



AQUIND Limited

AQUIND INTERCONNECTOR

Planning Statement – Appendix 5 - The Assessment of the South Marine Plan

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations
2009 – Regulation 5(2)(q)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

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Assessment of South Marine Plan**

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1. ASSESSMENT OF THE SOUTH MARINE PLAN

1.1. THE SOUTH MARINE PLAN

- 1.1.1.1. The South Marine Plan ('SMP') (Government, 2018) has been prepared in accordance with, and gives consideration to, the EU Maritime Spatial Planning Directive (2014/89/EU) which supports the Integrated Maritime Policy for the European Union. The directive introduces a framework for maritime spatial planning and encourages sustainable development of marine areas and resources.
- 1.1.1.2. The South Inshore and South Offshore Marine Plan sets out the strategic approach to marine planning within the inshore and offshore waters between Folkestone in Kent and the River Dart in Devon, within which the Proposed Development is located. The Plans provide certainty about where activities can best take place and provides guidance on the determination of application for marine licences. The Plans also provide guidance on the determination of applications for development consent where a marine element is included. Due to the commonalities and dependencies between the inshore and offshore areas, a single document has been produced referred to as the SMP. The Plan acknowledges that they remain two separate plans - the South Inshore Marine Plan and the South Offshore Marine Plan.
- 1.1.1.3. The SMP will help ensure that the right activities happen in the right place and in the right way within the marine environment. It provides a framework that will shape and inform decisions over how the areas' waters are developed, protected and improved over the next 20 years. The Proposed Development should conform with all the relevant policies, taking account of economic, environmental and social considerations.
- 1.1.1.4. The South Inshore Marine Plan Area covers an area of approximately 1,700 kilometres of coastline. This area extends from mean high water springs out to 12 nautical miles, stretching from Dover to the river Dart incorporating 11,000 km². The South Offshore Marine Plan Area includes the marine area from 12 nautical miles extending out to the seaward limit of the Exclusive Economic Zone, a total of approximately 10,000 km². The SMP is a relevant consideration for the licensing activities within the plan Area, although for NSIPs only regard must be had to the SMP.
- 1.1.1.5. The plan area is home to a number of ports including Southampton and Portsmouth, contain one of the busiest shipping channels in the world, support significant fishing

and aquaculture activity and have a strong association with the defence of Britain. Tourism and recreation are important, particularly boating activity, supported by a large number of marinas and blue flag beaches.

- 1.1.1.6. Within the plan areas there is one UNESCO world heritage site (Dorset and East Devon Jurassic Coast World Heritage Site), eight Heritage Coasts and two National Parks (New Forest National Park and South Downs National Park). The SMP area also contains rich and diverse coastlines with over 60 marine protected areas and iconic landscapes.

1.2. OBJECTIVES AND POLICIES

- 1.2.1.1. The SMP contains twelve objectives which are delivered through fifty-three Policies. Some policies apply across the whole of the plan areas, others just to the inshore or offshore plan area, and some apply to defined areas. The policies cover a wide range of topics including activities and uses, economic, social and environmental considerations, and cross-cutting issues such as the join up between decision-making on land and at sea and opportunities for co-existence.

- 1.2.1.2. There are two plan policies that specifically relate to marine cables that aim to meet objective 2 of the plan:

- S-CAB-1: Preference should be given to proposals for cable installation where the method of installation is burial. Where burial is not achievable, decisions should take account of protection measures for the cable that may be proposed by the applicant.
- S-CAB-2: Proposals that have a significant adverse impact on new and existing landfall sites for subsea cables (telecoms, power and interconnectors) should demonstrate that they will, in order of preference: a) avoid b) minimise, c) mitigate significant adverse impacts, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.

- 1.2.1.3. There are a number of additional policies within the Marine Cable Corridor that although do not directly relate to marine cables.

- 1.2.1.4. The Applicant has utilised the interactive map on the Marine Information System¹ ('MIS') in order to identify the relevant SMP objectives and policies with the following identified as being relevant for the area of construction:

¹ MMO. (2018). Marine Information System. [Online]. Available at: <http://defra.maps.arcgis.com/apps/webappviewer/index.html?id=3dc94e81a22e41a6ace0bd327af4f346>

1.2.2. **OBJECTIVE 1: CO-EXISTENCE**

- S-CO-1: requires proposals to minimise their use of space and consider opportunities to co-exist with other activities;
- S-DEF-1: affects proposals in Ministry of Defence Danger and Exercise Areas;
- S-AGG-1: requires proposals within aggregate extraction areas to demonstrate that they are compatible with marine aggregate extraction activities;
- S-AGG-2: requires projects within aggregate exploration areas to demonstrate that they are compatible with marine aggregate activities;
- S-AGG-3: requires proposals to avoid, minimise or mitigate against adverse impacts on aggregate extraction where proposals are in areas where high potential aggregate resource occurs;
- S-DD-1: requires proposals within or adjacent to licenced dredging and disposal areas to avoid, minimise or mitigate significant adverse impacts on licensed dredging and disposal areas;
- S-PS-1: requires proposals to avoid, minimise or mitigate against significant adverse effects on ports and harbour activities.

1.2.3. **OBJECTIVE 2: INFRASTRUCTURE**

- S-PS-2: requires proposals that significantly reduce under-keel clearance must not pose a risk to safe navigation or the viability of high-density navigation route and passenger services;
- S-PS-3: Proposals that require static sea surface infrastructure or that significantly reduce under- keel clearance which encroach upon high density navigation routes, or that pose a risk to the viability of passenger ferry services, must not be authorised unless there are exceptional circumstances.
- S-AQ-2: proposals that enable the provision of infrastructure for sustainable fisheries and aquaculture and related industries will be supported;
- S-INF-1: Appropriate land-based infrastructure which facilitates marine activity (and vice versa) should be supported.

1.2.4. **OBJECTIVE 3: DIVERSIFICATION OF ACTIVITIES IN COASTAL COMMUNITIES**

- S-FISH-1: Proposals that support the diversification of a sustainable fishing industry and or enhance fishing industry resilience to the effects of climate change should be supported;

- S-TR-1: Proposals supporting, promoting or facilitating tourism and recreation activities, particularly where this creates additional utilisation of related facilities beyond typical usage patterns, should be supported;
- S-AGG-4: Where proposals require marine aggregates as part of their construction, preference should be given to using marine aggregates sourced from the South Marine Plan area. If this is not appropriate, proposals should state why;
- S-REN-1: Proposals that support the development of supply chains associated with the deployment of renewable energy will be supported.

1.2.5. **OBJECTIVE 4: EMPLOYMENT OPPORTUNITIES**

- S-EMP-1: proposals that develop skills related to marine activities, particularly in line with local skills strategies, will be supported;
- S-EMP-2: Proposals resulting in a net increase to marine related employment will be supported, particularly where they are in line with the skills available in and adjacent to the south marine plan areas.

1.2.6. **OBJECTIVE 5: DISPLACEMENT**

- S-TR-2: requires proposals to avoid, minimise or mitigate significant adverse impacts on tourism and recreation;
- S-FISH-2: requires proposals to avoid, minimise or mitigate significant adverse impacts on access to, or within, sustainable fishing sites;
- S-FISH-3: proposals that enhance access to, or within sustainable fishing or aquaculture sites should be supported;
- S-SOC-1: requires proposals to avoid, minimise or mitigate significant adverse impacts which result in the displacement of other existing or authorised (but yet to be implemented) activities that generate social benefits.

1.2.7. **OBJECTIVE 6: ACCESS**

- S-ACC-1: requires proposals to avoid, minimise or mitigate significant adverse impacts on public access to the marine area;
- S-ACC-2: Proposals demonstrating enhanced public access to and within the marine area will be supported.

1.2.8. **OBJECTIVE 7: CLIMATE CHANGE**

- S-CC-1: requires proposals to consider their contribution to greenhouse gas emissions arising from unintended consequences on other activities. Where such

consequences are likely to result in increased emissions, proposals are required to avoid, minimise or mitigate unintended consequences on other activities;

- S-CC-2 and 3: requires proposals to avoid, minimise or mitigate adverse impacts on climate change adaptation measures, and on coastal change;
- S-CC-4: requires proposals to avoid, minimise or mitigate significant adverse impacts on habitats that provide a flood defence or carbon sequestration ecosystem service;

1.2.9. OBJECTIVE 8: HERITAGE ASSETS

- S-HER-1: requires proposals to avoid, minimise or mitigate significant adverse impacts on marine and coastal heritage assets;

1.2.10. OBJECTIVE 9: SEASCAPE

- S-SCP-1: requires proposals to avoid, minimise or mitigate significant adverse impacts upon the seascape of an area.

1.2.11. OBJECTIVE 10: MARINE PROTECTED AREAS

- S-MPA-1: requires proposal to take account of any adverse impacts on the objectives of existing Marine Protected Areas, and do not prevent the future inclusion of features which may be required to enhance the network of marine protected areas;
- S-MPA-3: Where statutory advice states that a marine protected area site condition is deteriorating, or that features are moving or changing due to climate change, a suitable boundary change to ensure continued protection of the site and coherence of the overall network should be considered.
- S-MPA-2: requires proposals to avoid, minimise or mitigate adverse impacts on an individual Marine Protected Area's ability to adapt to the effects of climate change, reducing the resilience of the marine protected area network;
- S-MPA-4: requires proposals to avoid, minimise or mitigate adverse impacts on features that may be required to complete the marine protected area network;

1.2.12. OBJECTIVE 11: MARINE STRATEGY FRAMEWORK AND WATER FRAMEWORK DIRECTIVES

- S-NIS-1: requires proposals to avoid or minimise significant adverse impacts on the marine area that would arise through the introduction and transport of invasive non-indigenous species;
- S-UWN-1: requires proposals to contribute to the UK Marine Noise Registry as per any currently agreed requirements where activities generate impulsive sound;

- S-UWN-2: requires proposals to avoid, minimise or mitigate significant adverse impacts on highly mobile species as a consequence of the generation of underwater noise (impulsive or ambient);
- S-WQ-1: requires proposals to avoid, minimise or mitigate significant adverse impacts on marine water quality;
- S-WQ-2: Activities that can deliver an improvement to water environment, or enhance habitats and species which can be of benefit to water quality should be supported;
- S-ML-1: public authorities should ensure adequate provision for and removal of beach and marine litter on amenity beaches;
- S-ML-2: requires proposals to avoid or minimise the introduction of marine litter where practicable. Activities that help reduce marine litter will be supported.

1.2.13. **OBJECTIVE 12: SPACE FOR NATURE**

- S-BIO-1: requires proposals to avoid, minimise or mitigate significant adverse impacts on natural habitat and species adaptation, migration and connectivity and to demonstrate that the proposal will avoid reducing the distribution and net extent of priority habitats;
- S-BIO-2: proposals that incorporate features that enhance or facilitate natural habitat and species adaptation, migration and connectivity will be supported;
- S-BIO-3: Proposals that enhance coastal habitats where important in their own right and/or for ecosystem functioning and provision of goods and services will be supported. Proposals must take account of the space required for coastal habitats where important in their own right and/or for ecosystem functioning and provision of goods and services. This plan policy requires that proposals avoid, minimise or mitigate for net loss of coastal habitat;
- S-BIO-4: Proposals that enhance the distribution and net extent of priority habitats should be supported. Proposals must demonstrate that they will avoid reducing the distribution and net extent of priority habitats.
- S-DIST-1: requires proposals requires proposals to avoid, minimise or mitigate significant cumulative adverse disturbance or displacement impacts on highly mobile species;
- S-FISH-4: requires proposals to demonstrate they will avoid, minimise or mitigate significant adverse impacts on essential fish habitat, and migratory routes.
- S-FISH-4-HER: requires proposals to consider herring spawning mitigation within the Southern Bight and Downs areas.

- S-DD-2: requires proposals to identify, where possible, alternative opportunities to minimise the use of dredged waste disposal sites by pursuing re-use opportunities through matching of spoil to suitable sites.

1.3. ASSESSMENT OF THE RELEVANT SOUTH MARINE PLAN POLICIES

1.3.1.1. Care has been taken in the design of the Proposed Development to ensure that it is aligned with all of these policies and that the design minimises interaction with current and future marine activities.

1.3.1.2. Table 1.1 of this appendix contains the complete assessment of the Proposed Development against the relevant SMP policies.

