidal areas on the south coast of England. It is composed of extensive intertidal mudflats and sandflats with seagrass beds, saltmarsh, shallow coastal waters, coastal lagoons and coastal grazing marsh. The estuarine sediments and areas of saltmarsh support rich populations of intertidal invertebrates, which provide an important food source for wintering birds, and also shelter roosting flocks, in particular black-tailed godwit <i>Limosa</i> , dark-bellied brent goose <i>Branta bernicla</i> , dunlin <i>Calidris alpina</i> and red-breasted merganser <i>Mergus serrator</i> .	Portsmouth City Council Gosport District Council
Chichester and Langstone Harbours SPA/Ramsar	5,811.0	0	This site encompasses a wide area including two harbours located on the south coast of England in Hampshire and West Sussex. They are large, sheltered estuarine basins comprising extensive areas of sand and mudflat exposed at low tide. The mudflats are rich in invertebrates and also support extensive beds of algae, particularly <i>Enteromorpha</i> species, and eelgrass <i>Zostera</i> spp. The site is of particular value for water birds, especially in migration periods and winter. It also supports important colonies of breeding terns.	Havant Borough Council
Solent and Southampton Water SPA/Ramsar	5,402.0	6,600	The site comprises a series of estuaries and harbours with extensive mud-flats and saltmarshes together with adjacent coastal habitats including saline lagoons, shingle beaches, reedbeds, damp woodland and grazing marsh. The mud-flats support beds of <i>Enteromorpha</i> spp. and <i>Zostera</i> spp. and have	New Forest District Council

			a rich invertebrate fauna that forms the food resource for the estuarine birds. In summer, the site is of importance for breeding seabirds, including gulls and four species of terns. In winter, it holds a large and diverse assemblage of waterbirds, including geese, ducks and waders. Dark-bellied brent goose Branta b. bernicla also feed in surrounding areas of agricultural land outside the SPA.	
Solent and Dorset Coast pSPA	87,531.7	0	The proposal for Solent and Dorset Coast is to create a new SPA for internationally important populations of: common tern Sandwich tern little tern This area is particularly important to these birds as much of the sea around their breeding colonies is the ideal habitat for plunge diving for food.	Arun District Council Chichester District Council Portsmouth City Council Havant Borough Council Gosport District Council Fareham District Council New Forest District Council Christchurch District Council Bournemouth Borough Council Poole Borough Council Purbeck District Council Isle of Wight Council
Pagham Harbour SPA	636.68	9,300	The site is an estuarine basin that comprises an extensive central area of saltmarsh and intertidal mud-flats, surrounded by lagoons, shingle, open water, reed swamp and wet permanent grassland. The mud-flats are rich in invertebrates and algae and provide important feeding areas for birds. The lower saltmarsh is dominated by Common Cord-grass, with patches of Glasswort Salicornia spp. The area supports breeding little tern in summer, as well as wintering concentrations of ruff and Pintail.	Arun District Council

