

**From:** Haddrell, Kath <Kath.Haddrell@wsp.com>  
**Sent:** 15 November 2019 21:58  
**To:** Aquind Interconnector <aquind@planninginspectorate.gov.uk>  
**Subject:** FW: Aquind Interconnector

Dear Ms Sully,

Please find attached a letter in relation to the above in relation to the Consultation Report, an Errata sheet and an updated version of the Consultation Report. Please note that we have now phoned the host local authorities and South Downs National Park Authority to advise them of our DCO submission yesterday as well as discussing the reformatted Consultation Report.

We have also emailed all relevant local planning authorities that were consulted.

We also attach four appendixes for the transport chapter which as the letter explains, we would like published after s55, together with Chapter 22 Traffic and Transport which now has correct references to those Appendixes.

Please don't hesitate to call if you require any clarification.

Yours sincerely,

Kath

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**AQUIND Limited**

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# **AQUIND INTERCONNECTOR**

## Consultation Report

The Planning Act 2008

Document Ref: 5.1

PINS Ref.: EN020022

**AQUIND Limited**

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# **AQUIND INTERCONNECTOR**

## **Consultation Report**

**PINS REF: EN020022**

**DOCUMENT: CONSULTATION REPORT**

**DATE: 14 NOVEMBER 2019**

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## DOCUMENT

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<b>Prepared By</b>	BECG, WSP and Natural Power
<b>Date</b>	14 November 2019
<b>Approved By</b>	W. Morgan (BECG), L. Rich (WSP), S. Lister (Natural Power)
<b>Date</b>	14 November 2019

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# ABBREVIATIONS

<b>Abbreviation</b>	<b>Term in Full</b>
AC	Alternating Current
AIL	Abnormal Indivisible Load
AONB	Area of Outstanding Natural Beauty
BEIS	Department for Business, Energy and Industrial Strategy
DC	Direct Current
DCLG	Department for Communities and Local Government
DCO	Development Consent Order
dDCO	Draft Development Consent Order
DECC	Department for Energy and Climate Change
dML	Deemed Marine Licence
DNO	Distributed Network Operators
EA	Environment Agency
EHDC	East Hampshire District Council
EIA	Environmental Impact Assessment
EMF	Electromagnetic Field (or Force)
ES	Environmental Statement
EU	European Union
ExA	Examining Authority
FRA	Flood Risk Assessment
GB	Great Britain
GI	Ground Investigation
HBC	Havant Borough Council
HCC	Hampshire County Council
HDD	Horizontal Directional Drilling
HE	Highways England
HE	Historic England

<b>Abbreviation</b>	<b>Term in Full</b>
HIA	Health Impact Assessment
HPC	Horndean Parish Council
HVAC	High Voltage Alternating Current
HVDC	High Voltage Direct Current
IDB	Internal Drainage Board
JNCC	Joint Nature Conservation Committee
LHB	Langstone Harbour Board
LPA	Local Planning Authority
MCA	Maritime and Coastguard Agency
MCZ	Marine Conservation Zone
MMO	Marine Management Organisation
MoD	Ministry of Defence
MPA	Marine Protection Area
NE	Natural England
NETS	National Electricity Transmission System
NFFO	National Federation of Fishermen's Organisations
NG	National Grid
NGET	National Grid Electricity Transmission plc
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
NPS	National Policy Statement
NSIP	Nationally Significant Infrastructure Project
NtM	Notice to Mariners
NTS	Non-Technical Summary
OHL	Overhead Lines
O&M	Operations and Maintenance
ONS	Office for National Statistics
OS	Ordnance Survey
PA 2008	Planning Act 2008 (as amended)

<b>Abbreviation</b>	<b>Term in Full</b>
PCC	Portsmouth City Council
PCZ	Primary Consultation Zone
PCI	Project of Common Interest
PEI	Preliminary Environmental Information
PEIR	Preliminary Environmental Information Report
PINS	Planning Inspectorate
PPG	Planning Practice Guidance
PPS	Planning Policy Statement
PRA	Preliminary Risk Assessment
PRF	Potential Roost Feature
PRR	Portable Relay Room
PRMS	Pressure Reduction and Metering Station
PRoW	Public Right of Way
RNLI	Royal National Lifeboat Institution
SDNPA	South Downs National Park Authority
SINC	Site of Importance for Nature Conservation
SoCC	Statement of Community Consultation
SoS	Secretary of State
TCE	The Crown Estate
TCPA 1990	Town and Country Planning Act 1990 (as amended)
TH	Trinity House
WCC	Winchester City Council
ZTV	Zone of Theoretical Visibility

# 1. EXECUTIVE SUMMARY

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## 1.1. INTRODUCTION

- 1.1.1.1. AQUIND Limited ('the Applicant') is proposing to construct and operate an electricity interconnector between France and the UK known as AQUIND Interconnector ('the Project'). Electricity interconnectors are the physical links which allow the transfer of electricity across borders.
- 1.1.1.2. The Project comprises a new marine and onshore High Voltage Direct Current ('HVDC') power cable transmission link between Normandy in France and Eastney, Hampshire, converter stations in both England and France and infrastructure necessary to facilitate the import and export of electricity between both countries.
- 1.1.1.3. The purpose of the Project is to make a significant contribution towards increasing the cross-border capacity between the UK and France (providing a net capacity of 2,000 megawatts ('MW')).
- 1.1.1.4. The Secretary of State ('SoS') has directed that the UK elements of AQUIND Interconnector should be treated as development for which development consent under the Planning Act 2008 (the 'PA 2008') is required. As such, the Applicant has submitted an application to the Secretary of State via the Planning Inspectorate ('PINS') for a Development Consent Order ('DCO') under the PA 2008 to construct and operate the UK elements of AQUIND Interconnector (the 'DCO Application'). The UK elements of the Project are also referred to as the 'Proposed Development'.

## 1.2. PURPOSE OF THE CONSULTATION REPORT

- 1.2.1.1. The PA 2008 requires applicants of a DCO to carry out pre-application consultation and publicity with a range of people about the proposed DCO application. Applicants have a duty, under Section 49 of the PA 2008, to have regard to relevant responses to that consultation and publicity.
- 1.2.1.2. The PA 2008 requires applicants to submit a Consultation Report giving details of what has been done in compliance with the legal requirements to carry out pre-application consultation, any relevant responses received and the regard had by the applicant of any relevant responses.
- 1.2.1.3. This document is the Applicant's Consultation Report submitted in support of the DCO Application. It explains and provides evidence of how the Applicant has complied with the provisions of the PA 2008 and how the consultation has influenced the Proposed Development set out in the DCO Application.

- 1.2.1.4. Prior to the statutory pre-application consultation undertaken in compliance with the PA 2008, the Applicant undertook a stage of non-statutory pre-application consultation together with a significant amount of engagement with relevant stakeholders and consultees. This activity is also described in this Report. Engagement with stakeholders is still ongoing.
- 1.2.1.5. AQUIND Interconnector was awarded 'Project of Common Interest' (PCI) status in March 2018, and is also therefore required to comply with the requirements of the Regulation (EU) No 347/2013 of the European Parliament and of the Council of 17 April 2013 on guidelines for trans-European energy infrastructure (the 'Ten-E Regulations') in relation to consultation carried out both in the UK and in France. This Report details how the Applicant has satisfied the requirements of the Ten-E Regulations, which can be found at Chapter 5.4.

### 1.3. CONTENT OF REPORT

- 1.3.1.1. The following table sets out the content and summarises the structure of the Report.

**Table 1-1 - Chapter and Description**

<b>Chapter and Description</b>
<b>Chapters 1 to 3</b> introduce the Report, give an overview of the consultation and engagement carried out to date and describe the key components of the Proposed Development.
<b>Chapter 4</b> sets out the legislative process and guidance underpinning the need to carry out pre-application consultation and preparation of the Consultation Report.
<b>Chapter 5</b> describes the Applicant's approach to consultation with regard to the PA 2008 and accompanying guidance.
<b>Chapter 6</b> provides an overview of the EIA scoping under the TCPA and MCAA regime, the NSIP regime, and the relevant Habitats regulations consultation undertaken.
<b>Chapter 7</b> gives an overview of the initial engagement activity undertaken, prior to the January – February 2018 consultation, which represents the non-statutory stage of consultation.
<b>Chapter 8</b> provides details about the January to February 2018 non-statutory consultation.
<b>Chapter 9</b> provides an overview of the activity and engagement undertaken during the period between the close of the January to February 2018 non-statutory consultation and prior to the statutory consultation beginning in February 2019.
<b>Chapter 10</b> explains how the non-statutory consultation informed the development of the Proposed Development and the evolution of the proposals up to statutory consultation.
<b>Chapter 11</b> describes the statutory consultation undertaken and responses received under Section 42 of PA 2008.

### Chapter and Description

**Chapter 12** explains how the Statement of Community Consultation (SoCC) was developed, consulted upon and finalised.

**Chapter 13** sets out the activity undertaken in compliance with Section 48 of the PA 2008.

**Chapter 14** provides detail about the statutory consultation undertaken in compliance with Section 47 of the PA 2008, as well as summarises the feedback received, and regard had by the Applicant from respondents under Section 47 and 48 of the PA 2008.

**Chapter 15** explains the activity undertaken during a period of targeted consultation following the February – April 2019 statutory consultation period.

**Chapter 16** provides an overview of the consultation and engagement undertaken by the Applicant following the close of the February to April 2019 statutory consultation.

**Chapters 17** explains what changes were made to the Proposed Development as a result of the statutory consultation.

**Chapters 18 to 19** provide confirmation of adherence to the General Data Protection Regulation 2016/679 (GDPR) and a conclusion to the document.

## 1.3.2. INITIAL ENGAGEMENT AND NON-STATUTORY CONSULTATION

- 1.3.2.1. Prior to the Section 35 Direction from the SoS, the Application was progressing under the Town and Country Planning Act 1990 (TCPA 1990) regime (onshore) and the Marine and Coastal Access Act 2009 (MCAA 2009) (offshore). The Applicant commenced pre-application engagement with the Marine Management Organisation (MMO) in September 2016 and with the local planning authorities (LPAs) and highways authorities (Hampshire County Council (HCC) and Portsmouth City Council (PCC)) from February 2017. Engagement and informal consultation with these stakeholders together with technical stakeholders (through the environmental impact assessment (EIA) process), landowners, political representatives (local planning authority members and MPs), parish councils and the local community have been ongoing throughout the pre-application period at appropriate times.
- 1.3.2.1. The Applicant undertook an initial round of non-statutory consultation with the local community and stakeholders between 3 January and 24 February 2018. This included three public exhibition events held on 24, 26 and 27 January 2018 within close proximity to the area potentially affected by the Proposed Development. The venues for these events were chosen as they were located close to land potentially affected by the project and were available during the required timeframe. Consultation materials including exhibition boards, feedback forms, an information leaflet and a 'Non-Technical' Summary document giving an overview of the Proposed Development were produced and are described in Chapter 8. Copies of all materials

are included in Appendices 5.1.5A to 5.1.5G. Respondents were able to provide feedback via a hard copy feedback form at the events, via freepost following the event, or via downloading the feedback form from the Proposed Development website and returning it via email.

- 1.3.2.2. The consultation was advertised via a large variety of means and feedback was sought on specific elements of the Proposed Development set out within the scope of consultation outlined in Chapter 8.2.
- 1.3.2.3. In addition to the local community consultation, the Applicant also had meetings with several key stakeholders, as described further in Chapter 8.6.
- 1.3.2.4. All feedback submitted by the deadline of 24 February 2018 was analysed and used to help further refine the Proposed Development. No feedback was received after the deadline.
- 1.3.2.5. As a result of the feedback received throughout this period and up to the beginning of the February – April 2019 statutory consultation period, the Applicant made a number of alterations to the Proposed Development, including:
- Revisions to the marine cable corridor;
  - Confirmation of the preferred Landfall at Eastney;
  - Revisions and refinements to the onshore cable corridor from the Landfall to the Converter Station, including specific amendments to the site boundaries, and cable route options in each Section of the route; and
  - A single preferred location for the Converter Station, with greater detail about its proposed design and measures to mitigate its impact on the surrounding environment.
- 1.3.2.6. A full table of refinements made following the non-statutory consultation and ongoing engagement prior to the February - April 2019 statutory consultation can be found in Table 10.1
- 1.3.2.7. The January - February 2018 non-statutory consultation was undertaken prior to the Proposed Development being directed into the PA 2008 regime, when a planning application was intended to be submitted to each of the relevant local planning authorities pursuant to the TCPA 1990 and that an application for a marine licence would be made to the MMO under the MCAA 2009.
- 1.3.2.8. The January – February 2018 non-statutory consultation was carried out in accordance with the requirements of Regulation (EU) No 347/2013 of the European Parliament and of the Council of 17 April 2013 on guidelines for trans-European energy infrastructure (the Ten-E Regulations), with the Proposed Development having been designated a Project of Common Interest status at that time.
- 1.3.2.9. Full details of the January - February 2018 non-statutory consultation can be found in Chapter 8.



- 1.3.2.10. At a later date, the Applicant applied for a direction under Section 35 of the PA 2008 to designate the Proposed Development as a development requiring the submission of an application for a DCO.
- 1.3.2.11. Further information about the Section 35 direction process and the Applicant's approach to consultation on the Proposed Development thereafter can be found in Chapter 5.