Table 1.1 - Assessment of the Proposed Development against the South Marine Plan Policies

Marine Plan Policy	Policy Text	Policy considerations	Assessment
<p>S-ACC-1</p>	<p>Proposals, including in relation to tourism and recreation, should demonstrate that they will in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate significant adverse impacts on public access 	<p>Proposals should identify the provision of public access in the area and provide evidence illustrating how a proposal may or may not impact public access.</p> <p>Proposals should avoid causing the displacement of public access. If it is not possible to avoid displacement, proposals should include, for example adjusting the area used or the times of the day or year when activities are operating, moving the activity or providing support for new activities that generate similar social benefits.</p> <p>Public authorities must assess all potential impacts on public access, including positive and negative, direct and indirect, permanent and temporary, as well as cumulative effects. Adverse impacts may include limiting access to the marine area at all times or certain times of the day or year.</p>	<p>Mitigation measures such as circulation of information and the presence of guard vessels and close liaison with key harbours such as Langstone Harbour will help notify recreational sea users of construction works. However, it is acknowledged that recreational vessels may be less aware of the construction than larger, commercial vessels. If possible, avoidance of significant sailing races such as Cowes Week and the Round the Island Race may help lessen the disruption of activities. The public will be aware of the project and its anticipated timescales as a result of the public consultations held as part of the Development Consent Order ('DCO') process which will limit the impact of the Proposed Development on public access. Consideration has been given to users of the area in Chapter 13 (Shipping, Navigation and Other Marine Users) of the ES Volume 1 (document reference 6.1.13) with impacts on access for commercial fish vessels being assessed in Chapter 12 (Commercial Fisheries) of the ES Volume 1 (document reference 6.1.12).</p> <p>The intertidal works fall within close proximity to a number of bathing water areas and are therefore within the spatial extent of sediment plumes. The closest is Eastney (0.43km). The bathing water season in May - September. Increases in suspended sediment concentration ('SSC') as a result of works in the intertidal area, including the excavation of Horizontal Directional Drilling ('HDD') entry/exit pits, is not anticipated to have significant effects on bathing water quality in the area. The contractor will however limit all excavation work to being outside of 500m from the bathing water during the bathing water months.</p> <p>Dredged material from HDD excavation will be disposed of beyond Kilometre Point ('KP') 21 and any waste generated during activities will be managed through project plans, including, for example, waste management plans and implementation of routine standard best practice in terms of pollution prevention to ensure no source of contamination is released in the nearshore area.</p> <p>An assessment of the impacts of on tourism has been undertaken in Chapter 25 (Socio-Economic) of the Environmental Statement ('ES') Volume 1 (document reference 6.1.25). The assessment considered the use of HDD at the Landfall, Eastney in Section 10 and concluded that this avoids direct impacts on Eastney Beach in terms of tourist impacts as this will tunnel underneath the beach.</p>

			<p>The assessment also considered the potential impacts on access to Eastney Beach noting the use of the Fort Cumberland SINC car park during the construction stage at the Landfall for period of up to 72 weeks (although not continuous use). Significant adverse effects were considered likely but these are noted to be temporary and will be mitigated as far as reasonably possible through the implementation of the outline Onshore CEMP (document reference 6.9) with engagement with the local community undertaken by the contractor.</p>
S-ACC-2	<p>Proposals demonstrating enhanced public access to and within the marine area will be supported.</p>	<p>Proposals should show how they will enhance public access, such as removing unsuitable existing access and the provision of replacement access arrangements are to be provided.</p> <p>Any alternative access (including temporary and cumulative impacts) needs to be appropriate for the setting, including potential impacts on biodiversity, heritage assets, seascape, access and use for recreation and tourism.</p> <p>Where relevant, early engagement with land owners and other relevant parties is strongly recommended.</p> <p>Proposals must assess positive and negative impacts in line with relevant legislation. Enhancement is not a substitute for avoidance, protection or mitigation measures in relation to existing access.</p>	<p>Due to the nature of the project, enhancements to public access to the marine area are not possible but the project will not significantly hinder or reduce public access to the marine area.</p> <p>An assessment of the impacts of on public access of the Proposed Development has been undertaken in Chapter 25 (Socio-Economic) of the ES (document reference 6.1.25). The assessment considered the use of HDD at the Landfall, Eastney in Section 10 and concluded that this avoids direct impacts on Eastney Beach in terms of access as this will tunnel underneath the beach.</p> <p>The assessment also considered the potential impacts on access to Eastney Beach noting the use of the Fort Cumberland SINC car park during the construction stage at the Landfall for period of up to 72 weeks (although not continuous use). Significant adverse effects were considered likely, but these are noted to be temporary and will be mitigated as far as reasonably possible through the implementation of the outline Onshore CEMP (document reference 6.9) with engagement with the local community undertaken by the contractor.</p>
S-AGG-1	<p>Proposals in areas where a licence for extraction of aggregates has been granted or formally applied for should not be authorised, unless it is demonstrated that the other development or activity is compatible with aggregate extraction.</p>	<ol style="list-style-type: none"> 1. Proposals that are in areas licensed for aggregate extraction should provide evidence of an assessment of the potential impacts on aggregate extraction activity. 2. Proposals should include a map showing the location of the proposal and areas with aggregate extraction licences. 3. Regional Active Dredge Area (RADA) charts provide information on aggregate extraction activity and can be used to plan when activities can take place. They are available from the British Marine Aggregate Producers Association. 4. The Crown Estate can help understand if and how a proposal will impact on an existing or potential aggregate extraction area. Any consultation with the Crown Estate can be included in the proposal. 	<p>The Marine Cable Route was refined during site selection / optioneering to avoid licensed aggregate sites. The Marine Cable Corridor for the Proposed Project avoids all licensed aggregate sites; the two closest areas lie approximately 1.3 nmi west of the Marine Cable Corridor. As such, no active dredging was recorded within the Marine Cable Corridor on AIS, although the Arco Dee was recorded over the Marine Cable Corridor whilst awaiting entrance to Langstone Harbour.</p> <p>There is potential for dredgers to be disrupted during the construction (and to a lesser extent operation) stage of the Proposed Development. Consideration of the impacts to these areas is presented within Chapter 13 (Shipping, Navigation and other Marine Users) of the ES Volume 1 (document reference 6.1.13). The frequency of this impact is considered to be extremely unlikely, and the severity minor, resulting in an overall ranking of broadly acceptable (low risk), taking into account all embedded mitigation.</p> <p>Consultation has been undertaken during pre-application with the Crown Estate, who have not raised any significant concerns regarding</p>

			the proposed Marine Cable Corridor route, and aggregate areas. Consultation has also been undertaken with the aggregate industry, including British Marine Aggregate Producers Association, and individual operators. Further detail of this engagement is included in the Consultation Report submitted with the Application (document reference 5.1).
S-AGG-2	Proposals within an area subject to an Exploration and Option Agreement with The Crown Estate should not be supported unless it is demonstrated that the other development or activity is compatible with aggregate extraction.	<ol style="list-style-type: none"> Proposals should include how relevant aggregate companies and others such as The Crown Estate have been consulted. Proposals should show that they do not compromise access to aggregate resource. Proposals should show that they do not affect the licenced extraction of aggregate resource. Proposals could include maps to show the location of the proposal activity in relation to exploration and option agreement areas. 	<p>There are no Exploration and Option Agreement areas within the vicinity of the Marine Cable Corridor was refined to avoid all licenced aggregate areas.</p> <p>The Consultation Report (document reference 5.1) presents how all interested parties have been consulted and engaged with throughout all stages of the project, including the Crown Estate and the marine aggregate industry.</p>
S-AGG-3	<p>Proposals in areas where high potential aggregate resource occurs should demonstrate that they will, in order of preference:</p> <ol style="list-style-type: none"> avoid minimise; mitigate significant adverse impacts on aggregate extraction. if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding. 	<p>Proposals that are in areas licensed for aggregate extraction should provide evidence of an assessment of the potential impacts on aggregate extraction activity.</p> <p>If it is not possible to avoid impacts, minimisation or mitigation of direct and indirect impacts should be considered. Proposals should include how this will be achieved. For example, showing the footprint of the proposal relative to the available aggregate in that location has minimal impact, showing the movement of the proposal from a more favourable to less favourable area for aggregates, or proposing that prior extraction of aggregates before development is feasible.</p> <p>Proposals should show how a site will be returned to a state suitable for aggregate extraction once the development or activity is complete, such as removal of hard infrastructure.</p>	<p>The Proposed Cable Corridor Route has been refined to avoid aggregate interests where possible. As highlighted for policies S-AGG-1 and S-AGG-2, existing licensed aggregate areas and Exploration and Option areas have been avoided.</p> <p>It has however not been possible to avoid all future resource (as identified by the 'Areas of high potential aggregate resource, sand and gravel' as identified on the Marine Management Organisation ('MMO') MIS due to its large spatial extent, and the requirement to consider other constraints and SMP policies e.g. avoidance of other infrastructure etc. However, large areas of future resource within the Solent and Eastern Channel have been avoided.</p> <p>Due to the nature of the project (a narrow linear cable project) through large spatial areas of possible aggregate resource, it is considered that only small area of seabed will be taken up by the Proposed Development, in comparison to the spatial extent of the future resource available. Furthermore, the Crown Estate have been engaged during the pre-application process and have not raised significant concerns regarding potential effects on future aggregate exploration and extraction.</p>
S-AGG-4	Where proposals require marine aggregates as part of their construction, preference should be given to using marine aggregates sourced from the South Marine Plan	<p>Proposals should show how locally sourced marine aggregate will be used.</p> <p>Where it is not possible to use locally sourced marine aggregate, a case for proceeding should be included, stating why it is not appropriate.</p>	It is not currently anticipated that Marine Aggregate is required for the construction of this interconnector, therefore, this policy is not considered applicable. However, should it be required regard will be made to this policy.

	area. If this is not appropriate, proposals should state why.	<p>Public authorities should assess whether locally sourced marine aggregates have been considered, and where they are not used the case for proceeding is justified.</p> <p>Decisions should reflect any emerging local plans, local aggregate assessments and proposals that have a marine and land-based element to them.</p> <p>Local plans should include policies to safeguard suitable wharf and transport facilities for landed marine aggregates</p>	
S-AQ-2	Proposals that enable the provision of infrastructure for sustainable fisheries and aquaculture and related industries will be supported.	<ol style="list-style-type: none"> 1. Proposals should enable the provision of infrastructure for sustainable fisheries, aquaculture and related industries. Information should be included which illustrate how proposals are supportive. 2. The following organisations can help understand how a proposal could support sustainable infrastructure for aquaculture and fisheries. <ul style="list-style-type: none"> • Seafish: advice on the distribution and requirements of capture fisheries and aquaculture industry • Shellfish Association of Great Britain: advice on shellfish specific fisheries and aquaculture requirements • Inshore Fisheries and Conservation Authorities: detailed knowledge of local fisheries and aquaculture operations 3. Sustainable aquaculture and fisheries infrastructure to consider could include: <ul style="list-style-type: none"> • ports and harbours offloading facilities (vessel berths for dry goods landing) • storage and processing facilities (including depuration plants for shellfish and storage for wet fish, dry goods and other produce) • repair and chandlery facilities • markets • local food establishments • transport of produce to shore and once on shore (logistics companies) • supporting structures at sea such as ropes or cages or similar fixed structures 	<p>Due to the nature of the Proposed Development enabling the provision of fisheries and aquaculture related infrastructure is not possible.</p> <p>A full assessment of Commercial Fisheries is presented in Chapter 12 (Commercial Fisheries) of the ES (document reference 6.1.12).</p>
S-BIO-1	Proposals that may have significant adverse impacts	Proposals must include an identification and assessment of any significant adverse impact on natural habitats and species. This should	Habitats