Table 9: Nationally Designated Sites

Site Name	Size (ha)	Distance (m)	Description	LPA
Langstone Harbour SSSI	2,085.7	0	Langstone Harbour is a tidal basin which at high water resembles an almost land-locked lake. The harbour includes one of the largest areas of mixed saltmarsh on the south coast, and extensive cord-grass <i>Spartina anglica</i> marsh in an advanced state of degeneration, is among the twenty most important intertidal areas in Britain as a summer and autumn assembly ground for waders during the moult (when they require abundant high protein food) and as a post-moult wintering ground.	Havant Borough Council Portsmouth City Council
Portsdown SSSI	69.2	423.8	Portsdown is an isolated east-west chalk hillside with a long south-facing escarpment. On the lower south-facing slopes raised beaches mark former sea levels and former wave erosion has removed Tertiary deposits and some of the chalk, leaving very steep slopes. Despite the absence of grazing and extensive disturbance, these slopes still support a rich chalk grassland flora and have a diverse insect fauna.	Fareham District Council Portsmouth City Council
Sinah Common SSSI	243.0	884.3	The site comprises a complex of maritime habitats which extend for over 2km eastwards from the south-western extremity of Hayling Island, Hampshire. Gunner Point at the western end contains the most extensive sand dunes and vegetated shingle beach in Hampshire. It supports shingle beach vegetation and grassland, dune heath, dune grassland, saltmarsh and open water communities. To the east of Gunner Point there is an extensive area of fragmented dune grassland and shingle.	Havant Borough Council
Chichester Harbour SSSI	3695	4,100	The large estuarine basin contains mud and sandflats, and saltmarsh habitats, and is important for overwintering and breeding birds.	Havant Borough Council Chichester District Council
Catherington Down SSSI / LNR	12.8	845.3	Catherington Down is an area of chalk grassland and narrow fringing woodland belts on predominantly west-facing downland slopes near the southern extent of the main Upper Chalk outcrop in Hampshire. About one-third of the area has rather less steep slopes, deeper soils and a turf dominated by coarse grasses. Development of scrub and incipient woodland is more apparent here. A belt of oak <i>Quercus robur</i> woodland forms the lower, woodland boundary, whilst part of the high, eastern edge is covered by a strip of oak standards over old hazel <i>Corylus avellana</i> . This latter woodland is separately fenced and has a typical spring woodland flora which includes, locally associated with hazel, toothwort <i>Lathraea squamaria</i> .	East Hampshire District Council
Catherington Lith LNR	9.22	1,820.1	The site comprises woodland and remnants of chalk grassland, supporting a diverse range of bird and plant species. There are islands of scrub within the open habitats.	East Hampshire District Council
Farlington Marshes LNR	119.7	482.6	The site comprises flower-rich grazing marsh on the northern shore of Langstone Harbour between Portsmouth and Havant. Farlington is important for the bird populations that it supports, as well as being of importance to wild flowers and butterflies. It is managed by the Hampshire and Isle of Wight Wildlife Trust.	Havant Borough Council Portsmouth City Council
Hazleton Common LNR	17.5	1,158.0	A mosaic of heathland, grassland, hedgerow and scrub habitats of importance to wildflowers, birds and reptiles.	East Hampshire District Council Havant Borough Council
The Kench, Hayling Island LNR	6.0	1,264.7	A small area of inter-tidal mud and saltmarsh within Langstone Harbour. This shallow tidal inlet alongside Ferry Road on Hayling Island is used by birds as a feeding area while the tide is out and when it is high the shingle ridge between the inlet and the main harbour is used as a roost by waders.	Havant Borough Council
Yeoll's Copse LNR	5.5	193.1	A woodland site with old coppiced sessile oak and wild service trees. Notable species include common cow wheat and butchers broom.	East Hampshire District Council

Dell Piece West LNR	4.1	1,078.6	The site comprises woodland, unimproved grassland, damp marshy ground and a large shallow pond that provides habitat for a rich variety of wildlife that includes various butterflies, dragonflies and reptiles.	East Hampshire District Council
Utopia MCZ	270	1,000	The site consists of an area of bedrock and large boulders that host rich communities of sponges and anthozoans (e.g. soft corals, sea-fans, cup corals and anemones). The reef is surrounded by sediment made up mostly of gravel and sand.	
Kingmere MCZ	4,784	10,500	Features include rocky habitat and subtidal chalk outcropping reef, and black bream.	
Selsey Bill and the Hounds pMCZ	1,600	4,200	The site is proposed for geological rock features, a range of substrates including rock, sand and mixed sediments and Short-snouted seahorse, long-snouted seahorse and native oyster beds.	
Pagham Harbour MCZ	283	9,600	Zostera Beds and Defoin's Lagoon Snail	
Bembridge pMCZ	8,500	3,300	The site is proposed for a range of habitats and species including subtidal mixed sediments, subtidal sand and mud, mud habitats in deep water, maerl beds, rossworm reef, seahorses, and native oyster beds.	
Offshore Brighton MCZ	86,100	8,100	Protected features include high energy circalittoral rock, subtidal coarse sediment, and subtidal mixed sediments.	
Offshore Overfall MCZ	59,000	900	Protected features include subtidal coarse sediment, subtidal mixed sediments, subtidal sand, and English Channel outburst flood features.	