**February – April 2019 Statutory Consultation**

- 1.3.2.12. The Applicant undertook further consultation between 27 February 2019 and 29 April 2019 in accordance with the requirements of Section 42, 46, 47, 48 and 49 of the PA 2008.
- 1.3.2.13. **Section 42:** A letter, with a copy of the Section 48 notice, Consultation Newsletter and Red Line Plan (A3) was sent to all Section 42 consultees (and non-statutory consultees) with details of where to view the Consultation Documents on 25 February 2019. Section 42 (1)(a), (aa), (b) consultees (and non-statutory consultees) also received a USB device containing the Consultation Documents. The enclosed documents and covering letter set out the timescales for responding to the consultation, as well as explaining the methods of communication that were available to submit comments on the Proposed Development. Detailed information about this can be found in Chapter 11. Letters informing of the consultation were also sent to a list of non-statutory consultees and addresses within a Primary Consultation Zone agreed with the relevant local authorities.
- 1.3.2.14. **Section 46:** Notification to the Secretary of State (via the Planning Inspectorate) of the proposed application was issued by the Applicant on 25 February 2019 in line with the requirements set out under Section 46 of the PA 2008. This notification included such information in relation to the proposed application as would be supplied to consultees for the purpose of complying with Section 42 as noted above. Detailed information about this can be found in Chapter 11.3.
- 1.3.2.15. **Section 47:** A Statement of Community Consultation (SoCC) was prepared for the Proposed Development. As required by the PA 2008 (Section 47(2)) the Applicant consulted with the relevant local authorities on the content of the SoCC. Having regard to their guidance and advice, both formally and informally, the SoCC was finalised and published appropriately. Thereafter, local community consultation was undertaken in accordance with the SoCC. Detailed information about this can be found in Chapter 12.
- 1.3.2.16. The Applicant hosted nine public exhibition events within close proximity of the area potentially affected by the Proposed Development. The venues for these events were chosen as they were located close to land potentially affected by the Proposed Development and were available during the required timeframe.
- 1.3.2.17. In addition, all consultation documents were available to view at 10 deposit locations within the administrative areas of East Hampshire District Council, Havant Borough



Council, Portsmouth City Council and Winchester City Council, and online via the Proposed Development's UK consultation website at [www.aquindconsultation.co.uk](http://www.aquindconsultation.co.uk).

- 1.3.2.18. The Applicant also held a number of meetings with local community groups throughout the consultation period to introduce the proposals and answer questions from members of the local community.
- 1.3.2.19. The consultation was advertised by a wide variety of means, and all feedback received by the deadline of 29 April 2019 (with postal submissions being accepted up to three working days after this deadline, ie 2 May 2019) was considered by the Applicant. Feedback received after the deadline was also accepted and considered alongside other feedback. Feedback could be provided via hard copy feedback forms at the public exhibitions (or via freepost envelope). The feedback form was also available to download from the Proposed Development website and could be returned by email or Freepost.
- 1.3.2.20. **Section 48:** As required under Section 48 of the PA 2008, the Applicant prepared a notice in accordance with paragraph (3) of Regulation 4 of the APFP Regulations, which was published in local and national newspapers, the London Gazette, Lloyd's List and a relevant fishing trade journal (Fishing News). Detailed information about this can be found in Chapter 13.
- 1.3.2.21. **Section 49:** The Applicant had regard to all relevant responses received to the statutory consultation. A summary of alterations made to the Proposed Development as a result of the responses received is included in Chapter 17.
- 1.3.2.22. Full details of the February – April 2019 statutory consultation can be found in Chapters 11 to 14.

### **September – October 2019 Targeted Consultation**

- 1.3.2.23. A further targeted consultation was undertaken in relation to small areas of additional land which had been identified as necessary for inclusion in the Order Limits following the February – April 2019 consultation, for example additional landscape mitigation around the Converter Station. Consultation letters were sent to specific consultees who had an interest in the relevant pieces of land and commenced on 3 September running for 28 days from the day of receipt of the consultation material to 3 October 2019. Further information on this consultation is provided in Chapter 15.

### Responses to Feedback Provided under Section 42, 47 and 48 of the PA 2008

- 1.3.2.24. Overall, the February – April 2019 statutory consultation resulted in 155 responses from the local community and general public (Section 47 and Section 48 respondents<sup>1</sup>) and 45 responses from statutory consultees (Section 42 respondents).
- 1.3.2.25. The key themes that arose in responses to the statutory consultation under Section 47 and Section 48 can be summarised as follows:
- Landscape and visual impact of the Converter Station;
  - Design of the Converter Station and landscape mitigation;
  - Noise during construction and operation of Converter Station;
  - Seasonal/rush hour traffic conflicts during construction (e.g. sporting events, summer holidays) along the underground cable route;
  - Highway disruption during cable installation;
  - Landfall location and impacts to marine life and wildlife;
  - Lighting at the Converter Station; and
  - Access to properties during cable installation.
- 1.3.2.26. The responses to the statutory consultation under Section 42 largely echoed the Section 47 and 48 responses with additional concerns including:
- Site selection;
  - Landscape and visual;
  - Heritage assets; and
  - Management of cable installation with other development and events in the area.
- 1.3.2.27. In addition, following a further period of targeted consultation with consultees holding an interest in some newly identified areas of land, which took place between 3 September 2019 and 3 October 2019, an additional six responses were received. Feedback at this stage was based on individual issues related to individuals' access to land, Highways Authority considerations and commercial issues raised by service providers.
- 1.3.2.28. Following the statutory consultation, the Applicant engaged further with the local planning and highway authorities, Highways England and others. The meetings were productive, with continual refinement of the Proposed Development to ensure that

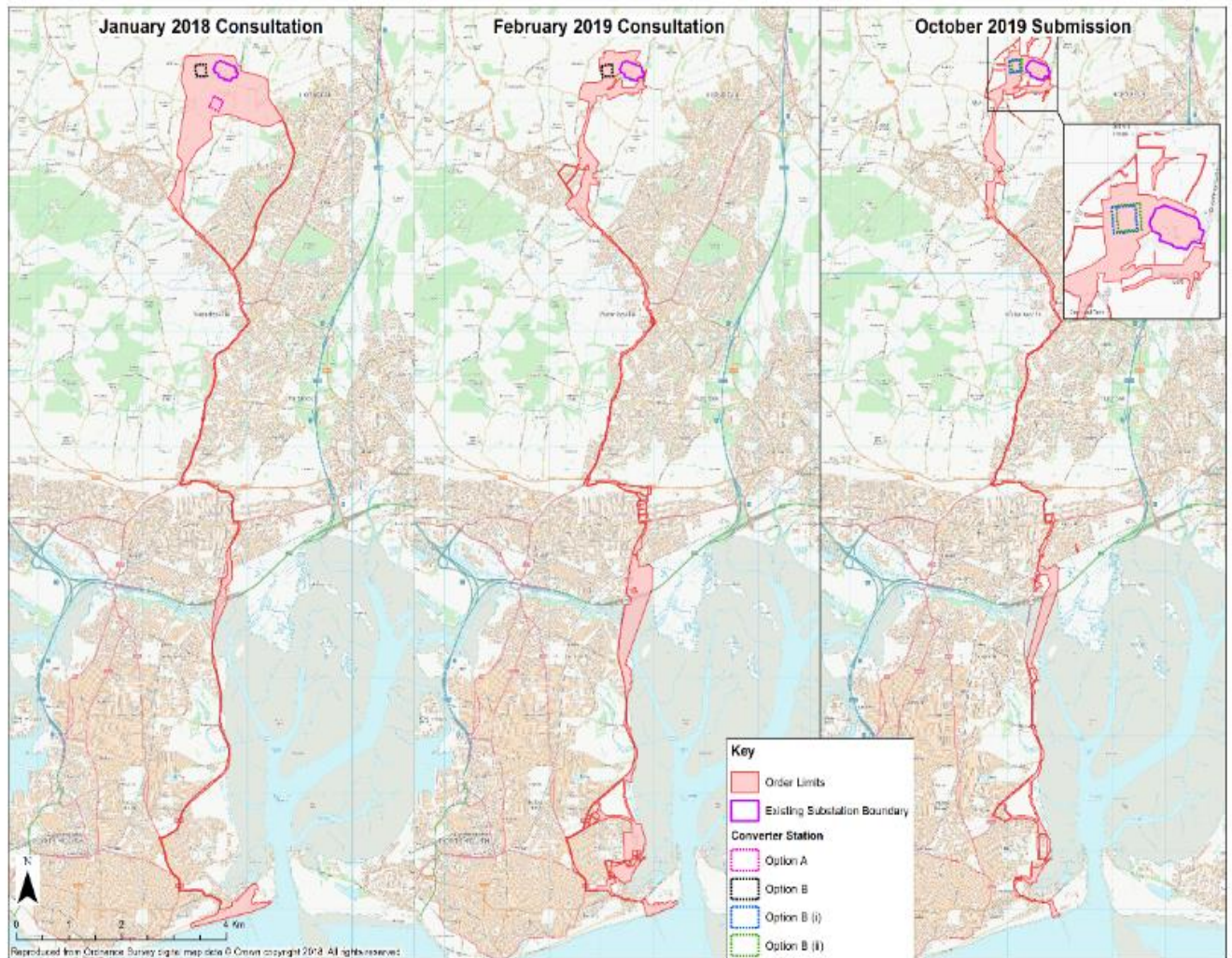
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<sup>1</sup> As no respondents stated specifically that they were notified under Section 48, all public responses have been collected and analysed together in Chapter 14 (even though some may have responded as a result of viewing the Section 48 notice).

regard was had to the comments raised, in so far as possible. Further information about this can be found in Chapter 16.

### **Changes to the Proposed Development as a result of feedback**

- 1.3.2.29. A number of changes have been made as a result of the statutory consultation. These include:
- Discounting of cable route options confirming use of Horizontal Directional Drilling in certain locations to minimise impacts on residents and environment;
  - Addition of small areas of land to enable further landscape mitigation for the Converter Station;
  - Progression of design and landscape principles for the Converter Station in consultation with relevant local authorities;
- 1.3.2.30. An overview of the changes is set out in Chapter 17 at Table 17.6.
- 1.3.2.31. The Plate below illustrates how the Proposed Development has been refined through the pre-application process in response to feedback and ongoing technical work.



**Plate 1-1 - Refinement of the Proposed Development through the pre-application process**

1.3.2.32. Statements of Common Ground are being progressed with certain stakeholders, including the host local planning and highway authorities and relevant statutory undertakers.

## **1.4. COMPLIANCE AND CONCLUSION**

1.4.1.1. This Report provides details of the pre-application consultation, engagement and publicity that the Applicant undertook and sets out how the Applicant has had regard to the relevant responses received during the pre-application consultation and how the proposals have evolved in response to that feedback.

1.4.1.2. This Report forms part of the Applicant's application to the Secretary of State for AQUIND Interconnector.

## 2. EXPLANATORY TEXT

### 2.1. OVERVIEW

- 2.1.1.1. This Consultation Report describes the consultation and engagement activities undertaken by the Applicant in relation to the proposals for an electricity interconnector between France and the UK (the 'Proposed Development').
- 2.1.1.2. This section of the Report responds to the Planning Inspectorate (PINS) Advice Note 14: Compiling the Consultation Report, which sets out that the applicant should set the scene and provide an overview of the whole pre-application stage through 'Explanatory Text'.
- 2.1.1.3. The table below sets out a summary of the pre-application consultation activities.

**Table 2-1 - Summary of pre-application consultation activity**

<b>Date</b>	<b>Consultation</b>	<b>Further information</b>
<b>September 2016 – January 2018</b>	Introduction to the Proposed Development and Early Information Engagement (under TCPA and MCAA)	Chapter 7 of the Consultation Report
<b>January – February 2018</b>	Non-Statutory Consultation period	Chapter 8 of the Consultation Report
<b>February – August 2018</b>	Further Non-Statutory Engagement (under TCPA and MCAA)	Chapters 9 of the Consultation Report
<b>July 2018</b>	Section 35 Direction – consultation on the Proposed Development now needs to be carried out pursuant to the PA 2008	Chapter 9 of the Consultation Report
<b>August 2018 – January 2019</b>	SoCC Development and Consultation	Chapter 12 of the Consultation Report
<b>February – April 2019</b>	Statutory Consultation – Section 42	Chapter 11 of the Consultation Report
<b>February – April 2019</b>	Statutory Consultation – Section 47	Chapter 14 of the Consultation Report



<b>Date</b>	<b>Consultation</b>	<b>Further information</b>
<b>February – April 2019</b>	Statutory Consultation – Section 48	Chapter 13 of the Consultation Report
<b>April – October 2019</b>	Post statutory consultation engagement	Chapter 16 of the Consultation Report
<b>September – October 2019</b>	Targeted consultation	Chapter 15 of the Consultation Report

- 2.1.1.4. A full summary of consultation activity undertaken, in chronological order, can be found in Chapter 3. A timeline showing key milestones and consultation activity undertaken can also be found in Chapter 3 (Table 3.1).