	<p>on natural habitat and species adaptation, migration and connectivity must demonstrate that they will, in order or preference:</p> <p>a) avoid b) minimise c) mitigate significant adverse impacts</p>	<p>consider the ability of habitats and species to ability to adapt to changing conditions, undergo seasonal migrations and remain connected throughout the habitat. Proposals must include relevant evidence showing consideration of S-BIO-1.</p> <p>If this is not possible, proposals should show how impacts will be minimised or mitigated, such as avoiding work during seasonal migrations, using temporary or floating structures or introducing juvenile fish shelters and corridors for movement.</p> <p>Proposals must include a map of the location of their activity showing its relation to relevant habitats and species.</p> <p>Proposals must consider the available evidence about natural habitats and species and where there are gaps in the evidence they may need to provide specific evidence. Natural England and Joint Nature Conservation Committee ('JNCC') can offer further advice on habitats and species.</p> <p>Proposals within Marine Conservation Zones or European Marine Sites must include an assessment of the potential effect upon the interest features of the protected sites.</p>	<p>The maximum footprint of impact is 3.6km² across the entire Marine Cable Corridor. The Applicant's assessment show that the percentage of the impact area compared to the overall habitat area within the Marine Cable Corridor, as well as the eastern Channel are not significant. See Table 8.8 of Chapter 8 (Intertidal and Benthic Ecology) of the ES Volume 1 (document reference 6.1.8) for a summary with a full assessment of each habitat type and the likely impacts included.</p> <p>The habitats within the Marine Cable Corridor are highly dynamic and wide spread therefore, they are likely to recover in a short space of time following the completion of activities.</p> <p>The Marine Cable Corridor has avoided all Marine Protection Areas ('MPA') apart from the Solent Maritime Special Area of Conservation ('SAC'), which will be avoided as the HDD Landfall method means drilling takes place under the SAC. The use of HDD at Langstone Harbour will result in no direct impact to the seabed habitat in this area.</p> <p>Mitigation has been proposed in the outline Marine CEMP (document reference 6.5) and will include routing the cable to avoid constraints and using appropriate construction techniques.</p> <p>Species</p> <p>Any mobile species, such and birds, fish and mammals, present within the vicinity of the works are likely to be displaced for a short period of time however, the displacement will not be permanent, and they will be able to return following the completion of the works.</p> <p>The reduced impact area will minimise the number of individuals of species that would be harmed. The species present in these habitats likely to suffer from mortality are typically highly fecund, rapid colonisers with multiple cohorts per year therefore populations are likely to return to pre-construction levels in a very short period of time.</p> <p>Species that are unable to move out of the way of the development (such as shellfish) would be at greater risk from the Proposed Development however, the limited area and temporary nature of the Proposed Development combined with the high recoverability of these species the impact is not expected to be significant.</p> <p>Full assessments of species present are presented in Chapters 9, 10 and 11 (Fish and Shellfish, Marine Mammals and Basking Sharks and, Marine Ornithology respectively) of the ES Volume 1 (document references 6.1.9, 6.1.10 and 6.1.11). The assessment is accompanied by both a Marine Conservation Zone ('MCZ') Assessment (Appendix 8.5 of the ES Volume 3 (document reference 6.3.8.5)) and a HRA report (document reference 6.8) further assessing the impacts of the habitats and species of importance. No</p>
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			significant effects where identified in the MCZ assessment and HRA report and no reasonable restrictions are proposed.
S-BIO-2	Proposals that incorporate features that enhance or facilitate natural habitat and species adaptation, migration and connectivity will be supported.	<p>Proposals should consider the inclusion of features that support or increase natural habitats and species ability to adapt to changing conditions, undergo seasonal migrations and remain connected throughout the habitat.</p> <p>Features that could be used include incorporating natural habitat in flood defences, and adding habitat features of habitat to hard infrastructure, such as fish shelters</p> <p>Proposals should consider available evidence about natural habitats and species and where there are gaps in the evidence they may need to provide specific evidence.</p> <p>Enhancement is not a substitute for protection, avoidance, minimisation or mitigation measures (see S-BIO-1) and when proposing such features there should also be consideration of the wider impacts on the environment. Natural England and JNCC can offer further advice on habitats and species</p> <p>Proposals within Marine Conservation Zones or European Marine Sites should include an assessment of the potential effect upon the interest features of the protected sites.</p>	<p>The Proposed Development does not provide scope for incorporation of features that enhance or facilitate natural habitat and species adaptation, migration and connectivity. However, should rock protection be used this could indirectly provide a habitat for a variety of species.</p>
S-BIO-3	<p>Proposals that enhance coastal habitats where important in their own right and/or for ecosystem functioning and provision of goods and services will be supported. Proposals must take account of the space required for coastal habitats where important in their own right and/or for ecosystem functioning and provision of goods and services and demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate for net loss of coastal habitat.</p>	<p>Proposals that enhance coastal habitats and/or their associated ecosystem services should include information demonstrating how this will be achieved. An example of enhancement could include the creation of saltmarsh habitat as part of a coastal realignment scheme, which can provide natural flood and erosion defence while acting as important habitat for wading birds.</p> <p>Proposals that offer enhancement must also assess adverse impacts in line with relevant legislation and regulations including Habitats Regulations Assessment, Environmental Impact Assessment and other national legislation. Enhancement is not a substitute for avoidance, protection or mitigation measures Proposals must include evidence of the identification and assessment of the potential for the net loss of coastal habitat. Where there are gaps in the evidence they may need to provide specific evidence. This should include, but not be limited to, the following habitats: -</p> <ul style="list-style-type: none"> • - salt marshes • - intertidal mudflats • - sand and shingle beaches • - dunes • - cliffs 	<p>The installation of the cables at the Landfall will be undertaken by HDD which will minimise impacts to coastal habitats in the area. The Proposed Development does not provide scope for enhancing coastal habitats.</p> <p>No disposal of dredge material will occur inside Water Framework Directive ('WFD') waters (plus a 3 km buffer) i.e. outside of KP 21, in order to limit sediment loading in this area of increased sensitivity. This also ensures impacts of increased SSC and sediment disposal on sensitive habitats in this area is also minimised.</p>

		<p>Proposals must avoid, minimise or mitigate the direct or indirect impacts to coastal habitats in the South plan marine area. For example, this could include, reductions in the duration and intensity of proposals, the co-location of activities (see S-CO-1), use of sediment curtains to prevent siltation or, where a proposal is not permanent, taking steps to rehabilitate coastal habitats post decommissioning.</p> <p>Proposals should include a map of the location of their activity in relation to coastal habitats.</p> <p>Natural England can provide more information and advice on coastal habitats, and proposals should include any discussion or consultation with Natural England.</p>	
S-BIO-4	Proposals that enhance the distribution and net extent of priority habitats should be supported. Proposals must demonstrate that they will avoid reducing the distribution and net extent of priority habitats.	<ol style="list-style-type: none"> Proposals that enhance the distribution and net extent of priority habitats should include supporting information demonstrating how this will be achieved. Such measures include but are not limited to saltmarsh restorations schemes or the removal of hard erosion and flood defence structures to make way for soft natural defence measures. Proposals that offer enhancement must also assess adverse impacts in line with relevant legislation and regulations including Habitats Regulations Assessment, Environmental Impact Assessment and other national legislation. Enhancement is not a substitute for avoidance, protection or mitigation measures. Proposals must show where any activity or development will reduce the distribution/extent of a priority habitat. This should be supported by all available evidence on priority habitats in the area, and further evidence may be needed if there are gaps. Details of priority habitats are available from Natural England. Priority habitats are habitats that are of 'principle importance' for biodiversity conservation. Proposals should include details of discussions and consultation with Natural England. Proposals may include a map to show where activity is in relation to priority habitats. Proposals within Marine Conservation Zones or European Marine Sites must include an assessment of the potential effect upon the interest features of the protected sites. 	<p>Habitat loss may occur where additional cable protection is required. The maximum footprint of impact is 0.37km² which also allows for a 10% rock placement non-burial contingency. These areas of non-burial protection will be in areas that have already been disturbed and should be viewed as being already disturbed habitat and not in addition to.</p> <p>Mitigation will include routing the cable to avoid constraints and using appropriate construction techniques.</p> <p>A full assessment of protected habitats is contained within the accompanying MCZ assessments (document reference 6.3.8.5) and the HRA report (document reference 6.8). A full assessment of Priority Habitats is also contained within Chapter 8 (Intertidal and Benthic Ecology) of the ES (document reference 6.1.8).</p>
S-CAB-1	Preference should be given to proposals for cable installation where the method of installation is burial. Where burial is not achievable, decisions should take account of protection	<p>Proposals should show that they have considered the potential for cable burial and include a description of how this will be achieved.</p> <p>If cables cannot be buried, proposals should include details of alternative protection measures (such as split pipe, grout bags, rock placement, or mattresses), taking account of individual circumstances such as normal depth limitations.</p>	<p>The preferred method of installation for the Marine Cable is burial. Cable burial depth is dependent on seabed characteristics but all cables will be buried where possible. Please see the description of the Proposed Development in Chapter 3 (Proposed Development) of the ES Volume 1 (document reference 6.1.3) where the Applicant has committed to a target burial depth of 1-3 m.</p>

	<p>measures for the cable that may be proposed by the applicant. Where burial or protection measures are not appropriate, proposals should state the case for proceeding without those measures.</p>	<p>Reasons for non-burial may include socio-economic, environmental impact reduction, affordability and physical limitation reasons.</p> <p>Proposals should include assessment of risk to cables, including protection measures in place and any further mitigation needed.</p> <p>Best practice and guidance should be used where possible. For example, The Crown Estate study and Proximity of offshore renewable energy installations & submarine cable infrastructure in UK waters guidelines and support industry best practice guidance.</p>	<p>Where burial is not possible, other non-burial cable protection methods will be used. There are various cable protection methods under consideration including tubular protection, frond and concrete mattresses, rock placement and grout/rock bags. Details on these options are provided in Proposed Development) of the ES (document reference 6.1.3)</p> <p>The Maritime and Coastguard Agency ('MCA') allow for a reduction of a maximum of 5% in water depth as a result of the use of non-burial protection. Where non-burial protection is required this threshold will not be exceeded.</p>
S-CAB-2	<p>Proposals that have a significant adverse impact on new and existing landfall sites for subsea cables (telecoms, power and interconnectors) should demonstrate that they will, in order of preference:</p> <ol style="list-style-type: none"> avoid minimise mitigate significant adverse impacts on new and existing landfall sites if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding 	<p>Best practice and guidance should be used where possible. For example, The Crown Estate study and Proximity of offshore renewable energy installations & submarine cable infrastructure in UK waters guidelines and support industry best practice guidance.</p> <p>Proposals should include any consultation with stakeholders, such as The Crown Estate.</p> <p>Adverse impact on landfall sites for subsea cables should be avoided where possible, for example by a change in location.</p> <p>If it is not possible to avoid adverse impact, it should be minimised or mitigated. For example, this may include providing space for cables to connect, alternative locations for subsea cables connections.</p> <p>If it not possible to mitigate significant impact on new and existing landfall sites, a case for proceeding should be included. This could include how the proposal supports the South Marine Plan vision and objectives or other policies. Inclusion of this information does not indicate that approval of the proposal will follow by default.</p> <p>Sensitive seabed habitats, the limited locations of suitable power grid or telecommunications connections as well as other socio-economic constraints and other aspects as identified in the Marine Policy Statement should be considered (3.7.4).</p>	<p>As described in Chapter 3 (Proposed Development) of the ES (document reference 6.1.3), the Proposed Development will make landfall at Eastney which will connect to the existing 400 kV Lovedean substation in Hampshire. There are no other known landfalls in the vicinity so impacts to other landfalls are avoided. Engagement with the Crown Estate have been undertaken during pre-application and possible impacts on other Landfall locations was not been raised.</p>
S-CC-1	<p>Proposals must consider their contribution to greenhouse gas emissions arising from unintended consequences on other activities. Where such consequences are likely to result in increased greenhouse gas emissions, proposals should demonstrate in order of preference:</p> <ol style="list-style-type: none"> avoid 	<p>Proposals must identify how they contribute to the indirect emission of greenhouse gases in the South Marine Plan Area. This should be supported by evidence to illustrate the impacts of existing and future activities.</p> <p>Proposals should avoid, minimise or mitigate the contribution of indirect greenhouse gases emissions in the South plan marine area. Proposals should include how this may be achieved, for example (but not limited to) the co-location of activities, consideration of shorter transportation routes through the development area.</p> <p>Proposals should identify any changes to vessel activity and provide an estimate of the annual increase in indirect gas emissions This could be</p>	<p>Emissions of Green House Gases (GHGs) are anticipated from the production and transport of materials, the transport and disposal of waste and the use of plant on site. Emissions are also anticipated with operation and maintenance works that may be required through the lifetime of the project. An assessment of these emissions is in Chapter 28 (Carbon and Climate Change) of the ES Volume 1 (document reference 6.1.28).</p> <p>Embedded mitigation will include:</p> <ul style="list-style-type: none"> Design optimisation to reduce the requirement for construction materials;