Figure 11: Relevant Protected Areas (Marine)

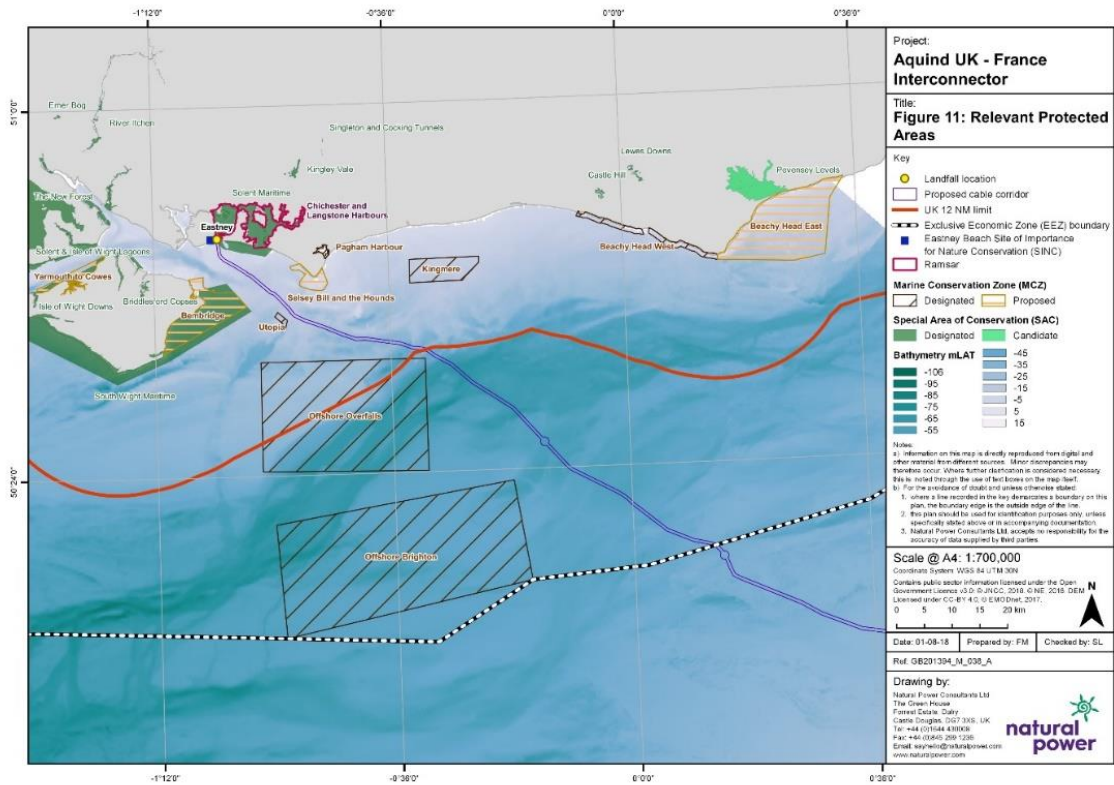
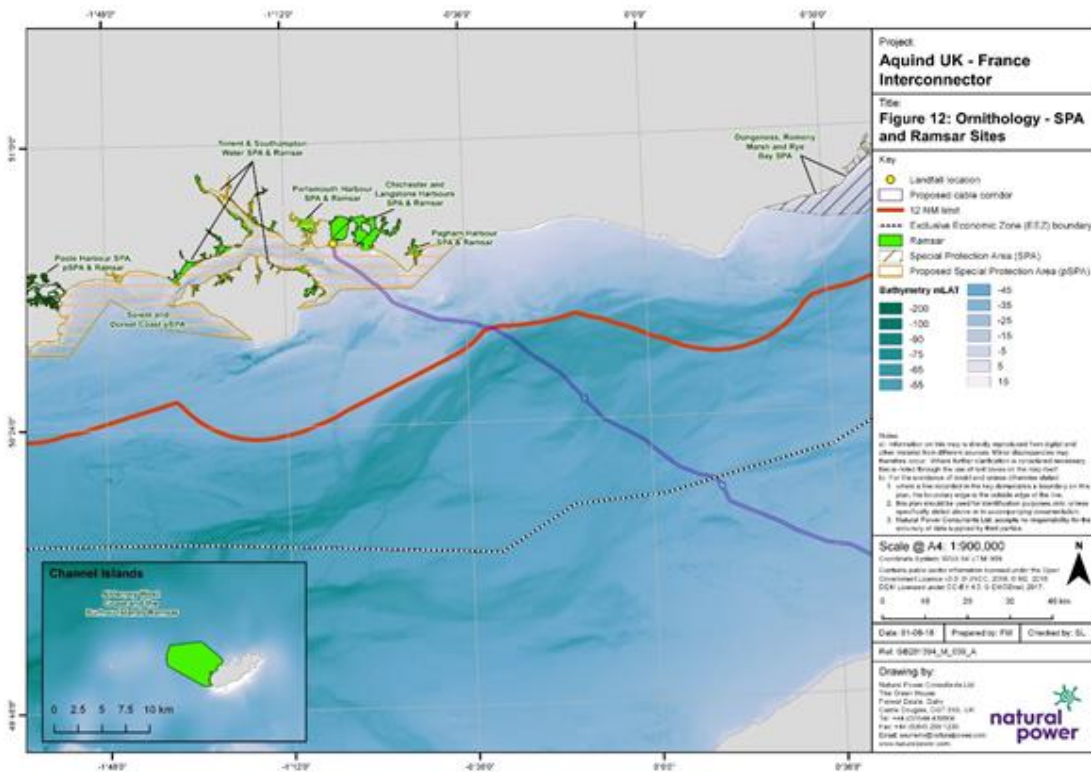