## 3. INTRODUCTION

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### 3.1. INTRODUCTION

- 3.1.1.1. AQUIND Limited ('the Applicant') is proposing to construct and operate an electricity interconnector between France and the UK known as AQUIND Interconnector ('the Project'). Electricity interconnectors are the physical links which allow the transfer of electricity across borders.
- 3.1.1.2. The Project comprises a new marine and onshore High Voltage Direct Current ('HVDC') power cable transmission link between Normandy in France and Eastney, Hampshire, converter stations in both England and France and infrastructure necessary to facilitate the import and export of electricity between both countries.
- 3.1.1.3. The purpose of the Project is to make a significant contribution towards increasing the cross-border capacity between the UK and France (providing a net capacity of 2,000 megawatts ('MW')).
- 3.1.1.4. The Secretary of State ('SoS') has directed, under Section 35 of the Planning Act 2008 (the 'PA 2008'), that the UK elements of AQUIND Interconnector should be treated as a development for which development consent under the PA 2008 is required. As such, the Applicant has submitted an application to the SoS via the Planning Inspectorate ('PINS') for a Development Consent Order ('DCO') under PA 2008 to construct and operate the UK elements of AQUIND Interconnector (the 'Proposed Development'). Prior to the issuing of the Section 35 Direction the Applicant was progressing the consenting of the Proposed Development under the Town and Country Planning Act 1990 ('TCPA 1990') and Marine and Coastal Access Act 2009 ('MCAA 2009').

### 3.2. PURPOSE OF THIS CONSULTATION REPORT

- 3.2.1.1. The PA 2008 requires applicants of a DCO to carry out pre-application consultation and publicity with a range of people about the proposed DCO application. Applicants have a duty, under Section 49 of the PA 2008, to have regard to relevant responses to that consultation and publicity.
- 3.2.1.2. Section 37(3)(c) of the PA 2008 requires applicants to submit a Consultation Report giving details of what has been done in compliance with the legal requirements to carry out pre-application consultation, any relevant responses received and the regard had by the applicant of any relevant responses.
- 3.2.1.3. This document is the Applicant's consultation report submitted in support of the DCO Application. It explains and provides evidence of how the Applicant has complied with the provisions of the PA 2008 and how the consultation has influenced the Proposed Development set out in the DCO Application.

- 3.2.1.4. Section 37(7) of the PA 2008 defines "the consultation report" as a report giving details of:
- What has been done in compliance with Section 42 (duty to consult statutory consultees), Section 47 (duty to consult the local community) and Section 48 (duty to publicise) in relation to a proposed application that has become an application;
  - Any relevant responses received to the formal consultation carried out; and
  - The account taken by the Applicant of any such relevant responses (further to the duty to have regard to responses to consultation and publicity provided for at Section 49 of the PA 2008).
- 3.2.1.5. Legislation and guidance in relation to carrying out the consultation and compiling the Consultation Report is set out in Chapter 4 together with confirmation of how the Applicant has complied with it.
- 3.2.1.6. Prior to the Section 35 Direction being issued, the Applicant had undertaken non-statutory consultation and engagement with relevant local authorities, statutory consultees, stakeholders and the local community. This activity influenced the refinement of the Proposed Development and this is also described in this Report. Engagement with these parties has been ongoing throughout the pre-application period.

### **3.3. PROJECT OF COMMON INTEREST**

- 3.3.1.1. AQUIND Interconnector was awarded 'Project of Common Interest' ('PCI') status in March 2018 and, as a result, is also required to comply with the requirements of the Regulation (EU) No 347/2013 of the European Parliament and of the Council of 17 April 2013 on guidelines for trans-European energy infrastructure (the Ten-E Regulations) in relation to consultation carried out both in the UK and in France. For the purposes of the Ten-E Regulations, the Secretary of State for Business, Energy and Industrial Strategy is the competent authority and following the issue of the section 35 direction PINS is responsible for facilitating and co-ordinating the permit granting process for the Proposed Development having been delegated that function for PCI's for which development consent is the primary consent required.
- 3.3.1.2. The Applicant's strategy for pre-application consultation has been developed to comply with the requirements of the Ten-E Regulations and the PA 2008 (at the times when those were applicable) which provide consultation processes for AQUIND Interconnector in relation to the Proposed Development, and the Project (in respect of the TEN-E Regulations, detailed at Chapter 5.4.



## **3.4. THE APPLICANT AND THE PROPOSED DEVELOPMENT**

### **3.4.1. THE APPLICANT**

3.4.1.1. The Applicant is a UK-registered company with the sole business of developing and operating AQUIND Interconnector, a proposed electricity interconnector between the south of England (Lovedean, Hampshire) and Normandy in France.

3.4.1.2. The Applicant has taken a positive approach to pre-application consultation with the local community in the vicinity of the location of the proposals for AQUIND Interconnector and with all relevant stakeholders. The Applicant recognises the contribution that consultation feedback brings to the Proposed Development and has therefore had regard to the comments of those consultees and responses to publicity to help shape the planning, assessment and design process for the proposed AQUIND Interconnector. Feedback from the local community, stakeholders and consultees has formed a central role in the development of the plans for the Proposed Development throughout the pre-application process.

### **3.4.2. THE PROPOSED DEVELOPMENT**

3.4.2.1. An interconnector is the physical link that allows the transmission of electricity between borders, improving competition in energy markets, security and flexibility of supply.

3.4.2.2. The Project would enable electricity to be transmitted from France to the UK and vice versa. The Project is comprised of three parts: onshore elements in the UK; marine elements between the British and French coastlines and onshore elements in France. Electricity would be transmitted as high voltage direct current (HVDC) using underground and marine cables.

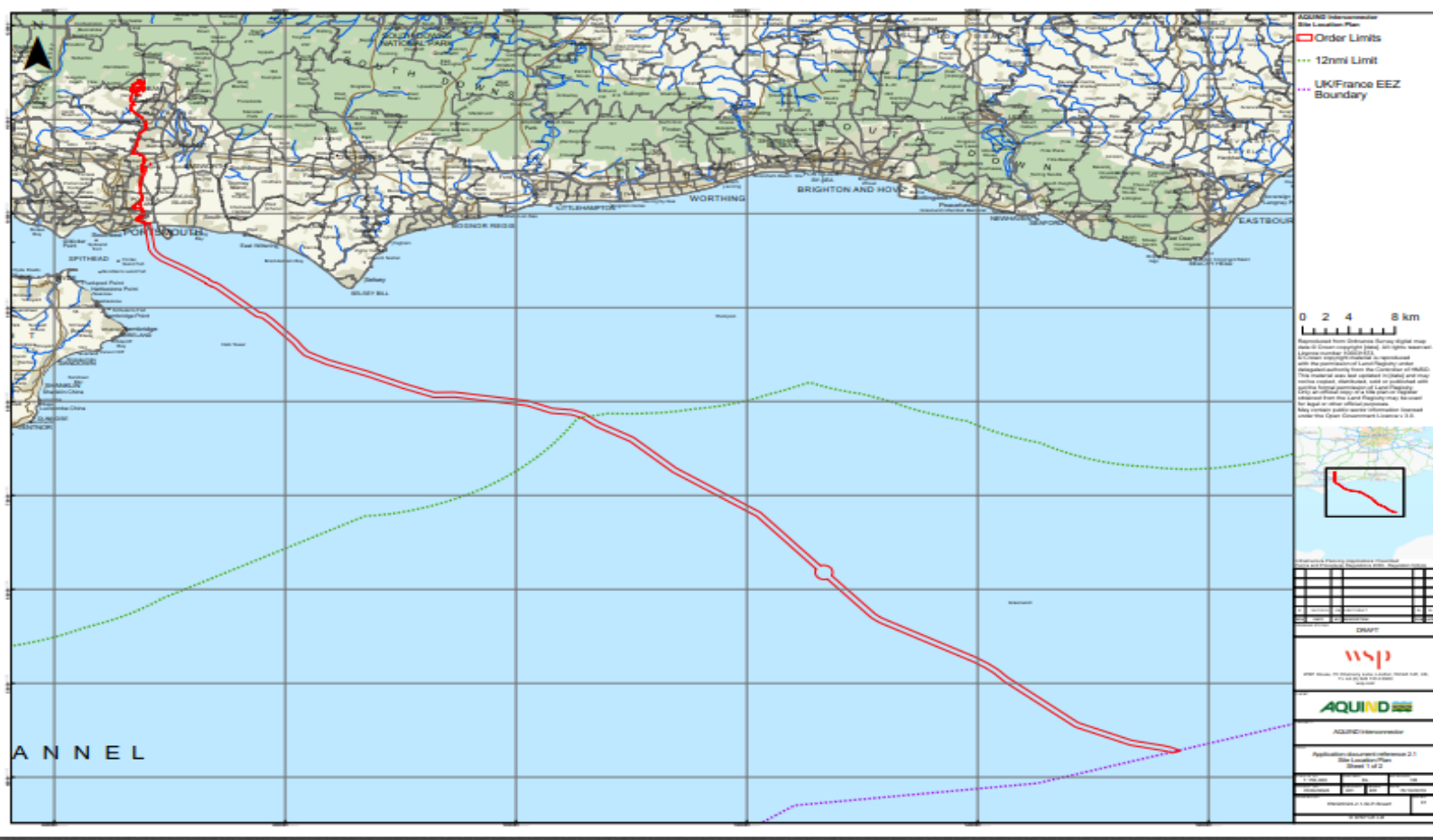
3.4.2.3. Within the UK and France electricity is transmitted by national transmission network operators using high voltage alternating current (HVAC). It is therefore necessary for HVAC to be converted to HVDC at one end of the interconnector and back to HVAC at the other end. This conversion of electricity from one type of current to another is carried out in a facility known as a converter station.

3.4.2.4. The DCO Application and this Consultation Report relate only to the elements of the interconnector which would be located in the UK and the UK Marine Area (referred to as the Proposed Development).

3.4.2.5. The Proposed Development comprises:

- HVDC marine cables;
- HVDC underground cables;
- Converter Station;
- HVAC cables; and
- Fibre optic data transmission cables and associated infrastructure.

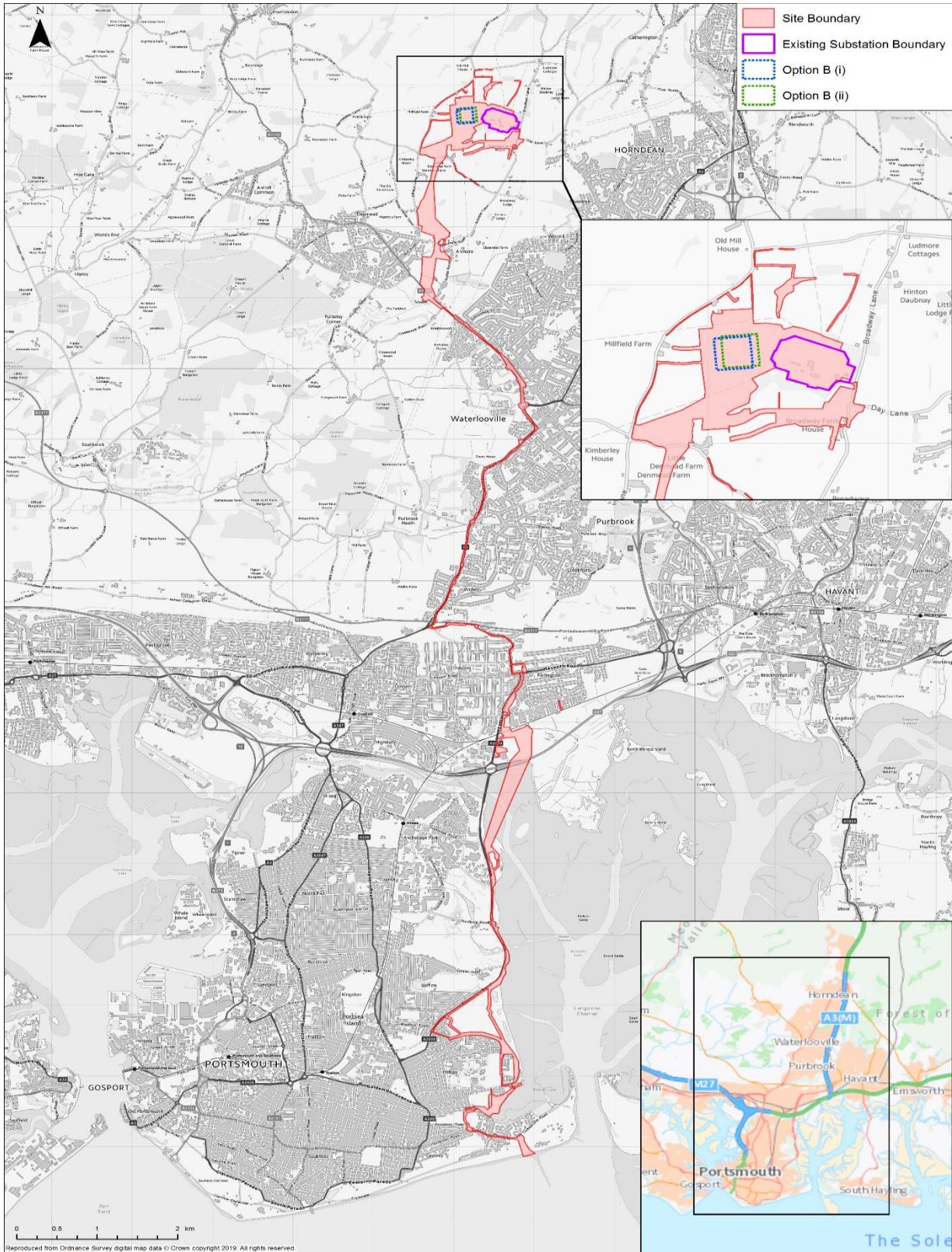
3.4.2.6. The marine components of the Proposed Development are all of that part of the Project within the UK Marine Area (defined by Section 42 of the Marine and Coastal Access Act 2009 (the 'MCAA 2009')) as being from the Mean High Water Springs ('MHWS') out to the limit of the UK/France Exclusive Economic Zone ('EEZ'). Plate 3.1 below shows the geographical location of the marine components.