	<p>b) minimise</p> <p>c) mitigate unintended consequences on other activities.</p>	<p>achieved through keeping a record of any additional distance travelled and any extra fuel used on these journeys.</p> <p>Applicants and public authorities can refer to the Department of Business, Energy and Industrial Strategy 'Guidance on carbon neutrality', for more information on how to define emissions.</p> <p>Public authorities should consider the best available advice when making a decision, such as International Maritime Organization, Chamber of Shipping and/or Marine and Coastguard Agency.</p>	<ul style="list-style-type: none"> • Specification of materials and products with reduced embodied GHG emissions including through material substitution, recycled or secondary content and from renewable sources; • Recovery and re-use / recycling of site arisings (ideally, on-site); • Selection and engagement of materials suppliers and construction contractors • Taking into account their proximity to the Proposed Development, as well as policies and commitments to reduction of GHG emissions, including embodied emission in materials; • Consider the use of efficient plant, including hybrid and electric plant as appropriate; • The implementation of outline CEMPs for both the Marine and Onshore elements (document references 6.5 and 6.8 respectively) incorporating a Site Waste Management Plan ('SWMP') and Materials Management Plan ('MMP') (outline Onshore CEMP only) will act as a monitoring tool for the reduction of GHG emissions during the construction stage. The outline CEMPs will provide a review, monitoring and audit mechanism to determine the effectiveness of and compliance with environmental control measures, which include the consideration of manufacture, transport and supply of materials; and • Designing and maintaining equipment to minimise maintenance, repair and replacement as well as the accidental release of gases with high global warming potentials. <p>There may be an increase in vessel travelling or idling time as they re-route around the Proposed Development however, this will be a temporary increase and levels will return to normal following the completion of construction. Through the mitigation measures set out above, the Applicant will reduce their impact as far as is reasonably possible.</p>
<p>S-CC-2</p>	<p>Proposals should demonstrate for the lifetime of the proposal that:</p>	<p>Proposals should show that they are resilient to the direct and indirect effects of climate change during the installation, operation, maintenance and decommissioning phases.</p>	<p>An assessment of the Marine Cable Corridors resilience to Climate change can be found in Chapter 28 (Carbon and Climate Change) of the ES (document reference 6.1.28). The assessment has identified areas associated with the following climate hazards:</p>

	<p>1. they are resilient to the effects of climate change</p> <p>2. they will not have a significant adverse impact upon climate change adaptation measures elsewhere.</p> <p>In respect of 2) proposals should demonstrate that they will, in order of preference:</p> <p>a) avoid</p> <p>b) minimise</p> <p>c) mitigate the significant adverse impacts upon these climate change adaptation measures.</p>	<p>Proposals should avoid adverse impacts upon climate change adaptation measures. If it is not possible to avoid an adverse significant impact, proposals may include (but are not limited to) adjusting the area used, the times of the day or year when activities are operating, moving the activity or providing support for new activities that generate similar social and environmental benefits.</p> <p>Proposals such as (but not limited to), structures such as coastal defences or outfalls and natural processes such as sediment regimes or habitats and their role in managing climate change should be considered when assessing the impacts from the proposal on climate change adaptation.</p> <p>It may be beneficial to use the following when developing proposals:</p> <ul style="list-style-type: none"> • - UK Climate Change Projections that are produced using methodology designed by the Met Office • - UK Government Climate Change Risk Assessments that describe the main priorities for adaptation to climate change in the UK • - Marine Climate Change Impact Partnership reports • - National Adaptation Programme reports • - Shoreline Management Plans • - Estuary Management Plans • - Local Flood Risk Management Strategies 	<ul style="list-style-type: none"> • Sea level rise • Storm surge and storm tide <p>The assessment concludes that no significant adverse effects will arise as a result of the Proposed Development.</p> <p>The resilience of the Proposed Development during construction can be improved through the measures set out section 5.14.3 of the outline Onshore CEMP (document reference 6.9).</p> <p>The resilience of the Proposed Development during operation can be improved through the following measures:</p> <ul style="list-style-type: none"> • Regularly clearing and maintenance of drainage infrastructure to prevent blockage. • Reducing area of impermeable surface e.g. use permeable paving. • Using vegetation to slow down the movement of surface water. • Specifying appropriate materials to take account of higher average temperatures. • Using mould inhibiting paints as part of regular maintenance and updating. <p>The effect of the Proposed Developments on those climate change adaption measures such as costal defences which are most likely to be affected has been assessed in Chapter 20 (Surface Water Resources and Flood Risk) of the ES Volume 1 (document reference 6.1.20) with no significant effects considered likely.</p>
<p>S-CC-3</p>	<p>Proposals in and adjacent to the south marine plan areas that are likely to have a significant adverse impact on coastal change should not be supported.</p>	<p>1. Impacts on Coastal Change should be clearly demonstrated. This should consider the installation, operation, maintenance and decommissioning phases during the lifetime of a project, including indirect effects.</p> <p>2. It may be beneficial to use the following when developing proposal:</p> <p>UK Climate Change Projections that are produced using methodology designed by the Met Office</p> <p>UK Government Climate Change Risk Assessments that describe the main priorities for adaptation to climate change in the UK</p> <p>Marine Climate Change Impact Partnership reports</p> <p>Shoreline Management Plans</p> <p>Estuary Management Plans</p>	<p>Chapter 6 (Physical Processes) of the ES Volume 1 (document reference 6.1.6) assessed the possible effect of the Proposed Development on the physical processes including tides, currents and sediment transport processes, and concluded there to be no significant adverse effects.</p> <p>HDD will be used to cross underneath the beach and intertidal zone at Eastney therefore reducing / minimising the potential impacts on coastal areas, resulting in coastal change. This minimisation of impact will therefore not interrupt the natural change of the coastline and thus not interfere with the coasts defence against climate change.</p>

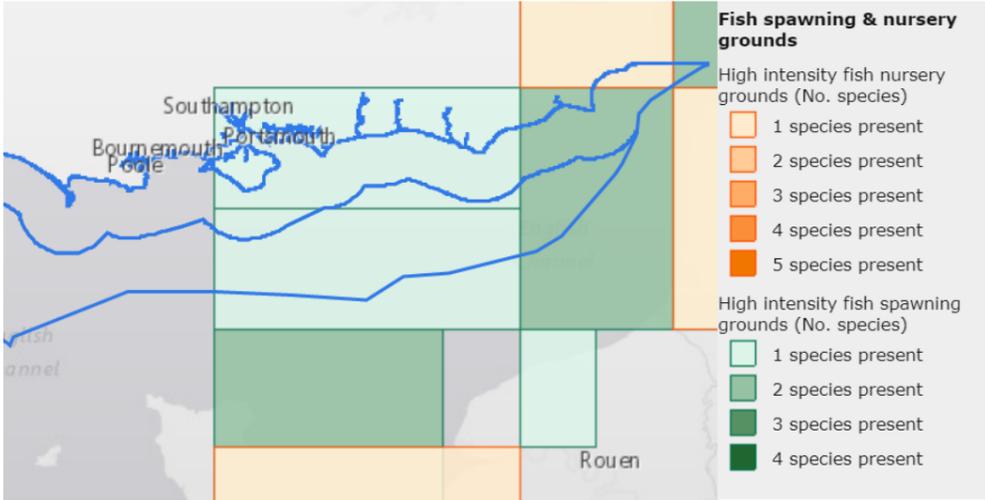
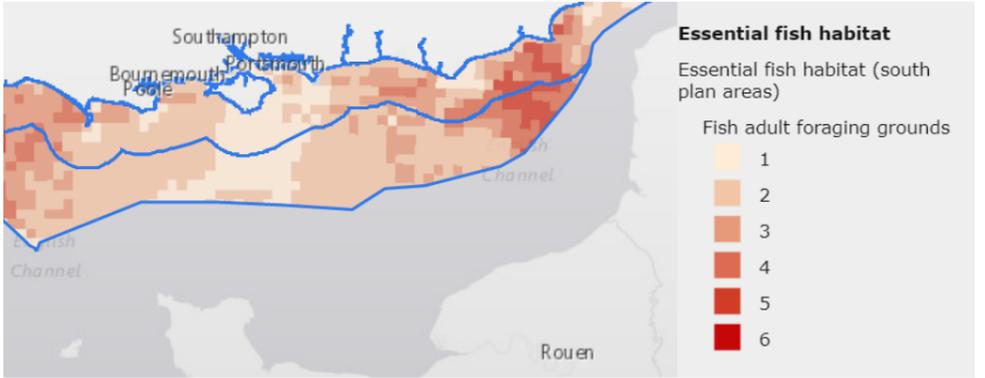
		<p>Local Flood Risk Management Strategies (these include managed realignment schemes, soft flood defences and planning lines)</p> <p>3. Proposals should include any consultation with public authorities, landowners and businesses. This should include those geographically near the development and those who will grant any other consents.</p>	
S-CC-4	<p>Proposals that may have a significant adverse impact on habitats that provide a flood defence or carbon sequestration ecosystem service must demonstrate that they will, in order or preference:</p> <p>a) avoid b) minimise c) mitigate significant adverse impacts.</p>	<p>Proposals should identify and describe habitats within the proposal area and determine whether they provide a carbon sequestration (absorb and store carbon) or flood defence ecosystem service. If there are gaps in evidence, specific evidence may be needed to support the proposal.</p> <p>Proposals must identify whether they are likely to have any significant adverse impact on habitats that provide a carbon sequestration or flood defence ecosystem service. Supporting evidence should be submitted to support any conclusions.</p> <p>If it is not possible to avoid significant adverse impacts, proposals should consider (but not be limited to) reducing the size of structures, therefore decreasing the quantity of sediment bypassing and associated avoid sediment loss and/or innovative engineering design.</p> <p>Proposals may include a map of the location of their activity showing its relation to relevant habitats.</p> <p>It may be beneficial to use the following when developing proposal:</p> <ul style="list-style-type: none"> • - Natural England • - JNCC 	<p>HDD will be used to cross underneath the beach and intertidal zone at Eastney therefore removing any potential impact to any habitat that provides flood defence or carbon sequestration service. This will therefore not interfere with coastal defence against climate change.</p>
S-CO-1	<p>Proposals will minimise their use of space and consider opportunities for co-existence with other activities.</p>	<p>Co-existence means proposals can be undertaken without significant impediment to other activities in the same area. They may be separated spatially (vertically or laterally) or undertaken at different times.</p> <p>It may be beneficial for proponents to demonstrate the extent to which the proposal will co-exist with other existing or authorised, but yet to be implemented, activities and how this will be achieved.</p> <p>Proposals should consider the impact on current and known future users of the same marine space. For example, offshore static installations could change mobile sediments to solid substrate resulting in a change in habitat.</p>	<p>Chapters 12 (Commercial Fisheries), 13 (Shipping and Navigation) 25 (Socio-Economic) of the ES (document reference 6.1.12, 6.1.13 and 6.1.25) provides a full assessment of the interactions of the Proposed Development with existing uses within the marine area.</p> <p>If possible, avoidance of significant sailing races such as Cowes Week and the Round the Island Race may help lessen the disruption of activities.</p> <p>The Applicant will employ a Fisheries Liaison Officer to ensure that fishing community are suitably informed about construction and operation activities in order to reduce possible effects, and cables will be buried where possible to mitigate possible impacts to fishing activities.</p> <p>Notices to Mariners and liaison with Local Ports and Harbours will help reduce impacts to other sea users such as recreational boats and anglers.</p>

