



AQUIND Limited

AQUIND INTERCONNECTOR

Environmental Statement – Volume 3 – Appendix 26.1 Consultation Responses

The Planning Act 2008

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

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

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APPENDIX 26.1 CONSULTATION RESPONSES

1.1. SCOPING RESPONSES

Table 1 - Scoping Responses

Scoping Opinion Ref	Summary of Comment Received	How this has been addressed by the Applicant
4.23.1, Table 28.7	The Inspectorate notes that these health determinants are proposed to be scoped out of the health assessment. The Inspectorate agrees that these matters can be scoped out of the ES given the nature of the Proposed Development and the information provided within the Scoping Report.	The Inspectorate agreed to scoped out the following health determinants: Collisions; Social Isolation; Climate Change; Exercise and Physical Activity; Illicit Drug Use; Smoking Habit; Access to Nature; Hazards; Wealth Distribution; Community Participation; Crime/Antisocial behaviour; Housing; Income; Access to Healthcare; Childhood Development; and Level of Income.
4.23.2, Table 28.7	Whilst the Inspectorate acknowledges that an assessment of impacts associated with construction (including dust and vehicle emissions) on sensitive receptors are to be included in the Air Quality aspect chapter, the ES should ensure that it relates the assessment of air quality to the assessment on human health. It is not necessary to duplicate assessments but appropriate cross-referencing between aspect chapters should be included.	Chapter 26 (Human Health) of the ES Volume 1 (document reference 6.1.26) includes consideration and relates to the construction air quality assessment within Chapter 23 (Air Quality) of the ES Volume 1 (document reference 6.1.23). This construction assessment is cross-referenced throughout Chapter 26 (Human Health).

<p>4.23.3, Table 28.7</p>	<p>Effects of water quality are to be included elsewhere in the ES; however, effects on human health associated with changes to water quality should be referenced in the human health aspect chapter, where significant effects could occur.</p>	<p>Chapter 26 (Human Health) includes consideration to the effects on human health associated with changes to onshore water quality. The assessment of changes to water quality within Chapter 18 (Ground Conditions) of the ES Volume 1 (document reference 6.1.18) and Chapter 20 (Surface Water Resources and Flood Risk) of the ES Volume 1 (document reference 6.1.20) and the effect to human health is cross-referenced throughout Chapter 26 (Human Health), particularly within Section 26.6.</p> <p>Effects on the marine environment are covered in Chapters 7 (Marine Water and Sediment Quality) of the ES Volume 1 (document reference 6.1.7). This chapter is cross-referenced in Section 26.3, but not considered further as no potentially significant effects on human health with regards to the marine environment were identified at Scoping.</p>
<p>4.23.4, Table 28.7</p>	<p>The Proposed Development may impact on Public Rights of Way ('PRoW'), cycle paths and open space and therefore, the Inspectorate cannot agree to scope this matter out, as there is the potential to reduce access to routes promoting active travel and physical activity. This matter should be included in the ES, where significant effects are likely to occur. Appropriate cross-references to other aspect chapters should also be included in the human health aspect chapter (e.g. Traffic and Transport,</p>	<p>Chapter 26 (Human Health) includes consideration for impacts on PRoW, cycle paths and open space (green space), and the effect on human health. These are considered in relation to health within the landscape and greenspace, and the transport and access health determinants sections. These are also considered within the assessment scope of Chapter 25 (Socio-Economics) of the ES Volume 1 (document reference 6.1.25) and Chapter 22 (Traffic and Transport) of the ES Volume 1 (document reference 6.1.22). Cross-references have been made where relevant.</p>