**Plate 3-1 - Geographical location of the marine elements of the Proposed Development**

3.4.2.7. The onshore components of the Proposed Development within England are all elements of the Proposed Development above the Mean Low Water Spring ('MLWS') level. Plate 3.2 shows the extent of the onshore elements of the Proposed Development.

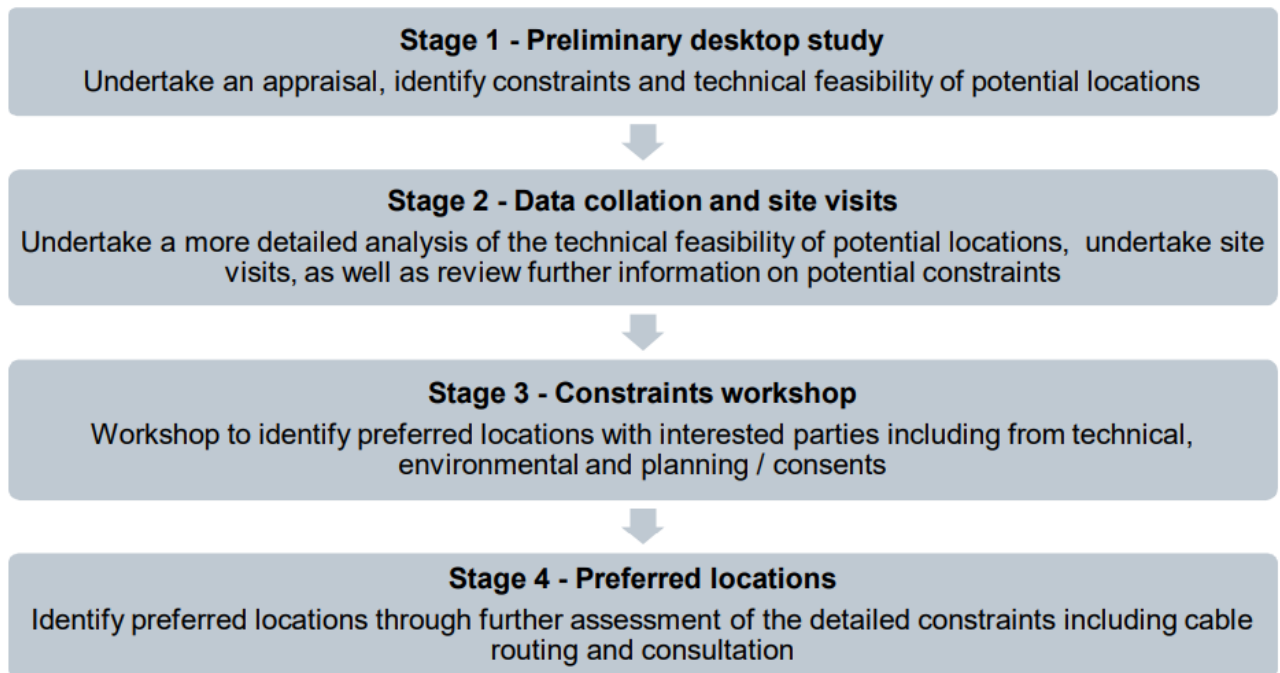




**Plate 3-2 - Geographical location of the onshore elements of the Proposed Development**

## **3.5. PROPOSED DEVELOPMENT CONTEXT**

- 3.5.1.1. As with many large-scale infrastructure projects, consultation and engagement on the Proposed Development has taken place over a long period of time. Meetings with stakeholders, technical consultees and the local communities along the proposed cable route have taken place throughout the pre-application period and remain ongoing. Further information on meetings with relevant stakeholders and consultees can be found in Chapters 7, 8, 9, 11, 14, and 16.
- 3.5.1.2. The Applicant started work on the Proposed Development in 2014 and identified that an interconnector between the UK and France would be the most efficient and beneficial option given market conditions, the long-term trends in European electricity supply and transmission, and France's proximity to the UK.
- 3.5.1.3. In 2015 National Grid confirmed their substation at Lovedean, near Waterlooville in Hampshire as the preferred substation which would connect the Proposed Development to the national electricity network in Great Britain. In June 2016 the Applicant signed a grid connection offer with National Grid for connection to the existing Lovedean substation. The Applicant subsequently undertook thorough site selection and optioneering work to identify preferred locations for the Converter Station, Landfall and Cable Route.
- 3.5.1.4. Work was undertaken to identify appropriate locations in the vicinity of Lovedean substation where the required Converter Station could be located. Four sites were initially identified and reduced down to two following a first stage review. Further detailed work was then undertaken on the remaining two Converter Station site options, focusing on site suitability from an engineering perspective and the potential for impacts on the surrounding environment.
- 3.5.1.5. In parallel, the Applicant was undertaking an exercise to identify the preferred location for the Landfall and considering the cable route options to the existing Lovedean substation from those locations. An initial exercise identified 29 preliminary potential locations for the Landfall. A feasibility study reduced this to nine, with further optioneering exercises then being undertaken to identify and assess the potential cable routes options. The outcome of these studies confirmed the most appropriate and preferred location for the Landfall to be at Eastney (the 'Landfall').
- 3.5.1.6. Plate 3.3 summarises the optioneering process undertaken to identify the Converter Station site options and Landfall options consulted upon during the statutory consultation period.



### **Plate 3-3 - Optioneering Process**

- 3.5.1.7. Further detailed information on the selection process for all components of the Proposed Development is provided at Chapter 2 of the Environmental Statement (“ES”) submitted in support of the Application, Consideration of Alternatives (document reference: 6.1.2).

## **3.6. SUMMARY OF CONSULTATION UNDERTAKEN**

- 3.6.1.1. In September 2016, the Proposed Development was introduced to the Marine Management Organisation (MMO), followed in February 2017 with engagement with the relevant local planning and highways authorities.
- 3.6.1.2. At this stage in the development of the Proposed Development, it was envisaged that an application for planning permission would be made to the relevant local authorities under the TCPA 1990 and that an application for a marine licence would be made to the MMO under the MCAA 2009. Plans for the public launch of the Proposed Development were announced in November 2017.
- 3.6.1.3. A round of non-statutory consultation took place in January to February 2018. Several revisions and refinements were made to the Proposed Development as a result of the non-statutory consultation. An overview of the feedback received, regard had by the Applicant and a summary of the changes made to the Proposed Development can be found in Chapter 8.



- 3.6.1.4. On 20 February 2018, the Applicant submitted a request to the MMO for a Scoping Opinion pursuant to Regulation 13 of the Marine Works (Environmental Impact Assessment) Regulations 2007. On 22 February 2018, the Applicant submitted requests to the relevant local planning authorities for Scoping Opinions pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- 3.6.1.5. Scoping Opinions were received from the four Local Planning Authorities (“LPA”) within whose administrative boundaries the Proposed Development would be located. A Scoping Opinion was issued by the MMO relating to the offshore development in June 2018.
- 3.6.1.6. In June 2018 the Applicant made an application to the Secretary of State for a direction under Section 35 of the PA 2008. In July 2018, the Secretary of State issued a Section 35 direction under the PA 2008, which resulted in the classification of the Proposed Development as development for which development consent under the PA 2008 is required. This resulted in a change of planning regime from TCPA 1990 and required the Applicant to apply for a DCO from the Secretary of State.
- 3.6.1.7. Following the Section 35 direction, the Applicant undertook engagement with the local community, local planning and highways authorities, as well as technical consultees to inform them of the change in status and prepared for the statutory consultation phase for its Proposed Development.
- 3.6.1.8. An EIA Scoping Report (document ref. 6.3.5.2) was submitted to the Planning Inspectorate by the Applicant in October 2018 pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations 2017). The Planning Inspectorate consulted with the consultation bodies in accordance with Regulation 10(6) of the EIA Regulations 2017, following which the Planning Inspectorate issued a Scoping Opinion in December 2018 (document ref. 6.3.5.3).
- 3.6.1.9. A draft Statement of Community Consultation ('SoCC') was prepared and informally consulted upon with relevant local authorities during late Autumn 2018.
- 3.6.1.10. Following several revisions as a result of informal consultation with the local authorities, a revised draft SoCC was formally consulted upon with the relevant local authorities for a period of 28 days commencing on 12 December 2018. Following a review of feedback during the formal consultation period, a final SoCC was prepared and made available for inspection by the public. A notification pursuant to Section 47(6) of the PA 2008 was published on 27 February 2018 in the *Portsmouth News* and *Horndean Post*, and on 28 February 2018 in the *Hampshire Chronicle*. Further details on the SoCC are provided in Chapter 12.



- 3.6.1.11. The Applicant undertook statutory consultation between 27 February and 29 April 2019. Consultation under Section 42, Section 47 and Section 48 was carried out at the same time, in order for the consultation period to run concurrently. The deadline for all responses was 29 April 2019 at midnight (with postal responses being accepted up to three working days after the deadline, ie 2 May 2019).
- 3.6.1.1. **Section 42:** The Applicant sent letters containing USB memory sticks with the Consultation Documents on for Section 42(1)(a) and (b) consultees and details of how to view the Consultation Documents online or in hard copy for Section 42(d) consultees by first class post on 25 February 2019. Further information about the Section 42 consultation can be found in Chapter 11. (In addition, a list of non-statutory consultees was also prepared together with a list of addresses in the Primary Consultation Zone and letters were sent to them giving details of how to view the Consultation Documents).
- 3.6.1.2. **Section 47:** The local community consultation was carried out in accordance with the published SoCC. A newsletter with cover letter was sent on 23 February 2019 to all addresses within the Primary Consultation Zone (“PCZ”) agreed with local authorities as part of the SoCC process. This newsletter notified residents of the statutory consultation, providing an update on the Proposed Development and setting out how respondents could provide feedback. Information was also updated on the Proposed Development website ([www.aquindconsultation.co.uk](http://www.aquindconsultation.co.uk)). As set out in the SoCC, nine consultation events took place in locations along the proposed route corridor and close to Landfall and the Converter Station location. Deposit locations as stated in the SoCC and Section 48 notice were stocked with copies of the consultation materials (listed in Chapter 11), which were available to review free of charge. Further information about the Section 47 consultation can be found in Chapters 12 and 14.
- 3.6.1.3. **Section 48:** The Section 48 notice (see Chapter 13 and Appendix 5.1.4A) was published in local, national and trade press, the London Gazette, Lloyd's List and Fishing News. The notice appeared on 27 and 28 February 2019 and 6 March 2019. A copy of the Section 48 notice was included in a pack of information issued to Section 42 consultees.
- 3.6.1.4. Following the close of consultation, feedback was analysed and an update was issued via newsletter to the local community on 20 May 2019. The website was also updated with a summary of the feedback received to the consultation period.
- 3.6.1.5. In between 3 September and 3 October 2019 a small scale ‘Targeted Consultation’ took place to capture additional land identified as required in connection with the Proposed Development due to further consultation and technical work, for example land to provide landscape mitigation around the Converter Station. This is described in more detail in Chapter 15.

- 3.6.1.6. As a result of feedback received from respondents under Section 42, 47 and 48, several changes have been made to the Proposed Development. These are outlined in Chapter 17.
- 3.6.1.7. Throughout the period between statutory consultation and application submission, ongoing engagement has taken place with local authorities, technical consultees and relevant community representatives and organisations. This activity is explained in further detail in Chapter 16.

## **3.7. CONSULTATION TIMELINE**

- 3.7.1.1. An overview of the consultation undertaken, with key milestones, is summarised in the table below and described in more detail in this Report. This does not set out a definitive list of all engagement.