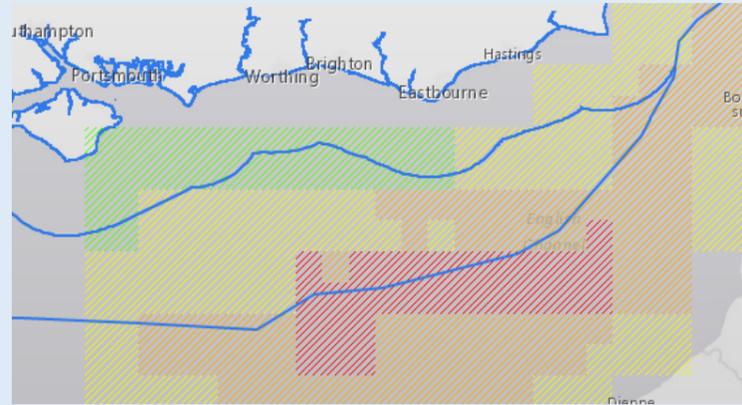
<p>S-DD-1</p>	<p>Proposals within or adjacent to licensed dredging and disposal areas should demonstrate that they will, in order of preference;</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate significant adverse impacts on licensed dredging and disposal areas d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding 	<p>Proposals should show that they do not have a significant adverse impact on licensed dredging and disposal areas. This could include maps.</p> <p>If this is not possible, proposals should show how impacts will be minimised or mitigated.</p> <p>If it is not possible to minimise or mitigate then a proposal should show why the development or activity should be approved, such as supporting the South Marine Plan vision and objectives or other specific policies.</p> <p>Proposals should show any consultation with stakeholders such as harbour authorities or The Crown Estate, including any issues arising and suggested measures to avoid, minimise or mitigate them.</p> <p>Existing legislation and regulations should also be considered, such as maintenance dredging protocols.</p>	<p>A full assessment of the potential impacts to dredge and disposal areas is undertaken in Chapter 13 (Shipping, Navigation and other Marine Users) of the ES (document reference 6.1.13).</p> <p>Dredging activity was recorded in several locations within the study area during the entire six-month study period. The majority of activity was associated with the Nab dredging area however, activity was also recorded at the entrance to Portsmouth for example.</p> <p>There is a disposal ground 4.3 nmi south of the Marine Cable Corridor however due to this distance it is not anticipated that there will be any significant impact on the use of the area.</p> <p>HDD activities will take place close to the entrance to Langstone Harbour which may lead to disruption, but this will be for a relatively short period of time and engagement is taking place with Langstone Harbour Commissioners in order to mitigate potential effects.</p> <p>The Applicant has undertaken consultation with The Crown Estate, MCA and local users to ensure that issues were identified early on and measures could be considered as part of the ES (document reference 6.1). A record of these consultations is included in the Consultation Report (document reference 5.1) submitted with this application.</p>
<p>S-DD-2</p>	<p>Proposals must identify, where possible, alternative opportunities to minimise the use of dredged waste disposal sites by pursuing re-use opportunities through matching of spoil to suitable sites.</p>	<p>Proposals must include evidence of the consideration of the Waste Framework Directive, specifically details of sites where dredged materials can be reused and where possible favour sites for reuse over disposal sites.</p> <p>The MMO report 'Use of beneficial dredge materials in the South inshore and offshore marine plan areas (MMO 1073) provides examples of how dredged material can be reused.</p> <p>Proposals for dredging must take account of the South Marine Plan Habitat Regulations Assessment, details including mitigation measures are available in table 21.</p> <p>Proposals must show that S-BIO-3 has been considered alongside this policy, reusing dredge material to rehabilitate coastal habitats.</p> <p>The reuse of dredged material is not always straightforward or possible and further co-ordination from all involved is often needed. The 'Use of beneficial dredge materials in the South inshore and offshore marine plan areas (MMO 1073) report includes some examples of best practice which should be considered.</p>	<p>Considerations for the re-use of dredged material are recorded in the Disposal Site Characterisation Report (Appendix 6.5 of the ES Volume 3 (document reference 6.3.6.5)). Section 4.3 contains considerations of the waste hierarchy and the Applicants commitments under WFD.</p> <p>The Applicant has committed to reducing the volume of dredge material by restricting dredging activities to areas that would prevent the successful installation of the cable, and mobile bedforms will be avoided by cable routing (in order to reduce the need for dredging).</p> <p>Reuse of the dredged material has also been considered however, the material dredged would not be suitable for use in the nearby beach recharge scheme at South Hayling as they require shingle whereas the dredged material will be largely sand and gravelly sands. Additionally, the transporting of this material is non-economical and would increase Air Quality issues.</p> <p>Recycling of the dredged material would also require transportation which as stated above has been deemed to not be feasible. Other recovery has been considered however, no opportunities have been identified.</p> <p>Therefore, the most suitable option is disposal. The use of existing disposal sites was explored but it was deemed favourable to dispose</p>

			of the material in the vicinity of the area from which it came. This will ensure that the sediment is kept within the local sedimentary systems, carbon footprint is kept to a minimum and the construction programme is kept on track to prevent an increase in exposure of all receptors to the identified impacts.
S-DEF-1	Proposals in or affecting Ministry of Defence Areas should only be authorised with agreement from the Ministry of Defence.	Proposals affecting Ministry of Defence (MOD) areas, should show how the MOD has been consulted and how national defence interests and capabilities are not compromised. If the MOD objects to a proposal, in accordance with the Marine and Coastal Access Act 2009, Section 58(2), the development should address any concerns before it can be authorised.	The Ministry of Defence was consulted during the scoping process and they acknowledged that the Marine Cable Corridor will intersect Danger Area D037 but they stated that they had no concerns with this.
S-DIST-1	Proposals, including in relation to tourism and recreational activities, within and adjacent to the south plan areas must demonstrate that they will in order of preference a) avoid b) minimise c) mitigated significant cumulative adverse physical disturbance or displacement impacts on highly mobile species.	Proposal should provide evidence in support of an assessment of the potential for significant adverse physical disturbance or displacement impacts on highly mobile species. If it is not possible to avoid impacts, minimisation or mitigation of direct and indirect should be considered. For example, this could include, allowing the activity only at certain times so that total dose and or duration of a pressure is reduced, redirecting visitors to more suitable sites, require dogs to be on leads, excluding motor or vessel traffic, the management of routes to keep a minimum distance from sensitive sites e.g. nesting or haul out spots, using screens or hides to encourage appropriate viewing. The effect of the exposure and magnitude of impacts should be considered in proportion to the proposals size. should include details of any direct or indirect impacts on highly mobiles species.	Any mobile species present within the vicinity of the works have the potential to be displaced for a short period of time however, the displacement will not be permanent, and they will be able to return following the completion of the works. Please refer to Chapter 9 (Fish and Shellfish), Chapter 10 (Marine Mammals and Basking Sharks) and Chapter 11 (Marine Ornithology) (document references 6.1.9, 6.1.10 and 6.1.11) of the ES for the considerations of impacts to these species and the HRA Report. (document reference 6.8).
S-EMP-1	Proposals that develop skills related to marine activities, particularly in line with local skills strategies, will be supported.	Proposals can include evidence from skill strategies and local planning websites to show how they might meet local employment needs. For example, the Dorset Skills Plan. It may be beneficial for public authorities to include marine related activities within existing, developing and or new skills strategies	There is the potential for beneficial effects during construction on the local economy as expenditure within the local supply chain is likely to increase, if appropriate, during the construction works.
S-EMP-2	Proposals resulting in a net increase to marine related employment will be supported, particularly where they are in line with the skills available in and adjacent to the south marine plan areas.	Proposals should show how they will increase marine related employment, including jobs that will use the skills available in and adjacent to the south marine plan area. Increases in employment can be direct and indirect. Proposals should include details of any indirect employment, including where the employment is. A definition of employment is available from the Office for National Statistics. The MMO report 'Maximising the socio-economic benefits of marine planning for English coastal communities' can help understand the	There is the potential for beneficial effects during construction on the local economy as expenditure within the local supply chain is likely to increase, if appropriate, during the construction works.

		employment needs and social issues of areas within, and bordering, the south marine plan areas.	
S-FISH-1	Proposals that support the diversification of a sustainable fishing industry and or enhance fishing industry resilience to the effects of climate change should be supported.	<ol style="list-style-type: none"> 1. Proposals should show how they support the diversification of the fishing industry and improve fishing industry resilience to climate change. 2. Proposals for diversification in relation to a sustainable fishing industry could include: <ul style="list-style-type: none"> • fishing activities (fishing techniques and gear) • fish value chain (direct sales, marketing) • undertaking both fishing and non-fishing activities (use of fishing vessels as guardships for offshore developments) • processing of and markets for new species that facilitate adaptation • adapting the safety and efficiency of fishing or aquaculture operations for example in relation to storms that reduce the magnitude of changes faced by the fishing sector 3. Proposals should show that the local fishing sector support any proposed diversification or resilience opportunities. Possible contacts include <ul style="list-style-type: none"> • Fisheries Local Action Groups • National Federation of Fishermen's Organisations • New Under Ten Fishermen's Association • North Western Waters Advisory Council - English Channel Working Group 	No diversification of the fishing industry is proposed as part of the Proposed Development; however, the Applicant would support the fishing industry through the procurement of local content where suitable. As detailed in Chapter 12 (Commercial Fisheries) of the ES (document reference 6.1.12) there will also be Fisheries Liaison Officers present as well as the establishment of a fisheries working group to engage with the fishing industry and work proactively to mitigate possible effects.
S-FISH-2	Proposals that may have significant adverse impacts on access to, or within, sustainable fishing or aquaculture sites must demonstrate that they will, in order of preference: <ol style="list-style-type: none"> a) avoid b) minimise c) mitigate significant adverse impacts d) If it is not possible to mitigate the significant 	<ol style="list-style-type: none"> 1. Proposals must identify any significant adverse impacts on access to, or within, sustainable fishing or aquaculture sites. 2. If the proposal cannot avoid significant adverse impacts on access to, or within, sustainable fishing or aquaculture sites it must show how it will minimise or mitigate impacts and include how this will be achieved. For example: <ul style="list-style-type: none"> • minimise: adjusting the area used or the times of the day or year when activities are operating • mitigate: moving the activity or proving support for new activities that generate similar social benefits 3. The following organisations can possibly help understand where fishing or aquaculture activities are and how a proposal may affect 	<p>A full assessment of Commercial Fisheries is presented in Chapter 12 (Commercial Fisheries) of the ES (document reference 6.1.12) and no significant effects were concluded.</p> <p>The assessment identified a range of impacts and mitigation measures that include;</p> <ul style="list-style-type: none"> • Minimising the period of time, the cable is left exposed, where possible; • Specific methodology for the cable laying operation within the TSS, and ensuring they are compliant with COLREGS; • Establishment of an Inshore Fisheries Working Group and appointment of a Fishery Liaison Officer (FLO); and

	<p>adverse impacts, proposals should state the case for proceeding.</p>	<p>them. Understanding and responding to activity patterns can help reduce potential impacts to the fishing industry:</p> <ul style="list-style-type: none"> • -Inshore Fisheries and Conservation Authorities (Devon and Severn, Southern, Sussex) • - Centre for Environment, Fisheries and Aquaculture Science • - National Federation of Fishermen's Organisations • - New Under Ten Fishermen's Association • - North Western Waters Advisory Council - English Channel Working Group <p>4. Co-existence and fisheries liaison plans or other evidence of discussion with stakeholders can be included. Discussion is beneficial when undertaken early in the process.</p> <p>5. The Fisheries Liaison with Offshore Wind and Wet Renewables group (FLOWW) provide guidance on liaison with the fishing industry during EIA and on managing fishing industry interactions.</p>	<ul style="list-style-type: none"> • Potential over-trawlability assessment in the Solent for inshore demersal fisheries. <p>The Applicant has consulted widely on this topic, including directly with the commercial fishing industry and evidence of the consultations undertaken can be found in the Consultation Report (Document reference 5.1).</p>
<p>S-FISH-3</p>	<p>Proposals that enhance access to, or within sustainable fishing or aquaculture sites should be supported.</p>	<ol style="list-style-type: none"> 1. Proposals should identify what types of fishing activities occur within the proposal area and provide evidence which illustrates how the proposal may enhance access or support access to sustainable fishing or aquaculture sites. 2. Understanding and responding to activity patterns can help reduce potential impacts to the fishing industry. The following organisations can possibly help identify areas of fishing or aquaculture activity and any opportunities to improve access to them: <ul style="list-style-type: none"> • Inshore Fisheries and Conservation Authorities (Devon and Severn, Southern, Sussex) • Centre for Environment, Fisheries and Aquaculture Science • National Federation of Fishermen's Organisations • New Under Ten Fishermen's Association • North Western Waters Advisory Council - English Channel Working Group 3. Co-existence and fisheries liaison plans or other evidence of discussion with stakeholders can be included. Discussion is most appropriate when undertaken early in the process. 4. Fisheries Liaison with Offshore Wind and Wet Renewables group (FLOW). Provided guidance on liaison with the fishing industry during EIA and on managing fishing industry interactions. 	<p>The nature of the Proposed Development does not provide scope for enhancements to access to / within sustainable fishing or aquaculture sites.</p> <p>The Applicant would support the fishing industry through the procurement of local content where suitable and has mitigation measures including the circulation of Notices to Mariners and the appointment of a FLO.</p>