Figure 12: Ornithology – SPA and Ramsar Sites



6. PROJECT CONSULTATION

6.1 AQUIND is cognisant of the benefit of undertaking early and comprehensive pre-application consultation with all relevant stakeholders and persons and considers consultation to be of vital importance to the success of this project.

6.2 In terms of the approach to consultation, in accordance with Article 9(3) of the TEN-E Regulation, AQUIND has prepared and submitted together with this notification a Concept for Public Participation ("CfPP"). Broadly, the CfPP sets out:

- the stakeholders concerned and addressed;
- the measures envisaged, including proposed locations and dates of dedicated meetings;
- the timeline; and
- the human resources allocated to the respective tasks.

Approach to consultation in the UK to date

6.3 To date AQUIND has consulted and continue to consult with stakeholders and communities who are potentially likely to be affected by, or interested in, either or both of the UK Onshore and UK Marine elements of AQUIND Interconnector. This first phase of consultation has been carried out on an informal basis, in full accordance with the TEN-E Regulation. AQUIND is now preparing to formally consult on the proposals for the AQUIND Interconnector in accordance with the requirements of the 2008 Planning Act.

6.4 Details of the entities who have been and will continue to be consulted are set out in **Table 10**, below:

Table 10 – Stakeholders/Amenity Groups that are being consulted in the UK

Consultee	Mechanism for Consulting	Onshore / Marine
Relevant District / Borough Council, Unitary Authorities & County Councils, specifically: Hampshire County Council Portsmouth City Council East Hampshire District Council Havant Borough Council Winchester City Council South Downs National Park Authority	Pre-application meetings with planning officers are ongoing and are expected to continue throughout the pre-application process. We will also be actively sharing information and consulting elected members at relevant authorities through a combination of written materials, telephone and face-to-face discussions, events and online materials.	Onshore
Marine Management Organisation (MMO)	Via postal, electronic and telephone correspondence, supplemented with face-to-face meetings, as required.	Marine
Members of Parliament	Via postal, electronic and telephone correspondence, supplemented with face-to-face meetings, as required.	Onshore + Marine
Department for Business, Energy & Industrial Strategy / Relevant Government Ministers	Via postal, electronic and telephone correspondence, supplemented with face-to-face meetings, as required.	Onshore + Marine
Environment Agency	Via postal, electronic and telephone correspondence, supplemented with face-to-face meetings, as required.	Onshore + Marine
Nature Conservation Agencies such as Natural England, Joint Nature and Conservation Committee	Via postal, electronic and telephone correspondence, supplemented with face-to-face meetings, as required.	Onshore + Marine
Historic England	Via postal, electronic and telephone correspondence, supplemented with face-to-face meetings, as required.	Onshore + Marine
The Crown Estate	Face-to-face meetings, supplemented with postal, electronic and telephone correspondence.	Marine
Centre for Environment, Fisheries and Aquaculture (Cefas)	Via postal, electronic and telephone correspondence, supplemented with face-to-face meetings, as required.	Marine
Ofgem	Via postal, electronic and telephone correspondence, supplemented with face-to-face meetings, as required.	
Other Statutory Consultees	Via postal, electronic and telephone correspondence, supplemented with face-to-face meetings, as required.	Onshore + Marine
East Solent Coastal Partnership	Via postal, electronic and telephone correspondence, supplemented with face-to-face meetings, as required.	Onshore + Marine
Parish Councils	Via postal, electronic and telephone correspondence, supplemented with face-to-face meetings, as required. We will also be inviting Parish Councils to attend a public exhibition event in their local area.	Onshore
Landowners	Via postal, electronic and telephone correspondence, supplemented with face-to-face meetings, as required.	Onshore
Interest / Third Party / Community Groups	Via postal invitations to attend a public exhibition in their local area and, where appropriate, through involvement in the Community Liaison Group. Additional consultation will include postal, electronic and telephone correspondence, supplemented with face-to-face meetings with local interest / third party / community groups, as required.	Onshore + Marine
Members of the public and/or businesses situated in the vicinity of any cable route options / landfall locations / converter station locations	Via postal invitations to attend a public exhibition in their local area. The invitations will also include contact details should they wish to request further information. The project website, freephone information line, consultation email address and freepost response service	Onshore

Consultee	Mechanism for Consulting	Onshore / Marine
	will provide further mechanisms for ongoing participation from local residents and businesses.	
Fishing Organisations such as Inshore Fisheries Committees, National Federation and individual Fishermen	Face-to-face meetings, supplemented with via postal, electronic and telephone correspondence.	Marine
Marine Safety Organisations such as Maritime Coastguard Agency, Trinity House	Via postal, electronic and telephone correspondence, supplemented with face-to-face meetings, as required.	Marine
Ports, Harbours and Military Operations (e.g. Navy/Ministry of Defence)	Via postal, electronic and telephone correspondence, supplemented with face-to-face meetings, as required.	Marine
Other Marine Users (e.g. Yacht clubs, Royal Yachting Association, Aggregate Sites, Wind Farms, Coastal Defences)	Via postal, electronic and telephone correspondence, supplemented with face-to-face meetings, as required.	Marine
General Public	Via the project website and local media coverage and/or media advertising. The project website will remain operational for the duration of the pre- and post-application process and will include details of the public consultation events. The project website, freephone information line, consultation email address and freepost response service will provide further mechanisms for ongoing participation from the wider public.	
Other stakeholders identified by the Local Planning Authority	To be agreed, but likely to be based on the mechanisms detailed above.	