**Table 3-1 - Summary of consultation and engagement undertaken in relation to the Proposed Development**

Consultation Phase and activity undertaken	Date
Introduction of Proposed Development to MMO	28 September 2016
Introduction of Proposed Development to relevant Local Authorities and early engagement with relevant Local Authorities and statutory consultees	February – May 2017
Update meeting with MMO	29 June 2017
Notice to Mariners Issued	July 2017 – July 2018
Fisheries stakeholder information meetings	18 – 19 October 2017
Public launch of Proposed Development <ul style="list-style-type: none"> <li>• Letters sent to MPs, LPA members, officers, local community and business groups which included an information leaflet and the offer of a face-to-face briefing (27 November 2017)</li> <li>• Proposed Development website launched (27 November 2017)</li> </ul>	November 2017
<b>Non-statutory consultation start</b> <ul style="list-style-type: none"> <li>• Meetings with stakeholders, commencing with a meeting with Denmead Parish Council’s Planning Committee (3 January 2018)</li> <li>• Stakeholder invitation issued to invite to consultation events (9 January 2018)</li> <li>• Newsletter and invitation to consultation events sent to 10,013 households and businesses in the vicinity (9 January 2018)</li> <li>• Press release in local newspapers giving details of consultation events (12 January 2018)</li> <li>• Letters issued to local business and energy stakeholders (12 January 2018)</li> <li>• Exhibition invitation issued to venues to display as a poster advertising the consultation events (15 January 2018)</li> <li>• Advert in local newspapers giving notice of consultation events:               <ul style="list-style-type: none"> <li>○ 13 and 20 January 2018: Southern Daily Echo</li> <li>○ 18 January 2018: Hampshire Chronicle</li> <li>○ 20 January 2018: Portsmouth News</li> <li>○ 24 January 2018: Horndean Post</li> </ul> </li> <li>• Facebook advert made live online (23 January to 24 February 2018)</li> </ul> Consultation events held:	<b>3 January – 24 February 2018</b>

<ul style="list-style-type: none"> <li>Waterlooville Community Centre (24 January 2018)</li> <li>Milton Village Community Hall (26 January 2018)</li> <li>Lovedean Village Hall (27 January 2018)</li> </ul>	
Request for Onshore Scoping Opinion under Town and Country Planning Act (“TCPA”) regime	20 February 2018
Request for Marine Scoping Opinion under MCAA 2009 regime	22 February 2018
<b>Non-statutory consultation close</b>	<b>24 February 2018</b>
Feedback press release published in Portsmouth News, Horndean Post, Hampshire Chronicle	6 March 2018
Local community update newsletter issued to those that participated in the consultation, providing update on the feedback received during the non-statutory consultation period	7 March 2018
AQUIND Interconnector granted PCI status	March 2018
Ongoing engagement with Local Authorities and key stakeholders	March 2018 – January 2019
Onshore and Marine Scoping Opinions Received under TCPA regime.	April, May and June 2018
Request for Section 35 PA 2008 Direction from SoS	18 June 2018
<b>Section 35 PA 2008 Direction issued by SoS – Proposed Development progresses in line with the PA 2008 requirements – change of planning regime</b>	<b>30 July 2018</b>

Press release announcing Proposed Development now being required to apply for development consent from the SoS	30 July 2018
Press release regarding Ground Investigation (“GI”) works issued to Portsmouth News, Horndean Post, Hampshire Chronicle	3 August 2018
Update meetings with local authorities to explain the change from TCPA to PA 2008 planning regime	13 August 2018
Briefing note with covering letter and information about the Proposed Development now being a development requiring an application for development consent under the PA 2008 uploaded to project website	17 August 2018
Ground investigation works (Portsmouth area and Converter Station location at Lovedean) and related stakeholder engagement	August – October 2018
Commence informal engagement on SoCC with Local Authorities	28 August – 11 December 2018
Request for EIA Scoping Opinion from PINS	29 October 2018
Project newsletter and information on project website providing an update on the Proposed Development, the DCO process and a summary of feedback from January – February 2018 non-statutory consultation	30 October 2018
Proposed Development Overview issued to stakeholders and individuals that had participated in the January – February 2018 non-statutory consultation and uploaded to website.	30 October 2018
EIA Scoping Opinion received from PINS	7 December 2018
<b>Statutory review period for SoCC</b>	<b>12 December – 19 January 2019</b>

Newsletter issued (2 <sup>nd</sup> Class) to homes and businesses most likely affected by the Proposed Development providing information on the proposals, and the consultation process, publicising the SoCC	23 February 2019
Press release announcing publication of the SOCC issued to local press (coverage gained 27 – 28 February 2019)	25 February 2019
<b>Notice given to SoS under Section 46 PA 2008</b>	<b>25 February 2019</b>
Project website updated with Consultation Documents	25 February 2019
<b>Section 42 letters issued to local authorities, the MMO, prescribed bodies and persons with an interest in land</b>	<b>25 February 2019</b>
Publication of consultation materials on project website and Consultation Documents placed on deposit in 10 deposit locations: <ul style="list-style-type: none"> <li>• Beddow Library, Milton, Portsmouth</li> <li>• Waterlooville Library, Waterlooville</li> <li>• Horndean Library, Horndean</li> <li>• Portsmouth City Council Offices, Portsmouth</li> <li>• Havant Borough Council Offices, Havant</li> <li>• Winchester City Council Offices, Winchester</li> <li>• Hampshire County Council, Winchester</li> <li>• Central Library, Portsmouth</li> <li>• Cosham Library, Portsmouth</li> <li>• Petersfield Library, Petersfield</li> </ul>	27 February 2019
<b>Statutory Consultation start</b>	<b>27 February to 29 April 2019</b>
SoCC made available for public inspection at deposit locations and online on Proposed Development website	27 February

	2019 – 29 April 2019
<p>Notice of SoCC published under Section 47(6)(a) of the PA 2008 in:</p> <ul style="list-style-type: none"> <li>• Portsmouth News (27 February 2019)</li> <li>• Horndean Post (27 February 2019)</li> <li>• Hampshire Chronicle (28 February 2019)</li> </ul>	27 – 28 February 2018
<p>Section 48 notices published in:</p> <ul style="list-style-type: none"> <li>• The Guardian (27 February 2019)</li> <li>• Portsmouth News (27 February 2019 and 6 March 2019)</li> <li>• Horndean Post (27 February 2019 and 7 March 2019)</li> <li>• Lloyd's List (27 February 2019)</li> <li>• Fishing News (28 February 2019)</li> <li>• Hampshire Chronicle (28 February 2019 and 6 March 2019)</li> <li>• London Gazette (27 February 2019)</li> </ul>	27 – 28 February / March 2019
Facebook adverts made live online advertising the statutory consultation period to approximately 320,000 individuals living within proximity to the Proposed Development	27 February – 29 April 2019
Posters and site notices placed at key locations in vicinity of cable route, Converter Station and key locations for the fishing community (at Amber Dock, Eastney Harbour, Langstone Harbour, Selsey Town Centre, Chichester Harbour and Bembridge Harbour)	27 February 2019
<p>Consultation Documents on display in deposit locations</p> <ul style="list-style-type: none"> <li>• Feedback forms</li> <li>• Freepost envelopes</li> <li>• Consultation Document</li> <li>• Non-Technical Summary (NTS)</li> <li>• PEIR (Preliminary Environmental Information Report) – reference copy, not to be removed</li> <li>• Statement of Community Consultation (SoCC) –reference copy, not to be removed</li> <li>• USBs with all consultation documents pre-loaded</li> <li>• Section 48 notice – reference copy, not to be removed</li> <li>• Contact information cards</li> </ul>	27 February 2019 – 29 April 2019  <i>(materials delivered to venues on 25 and 26 to ensure availability for 27 February 2019)</i>



<p>Consultation events undertaken:</p> <ul style="list-style-type: none"> <li>• Broad Oak Sports &amp; Social Club (7 March 2019)</li> <li>• Eastney Community Centre (8 March 2019)</li> <li>• Jubilee Hall, Horndean (14 March 2019)</li> <li>• The Drayton Centre, Portsmouth (16 March 2019)</li> <li>• Waterloo Community Centre (21 March 2019)</li> <li>• Acorn Community Centre, Waterloo (22 March 2019)</li> <li>• Deverall Hall, Purbrook (23 March 2019)</li> <li>• Milton Village Community Hall (30 March 2019)</li> <li>• Denmead War Memorial Hall 5 April 2019)</li> </ul>	<p>7 March – 5 April 2019</p>
<p>Meetings with community groups (including parish councils) undertaken</p>	<p>6 March – 8 April 2019</p>
<p><b>Statutory Consultation Close</b></p>	<p><b>29 April 2019</b></p>
<p>Project newsletter circulated and project website updated to summarise key feedback to consultation</p>	<p>20 May 2019</p>
<p>Ongoing engagement with Local Authorities and key stakeholders</p>	<p>Ongoing</p>
<p><b>Targeted consultation period</b></p>	<p><b>3 September – 3 October 2019</b></p>

### 3.8. STRUCTURE OF THE CONSULTATION REPORT

- 3.8.1.1. This Report describes the consultation process that the Applicant has undertaken in the period leading up to submission of an application for the DCO to demonstrate compliance with the PA 2008.
- 3.8.1.2. Additional engagement undertaken throughout the process that sits outside of the consultation periods is also described.
- 3.8.1.3. Unless otherwise stated, the Report is structured chronologically in terms of consultation undertaken, the issues raised by consultees, and any subsequent actions taken by the Applicant.
- 3.8.1.4. All feedback has been considered in detail and regard has been had to it in the development of the Proposed Development.
- 3.8.1.5. For the February – April 2019 statutory consultation, the responses to the Section 42 consultation have been summarised individually and responded to. Due to the number of responses received to the Section 47 consultation and Section 48 publicity, these responses have been summarised and responded to in groups of key themes, which are outlined in Chapter 14 of this Consultation Report. However, care has been taken throughout the process to ensure that issues have been recorded, reviewed and analysed in the context within which they were submitted.
- 3.8.1.6. The structure of this Report broadly follows the same chronology, shown in the table below:

**Table 3-2 - Structure of the Consultation Report**

Chapter	Heading	Overview
<b>Chapters 1-6</b>	Executive Summary, Explanatory Text, Introduction, Legislation, Approach to Consultation and an overview of the EIA and Habitats regulations.	Introduction to the Proposed Development, and overview of approach to consultation with regard to the PA 2008 and accompanying guidance.
<b>Chapter 7</b>	Initial engagement activities	Summary of early engagement up to January 2018.

Chapter	Heading	Overview
<b>Chapter 8</b>	Non-statutory consultation: January - February 2018	Description of the January - February 2018 consultation, which represents the non-statutory stage of consultation <sup>2</sup> .
<b>Chapter 9</b>	Engagement following non-statutory consultation	Overview of engagement undertaken with technical bodies, key stakeholders and the local community between the January - February 2018 and February – April 2019 consultation periods.
<b>Chapter 10</b>	Evolution of the Proposed Development following non-statutory consultation	Regard had to consultation responses and changes made to the Proposed Development resulting from the January - February 2018 consultation.
<b>Chapter 11</b>	Statutory consultation: February – April 2019 and responses under Section 42 of the PA 2008	Description of the statutory consultation, summary of relevant responses received to Section 42 and regard had to responses.
<b>Chapter 12</b>	Statement of Community Consultation (SoCC)	Description of the drafting and consultation undertaken on the SoCC in compliance with the PA 2008.
<b>Chapter 13</b>	Publicity under Section 48 of the PA 2008	Description of the publicity undertaken in compliance with Section 48 of the PA 2008.
<b>Chapter 14</b>	Statutory consultation: February – April 2019 and responses under Section 47 and 48 of the PA 2008	Description of the consultation under Sections 47 and 48 of the PA 2008, summary of relevant responses received and regard had to those response.
<b>Chapter 15</b>	Targeted consultation	Summary of the targeted consultation undertaken in September – October 2019.

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<sup>2</sup> As further explained in Chapter 8, this phase of consultation was undertaken in line with the requirements of the Town and Country Planning Act 1990. The Proposed Development was later afforded the status of 'Nationally Significant Infrastructure Project', which requires it to be determined under the 2008 Act by the Secretary of State.

Chapter	Heading	Overview
<b>Chapter 16</b>	Engagement since February – April 2019 consultation	Overview of engagement activity undertaken following the close of the February – April 2019 consultation.
<b>Chapter 17</b>	Design changes and additional mitigation adopted for the application	Overview of the changes made to the Proposed Development resulting from the statutory consultation.
<b>Chapter 18</b>	General Data Protection Regulation (GDPR)	Overview of the approach to data protection, in line with the General Data Protection Regulation and the Data Protection Act 2018.
<b>Chapter 19</b>	Conclusion	Conclusion, including a statement of compliance with relevant legislation and guidance.

# 4. LEGISLATION, GUIDANCE AND ADVICE

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## 4.1. INTRODUCTION

- 4.1.1.1. This chapter sets out the relevant the legislation and guidance to be complied with in carrying out pre-application statutory consultation and in compiling the Consultation Report.
- 4.1.1.2. The chapter provides references to where in the Report the Applicant describes activity undertaken in compliance with that legislation and guidance.

## 4.2. THE LEGISLATIVE CONTEXT

- 4.2.1.1. As set out above, pre-application consultation is a legal requirement for promoters of developments requiring development consent under the PA 2008 and a part of the overall application process for DCOs applications. There are a number of legislative requirements in relation to the consultation processes, which are supported by guidance which applicants for DCOs must have regard to in accordance with Section 50(3) of the PA 2008. Together, the legislative requirements and the guidance set the minimum standards to be achieved when undertaking pre-application consultation.
- 4.2.1.2. The legislation and guidance that is relevant to the consultation process for the DCO application is:
  - Chapter 1 (applications) and Chapter 2 (pre-application procedure) of Part 5 of the PA 2008;
  - Infrastructure Planning (Application: Prescribed Forms and Procedure) Regulations 2009 (“APFP Regulations”);
  - Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations); and
  - Guidance on the pre-application process (Department for Communities and Local Government, March 2015).
- 4.2.1.3. The Applicant has also sought to comply with the following non-statutory Advice Notes published by the Planning Inspectorate (PINS), which are particularly relevant to the pre-application consultation, including:

**Table 4-1 - Advice Notes**

<b>Advice Notes</b>
Advice Note Two: The role of local authorities in the development consent process (February 2015);
Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others (December 2016);
Advice Note Nine: Rochdale Envelope (July 2018);
Advice Note Twelve: Transboundary Impacts and Process (March 2018); and
Advice Note Fourteen: Compiling the Consultation Report (April 2012).

- 4.2.1.4. The Applicant has also taken into consideration the Overarching National Policy Statement (“NPS”) on Energy (EN-1).
- 4.2.1.5. A brief summary of consultation undertaken in accordance with the EIA and Habitats Regulations is included in this report in Chapter 6, although the primary focus of the Report is consultation undertaken in accordance with Sections 42, 47 and 48 of the PA 2008.
- 4.2.1.6. In addition, and as mentioned above, AQUIND Interconnector has been awarded PCI status in accordance with the Ten-E Regulations. The Ten-E Regulations also contain requirements in relation to the consultation on the proposals, which are more specifically detailed in Chapter 5.4 below.