<p>S-FISH-4</p>	<p>Proposals must demonstrate that they will, in order of preference:</p> <p>a) avoid</p> <p>b) minimise</p> <p>c) mitigate significant adverse impact on essential fish habitat, including, spawning, nursery, feeding grounds and migration routes.</p>	<p>Spawning and Nursery</p>  <p>Foraging</p>  <p>The above maps were taken from the Policy Consideration page of the policy S-FISH-4 and show the areas required to be considered in the assessment of this plan policy.</p>	<p>Chapter 9 (Fish and Shellfish) of the ES (document reference 6.1.9) gives a thorough assessment of the anticipated impacts to fish habitats and no significant adverse effects were considered to arise from the Proposed Development. Effects would be localised and temporary and there are alternative nursery/spawning grounds available for certain species along the south coast whilst construction is undertaken.</p> <p>Mitigation measures include:</p> <ul style="list-style-type: none"> • The use of cable burial techniques which minimise the area of seabed effected • Embedded mitigation measures which are included in the operational phase for the Proposed Development are as follows: <ul style="list-style-type: none"> ▪ Micro routing to reduce the need for seabed preparation works; ▪ Minimising the use of cable protection at reduce the effect of permanent habitat loss; and ▪ Consideration to a range of cable protection options to reduce the effect of permanent habitat loss.
<p>S-FISH-4-HER</p>	<p>Proposals will consider herring spawning mitigation in the area highlighted on figure 25 (in the technical annex) during the period 01 November to the last day of February annually.</p>	<p>This policy only applies to proposals which take place during herring spawning migration - 1 November to 28/29 February annually.</p> <p>Proposals should use the map attached to policy S-FISH-4-HER to understand and mitigate any impacts on herring spawning migration.</p> <p>The map shows four levels of herring spawning (green, yellow, orange and red), with green being the areas with the lowest level of herring spawning and red being the highest.</p>	<p>The Applicant has considered the herring spawning mitigation detailed within the SMP policy.</p> <p>The Proposed Development will be constructed within areas of low, medium and high levels of herring spawning activity.</p> <p>Chapter 9 (Fish and Shellfish) of the ES (document reference 6.1.9) undertakes an assessment of the impacts of the Proposed Development on herring spawning grounds.</p> <p>The assessment found that there would be no significant impact on herring spawning due to the small area of habitat effected and the nature of the impacts (when compared to piling or aggregate extraction) from the Proposed Development, and concluded that no herring spawning mitigation i.e.timing restriction, is required.</p>



Proposals should must demonstrate how to mitigate any impacts to herring spawning in the green, yellow, orange and red areas highlighted in the map. Proposals which don't include any mitigation measures must justify why

Example: Dredging

- green areas: low herring spawning potential, so no mitigation is needed
- yellow and orange areas: medium herring spawning potential so manage extraction between 1 December to 31 January by avoiding areas or reducing intensity of extraction
- red areas: No extraction in the peak spawning period from the 1 December to 31 January annually. During the high herring spawning potential so limit extraction intensity between 1 to 30 November and 1 to 28/29 February by avoiding areas and time/intensity of extraction

Example: Piling

- green areas: low herring spawning potential, so mitigation only needed if there is noise impact
- yellow, orange and red areas: medium to high herring spawning potential so no activity should take place from 1 November to 31 January

Mitigation should be aligned to the current International Council for the Exploration of the Sea advice

<p>S-HER-1</p>	<p>Proposals that may compromise or harm elements contributing to the significance of heritage assets should demonstrate,</p>	<p>Proposals should identify and consider heritage assets and provide evidence which illustrates any impacts on them. In assessing public benefits, in relation to proposals that may compromise or harm heritage assets, relevant tests set out in the National Planning Policy Framework</p>	<p>Please refer to Chapter 14 (Marine Archaeology) of the ES Volume 1 (document reference 6.1.14) for a full assessment of heritage assets within the marine environment located within the Marine Cable Corridor.</p>
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	<p>that they will, in order or preference:</p> <p>a) Avoid</p> <p>b) minimise</p> <p>c) mitigate compromise or harm. If it is not possible to mitigate, the public benefits for proceeding with the proposal must outweigh the compromise or harm to the heritage asset.</p>	<p>paragraph 133 should be considered. Inclusion of this information does not indicate that approval of the proposal will follow by default.</p> <p>Proposals should avoid direct or indirect impacts to heritage assets in the South plan marine area. If this is not possible proposals should consider (but are not limited to) use of different construction techniques, relocation or cataloguing of assets in consultation with Historic England.</p> <p>A list of heritage assets is available from local authorities.</p> <p>The relevant regulators and advisors, local authorities and other bodies (such as local civic societies) should be consulted to ensure that heritage assets are considered in decision-making.</p> <p>All heritage assets should be considered, including those that are not designated or have been discovered during development.</p>	<p>A number of features have been identified within the Marine Cable Corridor:</p> <ul style="list-style-type: none"> • A number of paleogeographic features of archaeological potential for seabed prehistory have been identified within the Proposed Development. • Currently, no maritime or aviation sites within the Proposed Development are subject to statutory protection. • A total of 387 seabed features have been identified within the Proposed Development. Two features have been identified as records of wreck sites, whilst another two features may be of anthropogenic origin. • A total of 125 Recorded Losses have been documented within 2 km of the Proposed Development. • There are also 21 Recorded Losses of aircraft casualties, comprising a variety of British fighters. • Two records referring to prehistoric find spots have been recorded within the intertidal area, up to MHWS. <p>Mitigation measures proposed include:</p> <ul style="list-style-type: none"> • A protocol will be agreed to mitigate construction effects in the event of any unexpected archaeological discoveries during installation. • Infrastructure will be micro-sited and temporary Archaeological Exclusion Zones will be implemented to prevent activities impacting identified locations of cultural heritage interest. • These measures will be secured through the Written Scheme of Investigation (which is included as a deemed Marine Licence condition) setting out the methodology for all proposed mitigation strategies which is prepared in consultation with Historic England and requires approval from the Marine Management Organisation. <p>The assessment concludes that no significant adverse effects were considered likely following the application of mitigation.</p>
<p>S-INF-1</p>	<p>Appropriate land-based infrastructure which facilitates marine activity (and vice versa) should be support.</p>	<p>1. Proposals should identify associated land-based infrastructure which supports marine activity. Evidence should be provided which assess the potential impact on land-based infrastructure from the</p>	<p>A description of the land-based structures associated with the Proposed Development is included in Chapter 3 (Proposed Development) of the ES (document reference 6.1.3) with the</p>

		<p>proposal. Land based development plans should be considered as part of this.</p> <ol style="list-style-type: none"> 2. The Coastal Concordat should be used for proposals where both land-based planning and marine planning need to be taken into account. 3. Infrastructure on land associated with developments in the marine area should be considered in delivering marine plan objectives. 4. Marine activities and associated infrastructure should be considered when drafting or amending a local plan. 	<p>corresponding assessments with regards to local impacts is contained within Chapter 24 (Socio-economics).</p> <p>The Proposed Development will not compromise marine activities within the SMP area.</p>
S-ML-1	<p>Public authorities should ensure adequate provision for and removal of beach and marine litter on amenity beaches.</p>	<p>Litter on amenity beaches should be collected and waste bins should be provided as well as other infrastructure such as signs.</p> <p>Amenity beaches are identified in the Environmental Protection Act, 1990.</p> <p>Amenity beaches should be kept clear of all types of litter and refuse between 1 May and 30 September (Code of Practice on Litter and Refuse under the Environmental Protection Act 1990).</p> <p>Although the duty to keep amenity beaches clear is limited to the bathing season, it is good practice that beaches are regularly monitored for litter and cleaned as necessary.</p> <p>Beaches which are not currently amenity beaches but are impacted by large amounts of litter deposition from tidal and wave action, should be prioritised for increased provisions.</p> <p>Litter includes manufactured or processed items that have been discarded, disposed of or abandoned, by intent or accident. This includes processed food items but excludes seaweed, twigs or other biological debris which contribute to maintaining the local ecosystem.</p>	<p>Whilst this policy is aimed at local authorities, the Applicant has committed to the creation of a SWMP for the control of waste covering all stages of the project.</p>
S-ML-2	<p>The introduction of litter as a result of proposals should be avoided or minimised where practicable and activities that help reduce marine litter will be supported</p>	<p>Proposals should demonstrate the consideration of potential introduction of litter from the activity. The introduction of litter should be avoided or where this is not possible should minimise any litter.</p> <p>Proposals should include a brief explanation or evidence of a plan to remove waste during construction; licensed marine activities will need to demonstrate consideration of the Waste Framework Directive and Waste Hierarchy.</p> <p>Proposals should, where possible, support activities which reduce marine litter, such as voluntary beach clean schemes and the Fishing For Litter by-catch removal scheme by commercial fishermen.</p>	<p>The Applicant has committed to the creation of a SWMP for the control of waste covering all stages of the project.</p>
S-MPA-1	<p>Proposals that support the objectives of marine protected areas and the ecological coherence of the marine protected area</p>	<p>Proposals that support the objectives of marine protected areas should include information demonstrating how this will be achieved. The conservation objectives for individual sites are provided by Natural England and/or the Joint Nature Conservation Committee and describe</p>	<p>A HRA report (document reference 6.8) and MCZ assessment (document reference 6.3.8.5) has been undertaken as part of the Application. Both assessments determined there would be no significant adverse effects as a result of the Proposed Development.</p>

	<p>network will be supported. Proposals that may have adverse impacts on the objectives of marine protected areas and the ecological coherence of the marine protected area network must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate adverse impacts, with due regard given to statutory advice on an ecologically coherent network.</p>	<p>whether the condition of features for which the site is designated should be maintained or restored.</p> <p>Proposals that are likely to have an adverse impact on the features of a marine protected area must demonstrate that they have avoided, minimised or mitigated these impacts and demonstrate that Natural England and/or the Joint Nature Conservation Committee have been consulted.</p> <p>Proposals should show that they have taken into account any relevant MPA assessments, including:</p> <ul style="list-style-type: none"> • Environmental Impact Assessments • Habitats Regulations Assessments • Regional Environmental Assessments • Strategic Environmental Assessments • Assessments and measures to achieve Good Environmental Status with regard to support the Marine Strategy Framework Directive. <p>Public authorities should assess if proposals support or impact the ecological coherence of the network and seek advice from Natural England and/or the Joint Nature Conservation Committee on a case-by-case basis.</p>	<p>Natural England and JNCC were consulted on these assessments in pre-application and were supportive of the conclusions.</p>
<p>S-MPA-2</p>	<p>Proposals that enhance a marine protected area's ability to adapt to climate change and so enhance the resilience of the marine protected area network will be supported. Proposals that may have adverse impacts on an individual marine protected area's ability to adapt to the effects of climate change and so reduce the resilience of the marine protected area network, must demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate adverse impacts.</p>	<p>Proposals that enhance a marine protected area's ability to adapt to climate change should include information demonstrating how this will be achieved. An example of enhancement could include the removal of hard coastal defence structures in favour of soft engineering which facilitates habitat roll back.</p> <p>Proposals that offer enhancement must also assess adverse impacts in line with relevant legislation and regulations including Habitats Regulations Assessment, Environmental Impact Assessment and other national legislation. Enhancement is not a substitute for avoidance, protection or mitigation measures.</p> <p>Proposals must provide evidence of how they have considered any potential impacts on a marine protected area's ability to adapt to climate change. Proposals should consider climate change projections from sources including the Climate Change Risk Assessment, United Kingdom Climate Projections (UKCP09) and Marine Climate Change Impact Partnership reports</p> <p>If it is not possible to avoid significant adverse impacts, proposals should incorporate (but not be limited to) the following; avoidance of work during seasonal migrations or reduction in the time spent carrying out a</p>	<p>Enhancement of a MPAs ability to adapt to climate change is not within the scope of the proposed development. However, a HRA report (document reference 6.8) and MCZ assessment (document reference x) has been undertaken as part of the Application. Both assessments determined there would be no significant adverse effects as a result of the Proposed Development. Natural England and JNCC were consulted on these assessments in pre-application and were supportive of the conclusions</p>