Consultation Events

- 6.5 Engagement with key stakeholders in the UK commenced in early 2017 and has included correspondence and meetings with affected land owners and the relevant Local Planning Authorities.
- 6.6 AQUIND hosted a series of public exhibitions to display its proposals to the wider community in January 2018. These events presented the proposals as at that time, giving local residents the opportunity to ask questions and register feedback. The public exhibitions took place in the locations deemed most likely to be affected by the proposed AQUIND Interconnector. Three public exhibitions were held at the following dates, times and locations:
- Wednesday, 24 January 2018 - Waterlooville Community Centre, 10 Maurepas Way, Waterlooville, PO7 7AY
 - Friday, 26 January 2018 - Milton Village Community Hall, 182 Milton Road, Southsea, Hants, PO4 8PR
 - Saturday, 27 January 2018 - Lovedean Village Hall, 160 Lovedean Lane, Waterlooville, PO8 9SF
- 6.7 The Exhibition Boards displayed at the consultation event can be found at the AQUIND consultation website at the following address:
- https://aquindconsultation.co.uk/wp-content/uploads/sites/13/2018/02/17960_AQUIND-Boards-V2.pdf
- 6.8 In addition to the above, two initial meetings were held in October 2017 with UK fishermen affected by marine survey works.
- 6.9 A second phase of public consultation with stakeholders and local communities is anticipated to be undertaken between January 2019 and February 2019 which will accord with the requirements of the Planning Act 2008 (i.e. the DCO process). How that consultation is to be carried out is detailed within the draft CfPP submitted alongside this notification.

Approach to Consultation in France

- 6.10 Between 28th January and 28th March 2018, the public were able to comment on the proposals via the French consultation website:
- <https://aquindconsultation.fr/>
- 6.11 Several early engagement meetings have taken place with the Préfecture de Normandie, the Préfecture Maritime, Fisheries, the Direction Regionale de l'Environnement, de l'Aménagement et du Logement (DREAL) Normandie, the Direction Départementale des Territoires et de la Mer (DDTM) de la Seine-Maritim, the Secrétariat général pour les affaires régionales, the

Département des Recherches Archéologiques Subaquatiques et Sous-Marines (DRASSM); as well as the mayors of potentially affected municipalities in Bertrimont, Pourville and Dieppe.

- 6.12 The first phase of consultation (concertation préalable) commenced on 19 March 2018, and continued until the 4 May 2018. Public consultation with local communities under the guidance of 'Commission nationale du débat public' formally commenced on 28th March 2018, which is within 2 months of the commencement of the initial community consultation in the UK, consistent with the requirements in the PCI programme. The first phase of consultation included exhibitions, meetings with key stakeholder groups, and other events.
- 6.13 The exact details of the formal consultation were agreed with the relevant authorities in France. A second phase of consultation will take place following submission of the EIA in 2019.

Documentation

- 6.14 Further information regarding AQUIND Interconnector that is already available in the public domain includes:

Ofgem

- <https://www.ofgem.gov.uk/publications-and-updates/aquind-limited-notice-application-electricity-interconnector-licence>

ENTSO-E

- <https://www.entsoe.eu/Documents/TYNDP%20documents/TYNDP%202016/projects/P0247.pdf>

Website

- 6.15 A project specific website has been launched by AQUIND Limited in accordance with the requirements under Article 9(7) of the TEN-E Regulation. Current Project information can be found at the following addresses:

In English: <http://aquind.co.uk/>

In French: <http://aquind.fr/>

- 6.16 The above websites include links to the AQUIND consultation website, which for the UK can also be accessed directly via the following link:

- <https://aquindconsultation.co.uk/>

- 6.17 The AQUIND consultation website for the UK provides access to the Project Information Leaflet and the Non-Technical Summary (NTS) documents, which can be found at the following links:

Project Information Leaflet:

- <https://aquindconsultation.co.uk/wp-content/uploads/sites/13/2018/03/Aquind-12pp-Booklet.pdf>

Non-Technical Summary:

- <https://aquindconsultation.co.uk/wp-content/uploads/sites/13/2018/03/Aquind-Non-Technical-Summary-PUBLICATION-VERSION-FINAL.pdf>

6.18 Materials for public consultation in France, and associated documents including the French Leaflet and French Non-Technical Summary are published on the French consultation website:

- <https://aquindconsultation.fr/>