### **4.3. THE REQUIREMENTS OF THE PA 2008**

- 4.3.1.1. Section 37(3)(c) requires applicants to submit a consultation report with their application for a DCO. Section 37(7) of the PA 2008 defines ‘the consultation report’ as a report giving details of:
  - What has been done in compliance with Section 42 (duty to consult statutory consultees), Section 47 (duty to consult the local community) and Section 48 (duty to publicise) in relation to a proposed application that has become an application;
  - Any relevant responses received to the formal consultation carried out; and
  - The account taken by the applicant of any such relevant responses (further to the duty to have regard to responses to consultation and publicity provided for at Section 49 of the PA 2008).

- 4.3.1.2. Section 42 of the PA 2008 provides a duty to consult with the following persons about a proposed application:
- **s42(1)(a)** – the relevant prescribed consultees, as listed in column 1 of the table in Schedule 1 of the APFP Regulations 2009;
  - **s42(1)(aa)** – the Marine Management Organisation (MMO) where the proposed development would, or would be likely to, affect waters in or adjacent to England up to the seaward limits of the territorial sea or an exclusive economic zone;
  - **s42(1)(b)** – each local authority that is relevant in accordance with Section 43;
  - **s42(1)(c)** – the Greater London Authority if the land is in Greater London<sup>3</sup>; and
  - **s42(1)(d)** – those persons within one or more of the categories set out in Section 44.
- 4.3.1.3. *The approach the Applicant took to identifying Section 42 consultees is set out in Chapter 11.2. Lists of stakeholders consulted under Section 42 are set out in Appendix 5.1.4B and 5.1.4C.*
- 4.3.1.4. **Section 45** of the PA 2008 requires that the deadline for the receipt of responses to a consultation under Section 42 is not less than 28 days beginning with the day after the day on which the person receives the consultation documents.
- 4.3.1.5. *The Section 42 consultation started on 27 February 2019, the day after the day Consultation Documents were received and made available in deposit locations and online. Consultees were given until midnight on 29 April 2019 () within which to provide responses. Postal responses were accepted up to three working days after the deadline. In any event the Applicant has had regard to all responses received after the deadline. This is described in more detail in Chapters 11 to 14.*
- 4.3.1.6. **Section 46** of the PA 2008 sets out that the applicant must supply the SoS with such information in relation to the proposed application as the applicant would supply to him for the purpose of complying with Section 42 if the applicant were required to consult him about the proposed application.
- 4.3.1.7. *The Applicant sent the SoS information in compliance with Section 46 on 25 February 2019. A copy of the letter sent to the SoS together with proof of receipt is at Appendix 5.1.4D.*
- 4.3.1.8. **Section 47** of the PA 2008 sets out a duty to consult the local community. It requires that a statement is produced setting out how the applicant proposes to consult people living in the vicinity of the land about the proposed application (s47(1)). It requires that the applicant must consult each local authority that is within Section 43(1) about what is to be included in that statement, and that the applicant is to have regard to their responses when preparing that statement. The statement, referred to as a SoCC, must then be publicised and made available for public inspection (s47(6)) and the consultation must be carried out in accordance with the SoCC (s47(7)).



- 4.3.1.9. *Details of how the Applicant has complied with Section 47 are set out in Chapter 12. **Section 48** sets out a duty to publicise the proposed application in the manner prescribed in Regulation 4 of the APFP Regulation 2009. A minimum period of 28 days (from the last date the notice is published) should be given to respond to the publicity. *Details of how the Applicant complied with Section 48 is set out in Chapter 13.**
- 4.3.1.10. **Section 49** sets a duty to have regard to the responses received to consultation and publicity pursuant to Sections 42, 47 and 48 of the Act (outlined above).
- 4.3.1.11. *The Applicant has had regard to all relevant responses received (together with those received after the consultation deadline). A summary of the Section 42 responses received and how the Applicant has had regard to them is set out in Chapter 11. A summary of the Section 47 and 48 responses received (grouped by theme) and how the Applicant has had regard to them is set out in Chapter 14. A summary of the key changes made to the proposal as a result of the consultation is provided in Chapter 17 and summarised in Table 17.1.*

#### **4.4. THE APFP REGULATIONS**

- 4.4.1.1. Regulation 3 of the APFP Regulations states that the persons prescribed for the purposes of Section 42(1)(a) are those listed in column 1 of the table in Schedule 1 to the APFP Regulations, who must be consulted in the circumstances specified in relation to each person in column 2 of that table.
- 4.4.1.2. *The Section 42 consultation list was compiled having regard to Regulation 3 of the APFP Regulations as described in Chapter 11. Consideration was also given to the list of consultation bodies that PINS notified under Regulation 11(1)(a) of the EIA Regulations. The Applicant also made its own diligent inquiries and investigations to compile the list of consultees for the purposes of compliance with Section 42.*

#### **4.5. INFRASTRUCTURE PLANNING (EIA) REGULATIONS 2017**

- 4.5.1.1. Separate consultation requirements for applicants of development requiring development consent for which an EIA is being submitted are set out in the EIA Regulations.
- 4.5.1.2. **Regulation 8** requires an applicant to request the SoS to adopt an EIA screening opinion or notify the SoS that the application proposes to provide an Environmental Statement ('ES') in respect of the development.
- 4.5.1.3. *The Applicant has voluntarily undertaken an EIA for the Proposed Development and did not request a screening opinion from the SoS. The Applicant notified the SoS that*

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<sup>3</sup> The requirement in section 42(1)(c) to consult the Greater London Authority is not relevant as the land is not within Greater London.

*it proposed to provide an ES in respect of the development under Regulation 8 of the EIA Regulations on 29 October 2018 (Appendix 5.1.4E).*

- 4.5.1.4. **Regulation 10** allows an Applicant to ask the SoS to state in writing its opinion as to the scope and level of detail of the information to be provided in the ES.
- 4.5.1.5. *The Applicant made a request to the SoS for a scoping opinion under Regulation 10 on 29 October 2019 and a Scoping Opinion was received on 7 December 2018. More information on this is set out in Chapter 6.*
- 4.5.1.6. **Regulation 11** requires PINS to notify consultation bodies that the Applicant intends to provide an ES for the Proposed Development. PINS is required to inform the Applicant in writing of the names and addresses of the notified consultation bodies (regulation 11(1)(b) of the EIA Regulations) and of any particular person who it considers is (a) to be, or to be likely to be, affected by, or to have an interest in the proposed development; and (b) to be unlikely to become aware of the proposed development by means of the measures taken in compliance with Part 5 (applications for orders granting development consent) of the PA 2008 (regulation 11(1)(c)). Details of any non-prescribed consultees will also be provided, if appropriate.
- 4.5.1.7. *PINS provided the Applicant with a list of consultees under Regulation 11 on 7 December 2019.*
- 4.5.1.8. **Regulation 12(1)** requires the SoCC to set out whether the development for which the applicant proposes to make a DCO application for is EIA development. Where development is EIA development the SoCC must set out how the applicant intends to publicise and consult on preliminary environmental information, being the preliminary information regarding the Proposed Development's effects on the environment compiled by the applicant and which is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associate development) (regulation 12(2)).
- 4.5.1.9. *Chapters 12 and 14 describes how the Applicant has met the requirements under Regulation 12(1) for the EIA Regulations and Section 47 of the PA 2008. A Preliminary Environmental Information Report ('PEIR') was prepared and published to support the statutory consultation carried out in February-April 2019. This provided information regarding the environmental effects of the Proposed Development in accordance with regulation 14(2). The SoCC explained how the Applicant intended to publicise and consult on the PEIR.*
- 4.5.1.10. **Regulation 13** requires that where the proposed application for an order granting development consent is an application for EIA development, the applicant must, at the same time as publishing notice of the proposed application under Section 48(1) of the PA 2008, send a copy of that notice to the consultation bodies and to any person notified to the applicant in accordance with regulations 11(1)(c).

- 4.5.1.11. *All bodies were included in the list of consultation bodies provided by PINS to the Applicant on 7 December 2018 are included within the Section 42 consultee list and received a copy of the notice of the proposed application under Section 48(1).*
- 4.5.1.12. **Regulation 32** of the EIA Regulations provides requirements for consultation with other EEA states where the Secretary of State is of the view that the development is likely to have significant effects on the environment in another EEA State.
- 4.5.1.13. *On 2 April 2019, PINS issued a Transboundary Impacts Screening Matrix in accordance with Regulation 32 of the EIA Regulations. Spain confirmed it wished to participate in the EIA procedure for examining the DCO application as an interested party. Germany and Denmark confirmed they did not intend to participate in the EIA procedure. Belgium, France and the Netherlands did not respond to the notification provided to them by PINS.*

## **4.6. GUIDANCE ON PRE-APPLICATION CONSULTATION**

- 4.6.1.1. Guidance was published by the former Department for Communities and Local Government (now Ministry for Housing, Communities and Local Government) in March 2015 entitled 'Planning Act 2008: Guidance on the pre-application process'.
- 4.6.1.2. The Applicant had careful regard to this guidance in undertaking the pre-application consultation and preparing this Consultation Report.
- 4.6.1.3. At paragraph 15, the guidance explains that:  
 “Effective pre-application consultation will lead to applications which are better developed and better understood by the public, and in which the important issues have been articulated and considered as far as possible in advance of submission of the application to the Secretary of State. This in turn will allow for shorter and more efficient examinations”.
- 4.6.1.4. It goes on to explain at paragraph 18 that the early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties, and the Applicant has designed its consultation with the aim of achieving these. These benefits are summarised below:
- Helping the applicant identify and resolve issues at the earliest stage;
  - Encouraging the community to help shape the proposal to maximise local benefits and minimise any downsides;
  - Helping local people understand the potential nature and local impact of the proposed project;
  - Enabling applicants to obtain important information about the economic, social and environmental impacts of a scheme from consultees;
  - Enabling potential mitigating measures to be considered before an application is submitted; and

- Identifying ways in which the project could, without significant costs to promoters, support wider strategic or local objectives.

4.6.1.5. With regard to the number of stages of consultation, paragraph 70 of the guidance sets out that:

“To manage the tension between consulting early, but also having project proposals that are firm enough to enable consultees to comment, applicants are encouraged to consider an iterative, phased consultation consisting of two (or more) stages, especially for large projects with long development periods. For example, applicants might wish to consider undertaking non-statutory early consultation at a stage where options are still being considered. This will be helpful in informing proposals and assisting the applicant in establishing a preferred option on which to undertake statutory consultation”.

4.6.1.6. Paragraph 76 adds that “[i]n circumstances where a particular issue has arisen during the pre-application consultation, or where it is localised in nature, it may be appropriate to hold a non-statutory, targeted consultation”.

4.6.1.7. *In accordance with the guidance, the Applicant carried out non-statutory consultation at an early stage (January – February 2018), followed by statutory consultation (February – April 2019) and further targeted consultation as required (September – October 2019). This approach has allowed the Applicant to ensure that the evolution of the design of the Proposed Development has been informed by consultation feedback.*

4.6.1.8. *The Applicant has sought to ensure that all relevant individuals and organisations have been consulted and kept informed throughout the development of the Proposed Development to inform the evolution of the final application.*

## **4.7. ADVICE ON CONSULTATION**

4.7.1.1. PINS Advice Note Fourteen: Compiling the Consultation Report (April 2012) is aimed primarily at developers and local authorities and seeks to provide advice about the format and content of the consultation report.

4.7.1.2. The Advice Note explains that the consultation report represents the culmination of the three different strands of consultation and publicity set out in Section 37 of the PA 2008, i.e. under Section 42, 47 and 48.

4.7.1.3. It goes on to state that the primary purpose of the consultation report is to capture and reflect upon all of the responses received from these three distinct pre-application consultee groups and explain how the developer has met its duty under Section 49 of the PA 2008. This Report sets this out in Chapters 11 (Section 42) and Chapter 14 (Section 47 and 48).

4.7.1.4. The Advice Note notes that the consultation report can also capture non-statutory or ‘informal’ consultation that takes place outside the requirements of the PA 2008 so

that the SoS has a comprehensive picture of all the consultation activity to a particular project. This Report sets this out in Chapters 7 to 10.