		<p>construction activity, the use of soft infrastructure to allow boundary changes should they need to occur.</p> <p>It may be beneficial to consult the following organisations for advice on climate change adaptation when developing proposals:</p> <ul style="list-style-type: none"> - Natural England; - Joint Nature Conservation Committee. 	
S-MPA-3	<p>Where statutory advice states that a marine protected area site condition is deteriorating, or that features are moving or changing due to climate change, a suitable boundary change to ensure continued protection of the site and coherence of the overall network should be considered.</p>	<p>Natural England and the Joint Nature Conservation Committee provide statutory advice on boundary changes for marine protected areas.</p> <p>All boundary changes to marine protected areas must be agreed with the Department for Environment, Food and Rural Affairs</p> <p>Condition assessments by Natural England and the Joint Nature Conservation Committee will determine the extent of habitat loss, range shifts or deterioration in the condition of MPA features. If climate change is the causing factor, boundary changes should be made. A boundary change will not be supported where the condition of a site has deteriorated due to pressures from human activities, as this should be addressed through revised site management measures.</p> <p>If a hard boundary, such as a sea wall, is preventing the natural migration of a protected feature, action could be considered to remove it to allow a site to adapt.</p> <p>Soft coastal defences that work with natural processes are preferred as they make boundary changes easier.</p>	<p>A HRA report (document reference 6.8) and MCZ assessment (document reference 6.3.8.5) has been undertaken as part of the Application. Both assessments determined there would be no significant adverse effects as a result of the Proposed Development. Natural England and JNCC were consulted on these assessments in pre-application and were supportive of the conclusions, and no advice has been provided that required further consideration of climatic changes, proposed boundary changes etc.</p>
S-MPA-4	<p>Until the ecological coherence of the marine protected area network is confirmed, proposals should demonstrate that they will, in order of preference:</p> <ol style="list-style-type: none"> avoid minimise mitigate adverse impacts on features that may be required to complete the network if it is not possible to mitigate adverse impacts, proposals should state the case for proceeding. 	<p>Proposals should demonstrate that they have considered features which may be required to complete the marine protected area network as described in the Marine and Coastal Access Act 2009 (Section 123(2)).</p> <p>The features to consider are restricted to Features of Conservation Importance (FOCI) identified by the Joint Nature Conservation Committee, Annex I habitats identified by the Habitats Directive, and the S41 list identified in the Natural Environment and Rural Communities Act. More information is available from</p> <ul style="list-style-type: none"> Features of Conservation Importance Annex 1 habitats Species listed under S41 <p>- Oslo/Paris Convention for the Protection of the Marine Environment of the North-East Atlantic</p> <p>Contribution to the ecological coherence of the network will be complete when the network as described in the Marine and Coastal Access Act 2009 (Section 123(2)) is complete. At this time proposals will no longer be</p>	<p>The ES is accompanied by an MCZ assessment (document reference 6.3.8.5). This assessment includes all nearby MCZ and concludes that no significant effects will arise in relation to any MCZ or their features.</p> <p>A full assessment of protected species is presented in Chapter 9 (Fish and Shellfish) and Chapter 10 (Marine Mammals and Basking Sharks). of the ES (document references 6.1.10 and 6.1.11).</p> <p>A full assessment of the impacts to Annex I habitats as set out in the Habitats Directive, MCZs and features of MCZs is included in Chapter 8 (Intertidal and Benthic Ecology) of the ES (document reference 6.1.8) with no significant effects considered likely during the construction or operational stages.</p> <p>The assessment includes mitigation and includes disposal of dredged material outside of KP 21.</p>

		required to demonstrate compliance with S-MPA-4, but they should be aware of broader biodiversity requirements under S-BIO-4.	
S-NIS-1	<p>Proposals must put in place appropriate measures to avoid or minimise significant adverse impacts on the marine area that would arise through the introduction and transport of non-indigenous species, particularly when:</p> <p>Moving equipment, boats or live stock (for example fish and shellfish) from one water body to another;</p> <p>Introducing structures suitable for settlement of non-indigenous species, or the spread of invasive non-indigenous species known to exist in the area.</p>	<p>The proposal must provide consideration of the potential for the spread of non-indigenous species. The proposal must either avoid, minimise or mitigate any adverse impacts when transporting or introducing non-indigenous species and provide evidence to illustrate how this has been considered.</p> <p>It may be beneficial to use specific action plans for invasive species and understanding of the main methods invasive species are introduced or transported should be used when developing or assessing proposals.</p> <p>Marinas and ports are encouraged to promote awareness of non-indigenous species. This includes how artificial structures can be used as a platform and/or stepping stone for the spread of invasive and non-indigenous species.</p> <p>The Green Blue can provide more information non-native and invasive species.</p> <p>A list of invasive non-indigenous species known to occur in the south marine plan areas can be found in the South Plans Analytical Report.</p>	<p>Introduction of invasive non-native benthic species was screened out at the EIA scoping stage therefore no further assessment is required. However, all vessels to be used will operate with the required national and/or international standards of anti-fouling and biosecurity & ballast water protocols, minimising the potential to introduce invasive non-native benthic species.</p> <p>The marine cables will be protected by burial as a preference, minimising the introduction of new hard substrate habitat on which colonising organisms could settle.</p> <p>The Proposed Development will have a biosecurity plan implemented through the production of the outline Marine CEMP (document reference 6.5) This will reduce the potential for the introduction of invasive non-native species.</p>
S-PS-1	<p>Proposals that may have a significant impact upon current activity and future opportunity for expansion of port and harbour activities should demonstrate that they will, in order of preference:</p> <p>a) avoid</p> <p>b) minimise</p> <p>c) mitigate significant adverse impacts upon port and harbour activity, or</p> <p>d) if it is not possible to mitigate the significant adverse impacts, proposals should state the case for proceeding.</p>	<ol style="list-style-type: none"> Proposals should provide evidence of assessment of the potential impacts on port and harbour activities. Evidence should show organisations consulted, and how their activities and future growth have been considered. For example, consideration of: <ul style="list-style-type: none"> navigational access channels navigational approach channels port administrative areas harbour areas other relevant areas, such as anchoring areas If it is not possible to avoid impacts, minimisation or mitigation of direct and indirect impacts should be considered. Proposals should include how this will be achieved. For example, showing that the proposal will complement port or harbour activity and or co-ordinating proposal activity to take place when other port activity is minimal. Proposals should include any impacts on port master plans, including neighbouring port or harbour authorities If it cannot mitigate adverse impacts it should include information supporting the case for proceeding 	<p>A full assessment of the impacts to Ports and Shipping activities is presented in Chapter 13 (Shipping, Navigation and other Marine Users) of the ES (document reference 6.1.13).</p> <p>There may be disruption to Ports and Shipping activity during the construction phase of the Proposed Development. Discussions are ongoing with the relevant interested parties to ensure disruption is kept to a minimum, and standard procedures and mitigation area proposed.</p> <p>The following mitigation measures have been embedded in the project to ensure disruption to Ports and Shipping activity is kept to a minimum:</p> <ul style="list-style-type: none"> Circulation of information via NtM, Radio Navigational Warnings, NAVTEX, and/or broadcast warnings in advance of and during the marine works. Information will also be circulated to local ports, harbours and marinas in the area. The notices will include a description of the work being carried out. Construction vessels will display appropriate marks and lights, and broadcast their status on AIS at all times, to indicate the nature of the work in progress, and highlight their restricted manoeuvrability.

			<ul style="list-style-type: none"> • Temporary aids to navigation (e.g. marker buoys) will be deployed (if required) to guide vessels around any areas of installation, repair/maintenance or decommissioning activity. • Guard vessel(s) will be employed where appropriate, to work alongside the installation vessel(s) during any work carried out. The guard vessel(s) will alert third party vessels to the presence of the installation or decommissioning activity and provide assistance in the event of an emergency. • Compliance with COLREGS (IMO, 1972) and the International regulations for the SOLAS. • Where cable exposures exist that would result in significant risk to navigational safety, guard vessels will be used until the risk has been mitigated e.g. burial and/or other protection methods. • Liaison with local ports and harbours, in particular close liaison will be required with the Langstone Harbour Authority to ensure procedures are put in place to manage access to the port when works are being undertaken in areas adjacent to the harbour entrance. • Agreement of Cable Burial and Installation Plan (through the deemed Marine Licence ('dML')) including a detailed methodology for installation within the Dover Straits TSS in consultation with the Dover CNIS and Dover Straits TSS Working Group forum. <p>It is not considered due to the nature and location of the proposal that it will affect future port expansion. Engagement has been undertaken with Langstone Harbour, QHM Portsmouth and ABP Southampton and possible effects to future expansion has not been raised as a concern.</p>
<p>S-PS-2</p>	<p>Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance must not be authorised within International Maritime Organization routing systems unless there are exceptional circumstances.</p>	<ol style="list-style-type: none"> 1. This policy focuses on proposals that result in static infrastructure that may have a presence at the sea surface and/or may reduce keel clearance to the extent that it will impact on vessel traffic. 2. Proposals should show that they have consulted with the Maritime and Coastguard Agency to define 'significant' reduction of under-keel clearance in relation to their proposal during the scoping process. 	<p>No permanent static sea surface structures are required as part of the Proposed Development.</p> <p>Jack up vessels will be used however it will exhibit appropriate marks and lighting and notices to mariners will be issued periodically during the construction period.</p> <p>As agreed with the MCA, there will no reduction in navigable water depths greater than 5%.</p>

		<p>3. The policy does not preclude non-permanent static sea surface infrastructure e.g. jack-up vessels, which are subject to operational requirements such as notifications to mariners to ensure safe operation.</p>	
S-PS-3	<p>Proposals that require static sea surface infrastructure or that significantly reduce under- keel clearance which encroach upon high density navigation routes, or that pose a risk to the viability of passenger ferry services, must not be authorised unless there are exceptional circumstances.</p>	<p>1. Proposals using static sea surface infrastructure which may</p> <ul style="list-style-type: none"> • encroach upon high density navigation routes • cause a risk to the viability of passenger services <p>should use a Navigational Risk Assessment or similar document, to show that the proposal meets the policy requirements.</p> <p>2. Proposals for land-based activities and developments which may cause a risk to the viability of high-density navigation routes or passenger services, should show how they meet the policy requirements. For example, altering port infrastructure which may impact vessel berths, road and rail networks and visitor facilities such as car parks.</p> <p>3. Proposals should show that they have consulted relevant navigation and harbour authorities, public authorities and commercial shipping representatives.</p> <p>4. In exceptional circumstances, proposals should state the case for proceeding, including how the proposal supports the South Marine Plan vision, objectives and policies. Inclusion of this information does not indicate that approval of the proposal will follow by default.</p>	<p>No permanent static sea surface structures are required as part of the Proposed Development.</p> <p>Jack up vessels will be used however it will exhibit appropriate marks and lighting and notices to mariners will be issued periodically during the construction period.</p> <p>As agreed with the Maritime and Coastguard Agency, there will no reduction in navigable water depths greater than 5%.</p> <p>The Applicant has continued consultation with various bodies on Navigation issues including; the MCA, MMO, ABP Southampton, Langstone Harbour Board, QHM Portsmouth and Dover Straits TSS user group to ensure that navigation is not significantly hindered as a result of the Proposed Development. A record of these consultations is included within the Consultation report (document reference 5.1)</p>
S-REN-1	<p>Proposals that support the development of supply chains associated with the deployment of renewable energy will be supported.</p>	<p>This policy only applies to activities that contribute to the renewable energy sector.</p> <p>Proposals should show how they will contribute to the development or creation of supply chains associated with renewable energy. For example, the development of blade manufacturing plants.</p> <p>Proposals should include where in the renewable energy supply chain they will provide business.</p> <p>Proposals may also reference marine planning documents, such as the wind and tidal sections of the South Plans Analytical Report or the socio-economic study</p>	<p>This policy does not apply to this project as it only applies to activities that contribute to the renewable energy sector.</p>
S-SOC-1	<p>Proposals that enhance or promote social benefits will be supported. Proposals must demonstrate that they will, in order of preference:</p> <p>a) avoid</p> <p>b) minimise</p>	<p>1. Proposals should identify what types of activities provide social benefits within the proposal area and provide evidence which illustrates how a potential activity may or may not impact on the provision of the benefits. Relevant supporting information should be included in proposals to demonstrate where a proposal enhances or promotes social benefits. Adverse impacts must be addressed in addition to describing any positive impacts. Evidence in support of</p>	<p>A full assessment of the Socio-economic impacts is presented in Chapter 24 (Socio- Economic) of the ES (document reference 6.1.25). In summary the assessment concludes that the Proposed Development will have a positive effect on local and regional labour markets.</p> <p>There is the potential for beneficial effects during construction on the local economy as expenditure within the local supply chain is likely to increase, if appropriate, during the construction works.</p>