	Socio-economics, and Landscape and Visual Amenity).	
<p>4.23.5, Table 28.7</p>	<p>Chapter 27: Socio-economics refers to a significant number of construction workers for the Proposed Development and the potential demand on local services including healthcare. The ES should include an assessment of effects on healthcare, where likely significant effects could occur. Cross-references between the Socio-economics chapter and this aspect chapter should be included.</p>	<p>The Employment generation has been considered in further detail in Chapter 25 (Socio-economics) of this ES with employment effects being quantified for the construction period. Chapter 25 (Socio-economics), Table 25.1 identifies that it is anticipated that construction workers from the South East will continue to reside within their current locations, or be sourced in for specialist work (and therefore not bringing families with them). Therefore, it is unlikely that there will be a significant increase in demand for local services (accommodation and community facilities) during the Construction Stage. Therefore, effects on local services demand for construction workers have been scoped out and are not considered further within Chapter 25 (Socio-economics) and Chapter 26 (Human Health). Chapter 26 (Human Health) Section 26.6 also identifies that it is considered likely that the majority of these workers will continue to be registered with their existing GPs rather than registering with a GP in the local area, however, there may be a small transient demand on healthcare generated by construction workers who fall ill or are injured while temporarily in the area during construction. This temporary demand would not be significant, and construction employment associated with the Proposed Development is temporary for the duration of the works, so will not contribute to long-term demand on local healthcare.</p>

<p>4.23.6, Table 28.7</p>	<p>As per comments above regarding ‘access to healthcare’, given the statement that significant numbers of construction workers could arise as a result of the Proposed Development, the ES should assess the impact on local rented accommodation demand and affordability, where likely significant effects could arise.</p>	<p>Employment generation has been considered in further detail in Chapter 25 (Socio-economics) (Section 25.7). Table 25.1 (topics scoped out of the assessment at Scoping) contained in Chapter 25 (Socio-economics) identifies that it is anticipated that construction workers from the South East will continue to reside within their current locations or be sourced in for specialist work (and therefore not bringing families with them). Therefore, it is unlikely that there will be a significant increase in demand for local services (accommodation and community facilities) during the Construction Stage. Accordingly, an assessment of effects on local rented accommodation demand and affordability has not been undertaken on the basis that it is not considered likely significant effects could occur in this regard. Further justification is provided in Chapter 25 (Socio-economics) at Section 25.7.</p>
<p>4.23.7, Paragraphs 28.4.4 and 28.4.5</p>	<p>Although the Scoping Report defines the study area this should be provided with justification in the ES.</p>	<p>Justification for the study area is provided within Chapter 26 Human Health, Section 26.1.2. This identifies that the geographic scope of the assessment has been selected based on the scale of the development, as impacts could potentially be experienced by the population within close proximity to the Proposed Development and within the wider administrative areas within which the Proposed Development is to be located. The potential health effects during both construction and operation stages are likely to be greatest for the communities included in, and surrounding, the Order Limits. While the Proposed</p>

		<p>Development has the potential to impact the population outside of this area, these impacts will be less than those felt by the local community. The assessment therefore focuses on effects to the community nearest the Order Limits. Impacts on community facilities, green space and walking/cycling routes resulting in health effects from the disruption of their use or enjoyment have been considered within 500 m of the Order Limits in light of the potential for users of these to experience impacts.</p>
<p>4.23.8, Paragraph 28.4.6</p>	<p>It is noted that health impacts will be assessed on the vulnerable groups listed at paragraph 28.4.6 only. The ES should provide justification in support of this approach.</p>	<p>Justification for the vulnerable groups is provided within Chapter 26 (Human Health), Sections 26.4.2.2 and 26.4.2.3.</p> <p>This identifies that the human health assessment assumes that all human receptors are sensitive, however, it assumes that the population will include vulnerable groups that are more sensitive to change. These vulnerable groups were identified during the EIA Scoping stage through a review of the population baseline. Since the EIA Scoping stage, additional vulnerable groups have been judged to be present within the study area, comprising children and young people, and those with mobility impairment.</p>
<p>4.23.9, Paragraph 28.4.7</p>	<p>The baseline population health data should have reference to the Public Health Outcomes Framework.</p>	<p>Public Health England's health data is referenced within the baseline for Chapter 26 (Human Health). This is identified with Section 26.5.1.2.</p>