## **4.8. TEN-E REGULATIONS REQUIREMENTS – TRANSPARENCY AND PUBLIC PARTICIPATION**

- 4.8.1.1. With regard to transparency and public participation, Article 9 of the Ten-E Regulations provides the following relevant requirements.
- 4.8.1.2. All parties involved in the permit granting process shall follow the principles for public participation, which are as follows:
- The stakeholders affected by a project of common interest, including relevant national, regional and local authorities, landowners and citizens living in the vicinity of the project, the general public and their associations, organisations or groups, shall be extensively informed and consulted at an early stage, when potential concerns by the public can still be taken into account and in an open and transparent manner.
  - Each public consultation shall cover all subject matters relevant to the particular stage of the procedure, and one subject matter relevant to the particular stage of the procedure shall not be addressed in more than one public consultation; however, one public consultation may take place in more than one geographical location. The subject matters addressed by a public consultation shall be clearly indicated in the notification of the public consultation.
- 4.8.1.3. Project promoters shall, within an indicative period of three months of the start of the permit granting process, draw up and submit a concept for public participation. This is to be approved by the competent authority, and in so doing the competent authority shall take into account any form of public participation and consultation that took place before the start of the permit granting process, to the extent that such public participation has fulfilled the requirements of Article 9 of the Ten-E Regulations.
- 4.8.1.4. At least one public consultation shall be carried out by the project promoter, or, where required by national law, by the competent authority, before submission of the final and complete application file to the competent authority.
- 4.8.1.5. The public consultation shall inform stakeholders about the project at an early stage and shall help to identify the most suitable location or trajectory and the relevant issues to be addressed in the application file.
- 4.8.1.6. The minimum requirements applicable to that public consultation are:
- *To publish an information leaflet of no more than 15 pages, giving in a clear and concise manner, an overview of the purpose and preliminary timetable of the project, the national grid development plan, alternative routes*

*considered, expected impacts, including of cross-border nature, and possible mitigation measures, which shall be published prior to the start of the consultation and list the web address of the EU transparency platform;*

- *To inform all stakeholders affected about the project through a project website and other appropriate information means;*
- *To invite in written from relevant affected stakeholders to dedicated meetings, during which concerns shall be discussed.*

- 4.8.1.7. The project promoter shall prepare a report summarising the results of the activities related to the participation of the public prior to the submission of the application file, including those activities that took place before the start of the permit granting process and submit that report together with the application file to the competent authority.
- 4.8.1.8. For projects crossing two or more Member States, the relevant public consultations in each of the Member States concerned shall take place within a period of no more than two months from the date on which the first public consultation started.
- 4.8.1.9. For projects likely to have significant adverse cross-border impacts in one or more neighbouring Member States the relevant information shall be made available to the competent authority of the neighbouring Member States.
- 4.8.1.10. The project promoter, or, where national law so provides, the competent authority, shall establish and regularly update a website with relevant information about the project of common interest, which shall be linked to the Commission's website and which shall make available as a minimum:
- The information leaflet;
  - A non-technical and regularly updated summary of no more than 50 pages reflecting the current status of the project and clearly indicating, in case of updates, changes to previous versions;
  - The project and public consultation planning, clearly indicating dates and locations for public consultations and hearings and the envisaged subject matters relevant to those hearings;
  - Contact details in view of obtaining the full set of application documents; and
  - Contact details in view of conveying comments and objections during public consultation events.
- 4.8.1.11. Project promoters shall also publish relevant information by other appropriate information means to which the public has open access.
- 4.8.1.12. *The Applicant has had regard to the requirements of article 9 of the TEN-E Regulations and has designed its consultation with this in mind. As set out in this*



*Report, the Applicant has met or exceeded each of the minimum requirements set out in article 9 through the course of its compliance with consultation under the PA 2008. Specific summary of how the Applicant has met these requirements can be found in Chapter 5.4.*

## **4.9. NEXT STEPS POST SUBMISSION AND THE SECTION 56 PROCESS**

- 4.9.1.1. Once an application for a DCO has been ‘accepted’ by PINS, Section 56(2) of the PA 2008 requires the Applicant to notify prescribed consultees, the relevant local authorities, the MMO and those with an interest in or powers over the land or who would or might be entitled to make a relevant claim as defined in s57(6) of the PA 2008.
- 4.9.1.2. The Applicant is also required to notify those consultees of the deadline for receipt of representations by PINS, giving notice of the person's interest in, or objection to, the Application, not less than 28 days beginning the day after the person receives the notice (Section 56(4 and 5)).
- 4.9.1.3. The Applicant will also communicate to the general public that the Application has been accepted via its website and will publicise acceptance with the general public in the required manner set out in Regulation 9 of the APFP Regulations 2009. The Applicant must then certify to the SoS that it has complied with the requirements of Section 56 of the PA 2008.
- 4.9.1.4. Following publication of the acceptance notice (i.e. at the pre-examination stage) the public will be able to register with PINS to become an interested party by making a relevant representation. A relevant representation is a written summary of a person's views on an application.
- 4.9.1.5. At this stage an Examining Authority is appointed and all interested parties will be invited to attend a Preliminary Meeting, run and chaired by the Examining Authority. The interested parties will then be invited to provide more details of their views in writing during the examination.



## 5. AQUIND'S APPROACH TO CONSULTATION

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### 5.1. INTRODUCTION

5.1.1.1. Throughout the pre-application consultation process, the Applicant has sought to maintain honest and open communication with all interested parties at all times and has clearly defined periods of consultation and when feedback is being sought on the Proposed Development.

5.1.1.2. The Applicant has endeavoured to ensure that the local community and stakeholders have the opportunity to fully understand and comment on the Proposed Development and proposed mitigation at appropriate key milestones in the development of the proposal, and during defined consultation periods.

5.1.1.3. In addition to satisfying the statutory requirements for consultation provided by the PA 2008 and the Ten-E Regulations, the approach to be taken to consultation has been formulated with several guiding principles in mind. These include:

- Be clear, timely, meaningful and inclusive;
- Tell the story of the optioneering so far and the process moving forward;
- Ensure transparency by providing access to technical information where required, and ensuring this is explained clearly and simply;
- Promote and raise awareness of the consultation period and the opportunities to have your say;
- Use digital platforms and online content to engage a wider audience; and
- Involve the local community and provide evidence that we have listened and considered their comments.

5.1.1.4. As set out in this Report, the Applicant has had regard to all relevant legislation, guidance and advice as it developed and carried out its consultation process.

### 5.2. PROJECT WEBSITE

5.2.1.1. The Applicant launched a dedicated consultation website for the UK elements of the Project in November 2017 to coincide with the public launch of the Proposed Development with local stakeholders, and prior to commencement of the non-statutory consultation in January 2018.

5.2.1.2. Online information such as the Proposed Development Frequently Asked Questions hosted on the Applicant's website was developed throughout the pre-application process to reflect the progress of the Application, and in response to key milestones. An example of the Frequently Asked Questions included on the website can be found in Appendix 5.1.1A.

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- 5.2.1.3. As the pre-application consultation process developed, the website was regularly updated with relevant project updates, information about the changes to the consenting process as a result of the Section 35 direction, and all relevant documentation produced during the January – February 2018 and February – April 2019 consultation periods.
- 5.2.1.4. The website contained details of how to comment on the proposals, and how to contact the project team.

### **5.3. COMMUNITY INFORMATION LINE, DEDICATED PROJECT EMAIL ADDRESS AND FREEPOST**

- 5.3.1.1. In addition to the UK consultation website, the Applicant established a freephone community information line (01962 893 869) to enable individuals to find out more about the Proposed Development, or to register their comments via telephone. The information line was in operation Monday-Friday between the hours of 9:00am and 5:30pm. Outside of these hours, an answerphone facility was available for voicemails to be left and responded to at the earliest opportunity to ensure information was readily available and queries or concerns addressed.
- 5.3.1.2. Further to this, a dedicated project email address ([aquindconsultation@becg.com](mailto:aquindconsultation@becg.com)) and freepost address (“FREEPOST AQUIND CONSULTATION”) were also in operation throughout the pre-application consultation period. An automatic reply was in operation for those who contacted the project email address to give confidence that their enquiry had been received and a response was being prepared by the project team.
- 5.3.1.3. If questions were of a technical nature, these were passed on to project team members to provide an appropriate response.
- 5.3.1.4. Throughout all stages of pre-application, the Applicant endeavoured to provide a response to all enquiries within 10 working days of receipt. This timeframe was met in the vast majority of cases.
- 5.3.1.5. In the unusual event that additional time was required beyond 10 working days to respond to a query, a holding response was issued to the enquirer explaining that the project team would provide a response as soon as possible.
- 5.3.1.6. The above lines of communication were opened on 27 November 2017 prior to the non-statutory consultation.

### **5.3.2. MEANS OF PROVIDING FEEDBACK**

- 5.3.2.1. During the pre-application period, the means by which consultees could provide feedback were centred around feedback forms published at each stage of consultation (a 'non-statutory consultation' feedback form, and a 'statutory consultation' feedback form), which could be returned via Freepost, in person at the consultation events, or a scanned copy emailed to the project email address, noted

in the section above. The non-statutory consultation and statutory consultation forms were available on the Proposed Development website to be returned via email or Freepost, whilst the statutory consultation feedback form could also be completed and submitted digitally via the Proposed Development website.

- 5.3.2.2. Verbal queries and requests for further information could be discussed via the freephone, which was in operation throughout the pre-application process.
- 5.3.2.3. Feedback was also provided by individual letter, in particular responses from prescribed consultees.

### **5.3.3. REGARD HAD TO RESPONSES**

- 5.3.3.1. The Applicant considered all consultation feedback received during each stage of the consultation, as well as feedback received from the local community and stakeholders throughout the entirety of the pre-application process.
- 5.3.3.2. This Report explains how the Applicant had regard to feedback during the development of the proposals for AQUIND Interconnector prior to the application for the DCO being submitted.
- 5.3.3.3. Feedback from consultation and engagement has been important in enabling the Applicant to refine its proposals. The Proposed Development has evolved in response to the following key drivers:
  - Feedback from consultees and members of the public;
  - Technical design work undertaken by the engineering team, having regard to the need to adhere to technical specification and requirements for the component parts;
  - The EIA process; and
  - Technical stakeholder engagement, including specialist advice and findings from assessments and research.
- 5.3.3.4. After the close of the non-statutory and statutory consultation periods responses were logged and analysed. Consultation responses were analysed and grouped into issues. They were passed to relevant technical specialists (environmental, planning and engineers as appropriate) for consideration.
- 5.3.3.5. The project team noted that some responses had not been received from consultees they were anticipating receiving responses from. These included Highways England, Portsmouth Water and the blue light services. A list of marine and onshore consultees for follow up was agreed and emails were sent to these consultees making them aware that the deadline for consultation had closed and asking if they intended to respond. Follow up meetings with key stakeholders who had not responded were arranged where appropriate.

- 5.3.3.6. Issues were tracked and incorporated into project meetings and discussions between the teams relating to optioneering, order limits, design evolution and environmental assessment. Following the close of statutory consultation, ongoing engagement with relevant Section 42 stakeholders and non-statutory consultees, including relevant local authorities and landowners to address concerns raised has been undertaken. Where appropriate, concerns raised by persons responding to the Section 47 and 48 consultations have been responded to individually.

## **5.4. APPROACH TO SATISFYING TEN-E REGULATION REQUIREMENTS**

- 5.4.1.1. AQUIND Interconnector was awarded PCI status in March 2018, and therefore is required to comply with the requirements of the Ten-E Regulations in relation to the consultation carried out both in the UK and in France.
- 5.4.1.2. For the purposes of the Ten-E Regulations, the Secretary of State for Business Energy and Industrial Strategy is the competent authority, who following the issue of the section 35 direction, have delegated tasks relating to the facilitation and co-ordination of the permit granting process in relation to the Proposed Development to PINS.
- 5.4.1.3. This paragraph of the Report sets out how the Applicant has undertaken consultation and produced the relevant documentation to satisfy the legal requirements of the Ten-E Regulations:
- 5.4.1.4. The Applicant's first focused public consultation with the relevant authorities, landowners and communities in the vicinity of the proposals and the general public took place between 3 January – 24 February 2018. Prior to this focused engagement had taken place with the relevant local authorities (in February 2017). Further information on this early engagement, prior to January 2018, can be found in Chapter 7. This allowed for potential concerns to be voiced by the relevant stakeholders and the public and for these to be taken into account in the further design work. Chapter 10 of this Report details the evolution of the Proposed Development following the January – February 2018 consultation, having regard to the feedback received at that time.
- 5.4.1.5. As is outlined in this Report, two phases of public consultation have been carried out, satisfying the requirement to carry out at least one formal public consultation prior to the submission of the application to the competent authority.
- 5.4.1.6. When carrying out consultation the Applicant published an information leaflet on the UK consultation website which provided the information required by the Ten-E Regulations as follows:
- An overview of the Proposed Development and information in relation to interconnectors more generally;

- Key project milestones, which provided a preliminary timetable for the project at that time;
- Information regarding the planning process, referencing that a decision will be made in accordance with national policy;
- Details of the information to be presented at each stage of the consultation, including in relation to the location of project components and routes to be considered;
- Preliminary information regarding impacts and mitigation; and
- The website addresses for both the Transparency Platform and the Manual of Procedures for the TEN-E Regulations.

- 5.4.1.7. A copy of the information leaflet is appended to this Report at Appendix 5.1.1B.
- 5.4.1.8. Stakeholders were informed about the project directly and via the website. Invitations were sent inviting stakeholders to attend the consultation events in relation to both the January – February 2018 and the February – April 2019 consultations.
- 5.4.1.9. This Report summarises the results of the activities related to the participation of the public prior to the submission of the application for the DCO, in satisfaction of the requirement for the project promoter to prepare a report summarising the results of activities related to the participation of the public prior to the submission of the application file.
- 5.4.1.10. In relation to the requirement for public consultation in relation to projects crossing the border of two or more Member States to take place within a period of no more than two months from the date on which the first public consultation started, the UK public consultation commenced in January 2018 and the French public consultation commenced in March 2018.
- 5.4.1.11. Whilst a project crossing two Member States, it was not considered by the project team that the Project would likely have a significant adverse cross-border impact and as such information in this regard was not made available during the January – February 2018 consultation period. Since then PINS have made information available to other Member States in accordance with Regulation 32 of the EIA Regulations, taking a precautionary approach to their requirements under this regulation.
- 5.4.1.12. Separate websites for the Project were established in both the UK and France prior to the public consultations on the Project being undertaken. Those websites each contain:
- A link to the information leaflet;
  - A link to a non-technical summary;
  - Information regarding the public consultation events, updated from time to time to confirm upcoming events;

- Contact details for members of the project who can provide information/documentation; and
- Contact details for persons wanting to comment on the proposals.