	<p>c) mitigate significant adverse impacts which result in the displacement of other existing or authorised (but yet to be implemented) activities that generate social benefits.</p>	<p>social benefits is not a substitute for avoiding, mitigating or minimising adverse impacts.</p> <ol style="list-style-type: none"> 2. Proposals should avoid causing the displacement of activities which generate social benefits. If it is not possible to avoid displacement the effects should be minimised or mitigated. Proposals should include how this will be achieved. For example: <ul style="list-style-type: none"> • minimise: adjusting the area used or the times of the day or year when activities are operating • mitigate: moving the activity or proving support for new activities that generate similar social benefits 3. Organisations that can help identify displacement issues and suggest measures to avoid, minimise or mitigate them include: <ul style="list-style-type: none"> • local councils • central government departments (e.g. DCMS/Visit England), • recreation sector groups (e.g. Royal Yachting Association) 	<p>The Proposed Development will result in significant adverse effects in relation to other socio-economic areas such as tourism for the duration of the construction stage, but these will be temporary. Mitigation is proposed to reduce these effects as far as reasonably possible.</p> <p>If possible, avoidance of significant sailing races such as Cowes Week and the Round the Island Race may help lessen the disruption of activities in the local area.</p> <p>With a net capacity of 2000 megawatts ('MW'), the Proposed Development will significantly increase the cross-border capacity between the UK and France, increasing competition and improving security of the electricity supply in each of the respective countries during the operational stage.</p> <p>The Applicant's Consultation Report (Document Reference 5.1) outlines all consultation undertaken to date.</p>
S-SCP-1	<p>Proposals that may have a significant adverse impact upon the seascape of an area should only be supported if they demonstrate that they will, in order of preference:</p> <ol style="list-style-type: none"> a) avoid b) minimise c) mitigate significant adverse impacts upon the seascape of an area d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding 	<p>Proposals should demonstrate how existing seascape and landscape assessments and local plan policy have been considered to avoid, minimise and mitigate significant adverse impacts on the seascape of an area.</p> <p>Proposals should demonstrate how national designated areas, such as National Parks, Areas of Outstanding Natural Beauty, and the Dorset and East Devon Coast World Heritage site (Jurassic Coast) have been taken into account.</p> <p>Proposals should assess the potential impact on seascape (views to and from the sea) from both temporary and permanent structures (including consideration of scale, design or activity). This should also take into account visibility, weather conditions and angle of views.</p>	<p>The Proposed Development is a subsea cable connecting to existing grid connections and whilst there may be a temporary and local impact to the seascape of the Channel, following the completion of construction there will be no remaining adverse seascape or visual effects.</p> <p>Any visible construction impact will be temporary in nature and will not significantly impact on the setting of landscape designations.</p> <p>A full assessment of the impacts to Landscape and Visual is presented in Chapter 15 (Landscape and Visual Amenity of the ES Volume 1 (document reference 6.1.15)).</p>
S-TR-1	<p>Proposals supporting, promoting or facilitating tourism and recreation activities, particularly where this creates additional utilisation of related facilities beyond typical usage</p>	<p>Proposals should show how they support, promote or facilitate tourism and recreation activities, particularly where this creates additional utilisation of related facilities beyond typical usage patterns.</p> <p>Proposals should show how they support opportunities for diversification, such as activities outside of established patterns of use and seasons.</p> <p>Proposals should show how they support opportunities for more frequent recreational use by local people. This could include maintaining or</p>	<p>The Proposed Development does not contain the scope to support, promote or facilitate tourism and recreation activities.</p>

	patterns, should be supported.	enhancing the quality of the natural environment, seascape and heritage assets.	
S-TR-2	<p>Proposals that enhance or promote tourism and recreation activities will be supported. Proposals for development must demonstrate that they will, in order of preference:</p> <p>a) avoid</p> <p>b) minimise</p> <p>c) mitigate significant adverse impacts on tourism and recreation activities.</p>	<ol style="list-style-type: none"> Proposals should identify what types of tourism and recreation activities take place within the proposal area and include supporting information demonstrating how they will enhance or promote them. Many tourism and recreation activities are shown within the evidence base on the MMO's Marine Information System. Please note other evidence available on tourism and recreation activities is available. Proposals must provide evidence which illustrates how a proposal may or may not impact tourism and recreation activities. Proposals should avoid causing significant adverse impacts on existing tourism and recreation activities. If it is not possible to avoid impacts they must be minimised or mitigated, proposals should demonstrate how this will be achieved. For example: <ul style="list-style-type: none"> minimise: adjusting the area used or the times of the day or year when activities are operating. mitigate: moving the activity or proving support for new activities that generate similar social benefits. Evidence showing a proposal will enhance or promote tourism and recreation activities is not a substitute for avoiding, mitigating or minimising adverse impacts. Potential impacts include direct and indirect, permanent and temporary, as well as cumulative effects. Organisations that can possibly help identify recreation and tourism activity and may suggest measures to avoid, minimise or mitigate them include: <ul style="list-style-type: none"> - local councils - central government departments (e.g. DCMS/Visit England) - recreation sector groups (e.g. Royal Yachting Association) This policy also applies to proposals for change of use of existing static infrastructure that would be subject to relevant licensing and permission processes. 	<p>The Proposed Development does not contain the scope to enhance or promote tourism and recreation activities.</p> <p>However, Chapter 13 (Shipping, Navigation, and Other Sea Users) of the ES (document reference 6.1.13) considers the potential effects on recreational receptors. If possible, avoidance of significant sailing races such as Cowes Week and the Round the Island Race may help lessen the disruption of activities. This chapter also contains a Navigational Risk Assessment that includes the impacts to marine based tourism.</p> <p>A full assessment of the Socio-economic impacts is presented in Chapter 24 (Socio- Economic) of the ES (document reference 6.1.25).</p> <p>The Proposed Development will result in significant adverse effects in relation to tourism for the duration of the construction stage, but these will be temporary. Mitigation is proposed to reduce these effects as far as reasonably possible.</p>
S-UWN-1	Proposals generating impulsive sound, must contribute data to the UK Marine Noise Registry as per any currently agreed requirements. Public	<p>Proposals should use data collated by the UK Marine Noise Registry to provide an assessment of the impacts (incl. cumulative) of noise on sensitive receptors.</p> <p>Proposals should confirm if any thresholds have been established for the proposed activity and if possible, they should be referenced.</p>	There will be no impulsive sound generated by the Proposed Development and so this policy is not considered further.

	<p>authorities must take account of any currently agreed targets under the UK Marine Strategy part one descriptor 11.</p>	<p>Voluntary data contributions to the Marine Noise Register are encouraged. For example, military activities are specifically excluded from the MSFD, but the MoD is providing data on a voluntary basis.</p>	
S-UWN-2	<p>Proposals that generate impulsive sound and/or ambient noise must demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate significant adverse impacts on highly mobile species d) if it is not possible to mitigate significant adverse impacts, proposals must state the case for proceeding.</p>	<p>Proposals should identify any potential impacts arising from impulsive sound and/or ambient noise on sensitive mobile species. Information should be provided in support of assessment. Evidence may include expert judgement where more robust data is missing.</p> <p>If this is not possible to avoid the impacts, they should minimise or mitigate any impacts. For example, this may include the use of marine mammal observers or passive acoustic monitoring which can stop noise generation while sensitive species are present, eliminating or controlling noise at source by enclosing or insulating the noise source, controlling noise generating activities during particularly sensitive periods (such as breeding, rearing, hibernation, migration) or the use of soft start piling.</p> <p>JNCC provide best practice guidance for offshore activities including seismic survey hammer piling and explosive use offshore and should be used for minimisation and mitigation.</p> <p>Understanding of noise impacts on the marine environment is still being developed and all parties should be aware of new available evidence including data from the UK Marine Noise Registry.</p>	<p>There will be no impulsive sound generated by the Proposed Development and so this policy is not considered further.</p> <p>No use of explosives is being proposed for the Proposed Development however, should any Unexploded Ordnances be found a separate marine licence will be applied for and the assessment of those noise levels undertaken at that time.</p> <p>Please refer to Chapter 9 (Fish and Shellfish), Chapter 10 (Marine Mammals and Basking Sharks) and Chapter 11 (Marine Ornithology) of the ES (document reference 6.1.9, 6.1.10 and 6.1.11) for an assessment of potential noise impacts associated with the Proposed Development.</p>
S-WQ-1	<p>Proposals that may have significant adverse impacts upon water environment, including upon habitats and species that can be of benefit to water quality must demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate significant adverse impacts</p>	<p>Habitats and species can provide a number of services to an ecosystem, including:</p> <ul style="list-style-type: none"> • filtering water helping to improve or maintain water quality • absorbing nutrients such as nitrogen to prevent the growth of other invasive species • reducing the impact of hazardous chemicals through sequestration <p>Proposals should provide evidence that they have considered the potential for significant adverse impact on habitats and groupings of species that help maintain water quality.</p> <p>If it is not possible to avoid impacts, minimisation or mitigation of direct and indirect should be considered. Proposals should include how this will be achieved. For example, this could include limiting the size of the development or the time activities take place or by creating alternative habitats (for example mussel ropes), using bioremediation such as mussel cultivation or by creating compensatory habitat.</p> <p>Proposals should show where activities and developments will take place in relation to supporting habitats and species, including maps.</p>	<p>For receptors within the WFD jurisdiction, the impact assessment was informed primarily by the findings of the WFD Assessment (Appendix 7.1 of the ES Volume 3 (document reference 6.3.7.1)). The assessment concluded that the marine activities associated with all stages of the Proposed Development will not prevent the water bodies from meeting the environmental objectives specified within the South-East River Basin Management Plan, and will not impact current status of water bodies, or prevent improvement of WFD status in the future.</p> <p>Beyond the WFD boundary, there is potential for short term negative impacts to water quality as result of increased SSC, however, effects are not significant due to the high resilience and recoverability of the receptor, and the low magnitude of the effect.</p> <p>Please refer to Chapter 7 (Marine Water and Sediment Quality) of the ES Volume 1 (document reference 6.1.7) for the assessment of the Proposed Development on the water environment including habitat and species.</p> <p>Further information can be found in the HRA report (document reference 6.8) and the MCZ assessment (document reference 6.3.8.5) with regards to protected habitats and species.</p>

		<p>Natural England's Marine ecosystem services record can provide more details on habitats and species that are beneficial for water quality.</p> <p>Natural England and JNCC are available to provide more information and advice on habitats and species and how to avoid, minimise or mitigate impacts.</p> <p>Proposals can include any consultation and advice from Natural England and JNCC.</p>	
S-WQ-2	<p>Activities that can deliver an improvement to water environment or enhance habitats and species which can be of benefit to water quality should be supported.</p>	<p>Proposals should show how they improve habitats and groups of species that help improve water quality</p> <p>Proposals should show where activities and developments will take place in relation to these habitats and species, including maps.</p> <p>Natural England's Marine ecosystem services record can provide more details on habitats and species that are beneficial for water quality.</p> <p>Natural England and JNCC are available to provide more information and advice on how to enhance habitats and species that are beneficial for water quality.</p> <p>Proposals should include any consultation and advice from Natural England and JNCC.</p>	<p>Enhancing or improving habitats and species which can be of benefit to water quality is not within the scope of the Proposed Development.</p>