<p>4.23.10, Table 28.9</p>	<p>The Inspectorate notes the definitions of significance to be applied to the impact assessment. The ES should make clear whether the intention is to conclude that a certain level of significance and above is deemed to be significant for the purposes of satisfying the EIA Regulations (e.g. major/moderate and major (and potentially moderate), as per the Scoping Report Chapter 4). Should this aspect chapter assessment methodology for significance differ from that to be included in Chapter 4, this should be clarified in the aspect chapter.</p>	<p>Chapter 26 (Human Health) sets out the approach to determining significance in Section 26.4.2.5. Aligning with the methodology presented in Chapter 4 (EIA Methodology) of the ES Volume 1 (document reference 6.1.4), effects deemed to be significant for the purpose of assessment are those which are described as 'major' and 'moderate'.</p>
<p>n/a</p>	<p>The Scoping Report does not cross-refer to any other relevant aspect chapters where impacts could result on human health (e.g. noise, air quality, water quality, land use, landscape). The ES should include appropriate cross-references to relevant assessments presented elsewhere in the ES.</p>	<p>Chapter 26 (Human Health) identifies where other topics are cross referenced, and has listed these throughout the assessment, and within the methodology (Section 26.4.1.4).</p>

1.2. PEIR CONSULTATION

Table 2 - PEIR Consultation

Consultee	Summary of Comment Received	How this has been addressed by the Applicant
Non-Statutory Consultees		
CPRE Hampshire	<p>Harm to the setting of the SDNP in relation to landscape character and visual amenity. Noise impact on a largely tranquil rural area and impact on Monarchs Way. Electrical noise may be disruptive to enjoyment of the countryside by the public.</p>	<p>Chapter 15 (Landscape and Visual Amenity) assesses the impact of the Converter Station on the setting of the SDNP and an assessment has been undertaken from some key visitor locations within the SDNP. Tranquillity levels have been considered in Chapter 15 as well as the visual impact on the Monarch's Way.</p> <p>Effects on the amenity value on PRoW (including those within SDNP) and long-distance walking routes, including Monarch's Way, that have the potential for significant effect on human health have been considered in Chapter 26 (Human Health) within Sections 26.6.2 and 26.6.3.</p>
Statutory Consultees		
East Hampshire District Council	<p>Proposed Converter Station has the potential for adverse impacts on the landscape and visual setting of the National Park. Proposed access track to the Converter Station from the junction of Day Lane and Broadway Lane would be highly visible from the</p>	<p>Landscape and Visual effects are considered within Chapter 15 (Landscape and Visual Amenity). Permanent surfacing and landscaping of the Access Road would take account of the local context and be detailed in accordance with the principles of the landscape mitigation proposals.</p> <p>Visual Amenity effects on the PRoW (including those within SDNP) and long-distance walking routes that have the potential</p>

	<p>public footpath that runs east-west to its immediate south.</p> <p>The impacts of dust on human receptors are considered to be greater than identified within the PEIR, during construction.</p>	<p>for significant effect on human health have been considered in Chapter 26 (Human Health) within Sections 26.6.2 and 26.6.3.</p> <p>The impacts of dust on human receptors has been assessed within Chapter 23 (Air Quality). This has been cross referenced where appropriate and considered in Chapter 26 (Human Health) within Sections 26.6.2 and 26.6.3.</p>
<p>Hampshire County Council</p>	<p>Confirmation is required regarding availability of access to residential properties during works and if these are no able to be maintained an understanding of the implications should be set out and mitigated.</p> <p>The impacts of the road works on the surrounding network for an extensive period of time will have an impact on journey routes and journey times for residents</p> <p>Impact on connectivity between Havant and Portsmouth, including impact on bus lanes.</p>	<p>These impacts on access to residential properties and the road network and measures to mitigate those impacts have been considered and are discussed within Chapter 22 (Traffic and Transport) and Chapter 25 (Socio-economics). Impacts that have the potential for significant effects on human health related to impacts on access to residential properties and the road network have been considered at Sections 26.6.2 and 26.6.3.</p>
<p>Havant Borough Council</p>	<p>HBC raises concerns that given the current limited level of information that it cannot be assured as to what the impact will be on residents in terms of</p>	<p>Noise impacts are considered within Chapter 24 (Noise and Vibration). This has been cross referenced where appropriate and effects on human health from noise and the associated perceived annoyance are considered within Sections 26.6.2 and 26.6.3.</p>

	<p>noise and vibration disruption during this period will be.</p> <p>HBC raises concerns that given the current limited level of information that it cannot be assured as to what the impact will be on both businesses and residents in terms of disruption during this period will be.</p>	<p>The impacts to businesses are assessed within Chapter 25 (Socio-economics), Section 25.7. Related impacts that have the potential for significant effects on human health have been considered in this Chapter within Sections 26.6.2 and 26.6.3.</p>
<p>Portsmouth City Council</p>	<p>A detailed assessment of the impact on individual parks, recreation, sports pitches and other areas of open space provision requested.</p> <p>Identified any loss of open space will result in significant adverse effects on health and well-being.</p> <p>Identified that there is no mitigation or provision of open space and sports pitches during the period of works with detrimental effects on leisure/recreational provision, play facilities serving local communities, interruption to tenancies of allotment plots effecting the health and well-being of residents.</p>	<p>The potential impacts on open and recreational space (green space), including sports pitches and golf courses, on human health are identified during Construction and Operation Stages in Chapter 26 (Human Health) in Sections 26.6.2 and 26.6.3. This includes consideration of effects from the loss of parking provision that serves the open spaces during construction. Impacts on open and recreational space, golf course, events, parking and businesses are also identified in Chapter 25 (Socio-economics), Sections 25.7. This has been cross-reference where relevant.</p> <p>Impacts on businesses identified within Chapter 25 (Socio-economics) that have the potential for significant effect on human health have been considered in Chapter 26 (Human Health) within Sections 26.6.2 and 26.6.3, and cross-reference to Chapter 25 (Socio-economics) has been made.</p> <p>Embedded design mitigation is identified within Section 26.6 and also within Chapter 25 (Socio-economics).</p>

	<p>Identified possible negative impact on the operations of the municipal golf course.</p> <p>Identified temporary loss of parking provision that serves the open spaces during construction will affect public access to these spaces.</p> <p>Identified the proposed programme of cable works will potentially give rise to a loss of business activity within the city due to increased congestion.</p> <p>Requested that the developer assess the impact of a loss of established or mature trees and their contribution to health and well-being.</p>	<p>Chapter 22 (Traffic and Transport) assesses impacts on congestion.</p> <p>The health and wellbeing benefits associated with green space, landscape and greenery have been identified within Chapter 26 (Human Health) at Section 26.5.3. Section 26.6.2 and 26.6.3, and the assessment within Sections 26.6.2 and 26.6.3 includes consideration of changes to landscape and loss of features, including vegetation, during operation.</p>
<p>South Downs National Park Authority</p>	<p>Identifies adverse impacts on the landscape and visual setting of the National Park.</p> <p>Identifies impacts on The Monarchs Way which runs from the more urban communities in the Horndean area giving residents direct access into the National Park which has significant benefits for health and wellbeing.</p> <p>Identified detrimental impact on tranquillity during construction and</p>	<p>Landscape and Visual effects are considered within Chapter 15 (Landscape and Visual Amenity). This chapter has assessed the visual impact of the Converter Station on Monarch’s Way and has proposed through the indicative landscape mitigation plans mitigation planting to minimise effects. Tranquillity was considered as part of its contribution to landscape character.</p> <p>Chapter 24 (Noise and Vibration) identifies that converter station noise mitigation measures will be implemented to ensure negligible effects at nearby dwellings, some of which lie within SDNP. The noise assessment criteria agreed with the Environmental Health Officers are based on protecting local</p>

	<p>operation due to the presence of vehicles, machinery and human activity and background noise created by the Converter Station when in operation, affecting the PRow network, residents and other visitors.</p> <p>Identifies potentially more significant noise impacts on a number of pitches for Gypsies, Travellers and Travelling Showpeople to the north and west.</p>	<p>residents and, as such, should prevent noise effects within the national park.</p> <p>Visual Amenity effects and effect on access to PRow (including those within SDNP), long-distance walking routes including Monarch's Way and green space that have the potential for significant effect on human health have been considered in Chapter 26 (Human Health) within Sections 26.6.2 and 26.6.3.</p> <p>Chapter 24 (Noise and Vibration) assesses noise levels at sensitive receptors. The receptors have been identified from address point data and include all registered noise-sensitive receptors (which includes some listed as caravans/mobile homes). The noise assessment with Chapter 24 (Noise and Vibration) has been cross referenced where appropriate and effects on human health from noise and the associated perceived annoyance are considered within Sections 26.6.2 and 26.6.3.</p>
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