## 5.5. CONSULTATIONS ON OTHER PROJECTS

- 5.5.1.1. Throughout the consultation process on the Proposed Development, the Applicant has sought to avoid conducting consultation in tandem with other significant projects in the area, so as to avoid confusion and ‘consultation fatigue’ among the local community.
- 5.5.1.2. There are currently no other nationally significant infrastructure projects undertaking consultation within the immediate vicinity of the Proposed Development. The only major project undertaking consultation during a similar time period and in proximity to where the Proposed Development is to be located is within the Portsmouth area adjacent to Eastern Road and Milton Common where the coastal defence schemes are being delivered by the East Solent Coastal Partnership.
- 5.5.1.3. Given the timescales associated with the development of the Southsea Coastal Scheme, the Applicant’s consultation programme did not conflict with any other significant consultations in the local area. A full list of consultation dates for both the Southsea Coastal Scheme and the Proposed Development are outlined in Table 5-1 below, demonstrating the lack of overlap between the two schemes.

**Table 5-1 - Timeline of consultation events for the Proposed Development and East Solent Coastal Partnership’s coastal defence schemes**

Date	Summary Activity
Winter 2014	East Solent Coastal Partnership (ESCP) holds initial consultation events on Southsea Coastal Scheme
Autumn 2017	ESCP holds further engagement events on Southsea Coastal Scheme
January – February 2018	The Applicant conducts non-statutory consultation on the Proposed Development
Summer 2018	ESCP holds consultation events and workshops on Southsea Coastal Scheme
February – April 2019	The Applicant undertakes statutory consultation on the Proposed Development under Sections 42, 47 and 48 of the Planning Act 2008
August 2019	ESCP consult on Phase 4 of the North Portsea Island Coastal Flood Defence scheme

- 5.5.1.4. Care has been taken throughout the process to monitor for any new significant projects beginning consultation activity within the vicinity of the Proposed Development. Even where projects were identified (such as with the ESCP's Coastal Defence Schemes) the Applicant sought throughout the consultation process to ensure that clarity was provided in the Proposed Development's consultation materials, messaging and directly to consultees through ongoing meetings and engagement (see Chapters 9 and 16 for an overview of ongoing engagement with consultees) on the nature of the Proposed Development's consultation, where and when local communities and consultees were able to find information and provide feedback on the proposals.



## 6. EIA AND HABITATS REGULATIONS

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### 6.1. INTRODUCTION

- 6.1.1.1. The EIA Regulations contain provisions that are relevant to the pre-application consultation. These have been discussed above in section 4.5 to demonstrate how the Applicant has complied with the requirements.
- 6.1.1.2. PINS Advice Note 14 on compiling the consultation report refers to the EIA Regulations and states that applicants may wish to draw attention to consultation responses received under the EIA process, but any reference to this consultation should be kept separate from the statutory consultation carried out under the provisions of the PA 2008.
- 6.1.1.3. This chapter summarises the consultation undertaken under the relevant EIA Regulations and Habitats Regulations. The consultation responses, ongoing engagement and regard had to responses are set out in more detail in the appendices to the technical chapters of the ES (document reference: 6.1) and Habitats Regulations Assessment Report (document reference: 6.8.1) submitted with this Application and summarised at the front of the technical chapters.

### 6.2. EIA SCOPING UNDER TCPA 1990 AND MCAA 2009 REGIME

#### 6.2.1. ONSHORE SCOPING

- 6.2.1.1. When the onshore elements of the Proposed Development were proposed to be consented through the TCPA regime the Applicant submitted requests for scoping opinions to the relevant local planning authorities (EHDC, HBC, WCC and PCC) on 22 February 2018 pursuant to regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. At this stage the Proposed Development reflected that which was presented at the Non-Statutory Consultation described in Chapter 8. Scoping opinions were received in April and May 2018. Responses to the scoping opinions have been taken on board in the preparation of the scoping opinion requested from the SoS (detailed in paragraph 4.5 and further below), the PEIR, EIA and evolution of the Proposed Development. Detail of the comments received and how the Applicant has considered these are detailed in the respective topic specific chapters of the ES (document reference: 6.1).

#### 6.2.2. MARINE MCAA SCOPING

- 6.2.2.1. On 20 February 2018, the Applicant submitted a request to the MMO for a Scoping Opinion pursuant to Regulation 13 of the Marine Works (Environmental Impact Assessment) Regulations 2007. A scoping opinion was received in June 2018. Responses to the opinion have been taken on board in the preparation of the scoping

opinion requested from the SoS (detailed in paragraph 4.5 and further below) PEIR, EIA and evolution of the Proposed Development. Detail is set out in the respective topic specific chapters of the ES (document reference: 6.1).

### **6.3. EIA SCOPING TO SECRETARY OF STATE**

- 6.3.1.1. Following the issue of the section 35 direction by the SoS and change in consenting regime for the Proposed Development, the Applicant submitted a request to the SoS for a scoping opinion under Regulation 10(1) of the EIA Regulations on 29 October 2018. This was a combined onshore and marine request. The content was similar to the previous scoping opinion requests but reflected changes made to the site boundary based on the evolution of the Proposed Development at that time.
- 6.3.1.2. As part of the scoping process PINS then issued a request for scoping responses from the relevant consultation bodies pursuant to regulation 10(6) of the EIA Regulations.
- 6.3.1.3. A Scoping Opinion on the scope of the EIA was received from PINS, on behalf of the SoS, on 7 December 2018. The Scoping Report and Scoping Opinion can be found in Appendices 5.2 and 5.3 of the ES (document reference: 6.1). Appendix 1 lists the consultation bodies contacted for scoping responses by PINS.
- 6.3.1.4. A summary of the responses to the Scoping Opinion, regarding the EIA approach, introductory and concluding chapters, is available in the Scoping Response Table in Appendix 5.4 of the ES (document reference: 6.3.5.4). Specialist responses, with respect to environmental topics and assessments are appended to each of the technical chapters in the ES.

### **6.4. HABITATS REGULATIONS CONSULTATION**

- 6.4.1.1. A Habitat Regulations Assessment Report has been submitted in support of the Application (document reference: 6.8).
- 6.4.1.2. Early engagement was undertaken with the MMO in September 2018 and PINS in December 2018 in relation to our approach on the Habitats Regulation Assessment ('HRA').
- 6.4.1.3. Further discussions relating to the approach for undertaking the HRA as a result of case law ruling (i.e. European Court of Justice ('ECJ') decision *People Over Wind, Peter Sweetman v Coillte Teoranta (C-323/17)* (April 2018)) were initiated in the 13 February 2019 meeting with Natural England to discuss the marine aspects of the HRA. This meeting also covered the approach to be taken for screening (including pre-screening) designated sites as part of the HRA (see Sections 8.3 and 10.6 of the Habitat Regulations Assessment Report (document reference: 6.8.1)).
- 6.4.1.4. A draft HRA Report was issued to PINS on 15 July 2019 and feedback was received on 23 August 2019. A revised draft HRA Report covering the marine aspects of the assessment was then issued on 3 September 2019 to the following organisations:

- Natural England (feedback received 20 September 2019);
- Environment Agency (feedback received 26 September 2019);
- Joint Nature Conservation Committee ('JNCC') (feedback received on 28 September and 11 October 2019); and
- States of Alderney (feedback received 01 October 2019).

6.4.1.5. An additional teleconference meeting was held with Natural England on 30 September 2019 to discuss their HRA feedback. All the advice received and how the Applicant has had regard to comments is presented in Appendix 4 of the HRA Report (Document Ref. 6.8.3.4).

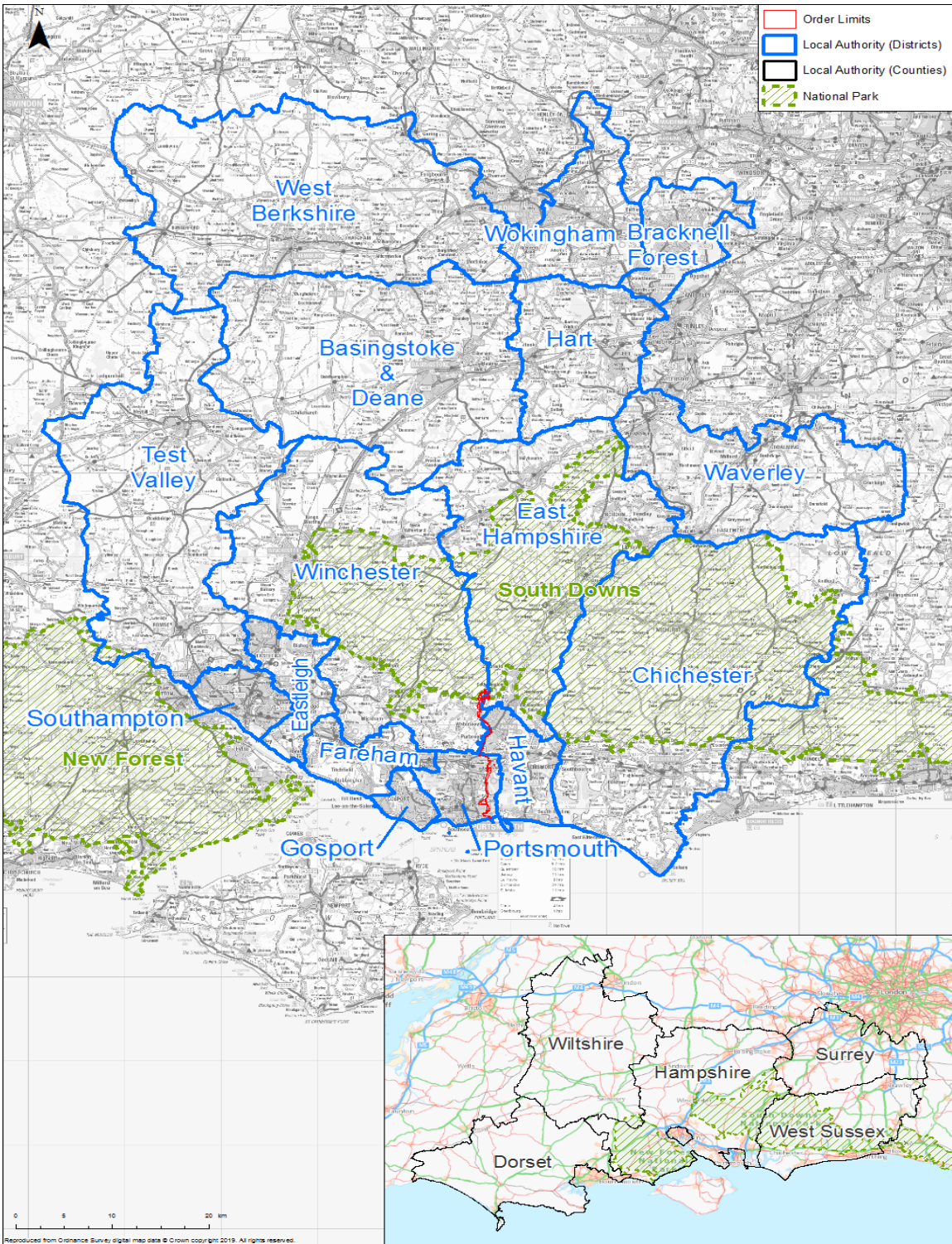
## 7. INITIAL ENGAGEMENT ACTIVITIES

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### 7.1. INTRODUCTION

- 7.1.1.1. Prior to the Proposed Development receiving the Section 35 Direction from the SoS, requiring that it should be treated as development for which development consent is required under the PA 2008, the Application was progressing under the TCPA 1990 and MCAA 2009 regime.
- 7.1.1.2. The Applicant commenced pre-application engagement on the marine elements of the Proposed Development with the MMO in September 2016.
- 7.1.1.3. The onshore elements of the Proposed Development are situated within the administrative areas of Winchester City Council ('WCC'), East Hampshire District Council ('EHDC'), Havant Borough Council ('HBC') and Portsmouth City Council ('PCC').
- 7.1.1.4. The relevant highways authorities are Hampshire County Council ('HCC') and PCC.
- 7.1.1.5. The Converter Station Area is also in proximity to the boundary with South Downs National Park and therefore engagement has also included the South Downs National Park Authority ('SDNPA').
- 7.1.1.6. The Applicant and its advisors (WSP engineering and WSP onshore environmental and planning) commenced pre-application engagement with these authorities between February and May 2017 and engagement has been ongoing throughout the pre-application period.
- 7.1.1.7. A map showing the administrative boundaries of these onshore authorities in relation to the development is at Plate 7.1.





**Plate 7-1 - Map showing the administrative boundaries of onshore authorities in relation to the Proposed Development**

7.1.1.8. Engagement and consultation has also been undertaken throughout the pre-application period at appropriate times with technical stakeholders and statutory consultees (through the EIA process), landowners, political representatives (members and MPs), parish councils and the local community.

7.1.1.9. The Applicant launched a dedicated consultation website for the UK elements of the Project on 27 November 2017 to coincide with the public launch of the Proposed Development with local stakeholders, and prior to commencement of the non-statutory consultation in January 2018. Consultation documents and information on the Proposed Development have been uploaded at relevant times throughout the pre-application period.

## 7.2. EARLY ENGAGEMENT WITH STAKEHOLDERS – ONSHORE

7.2.1.1. A summary of the key meetings held with onshore stakeholders in this period is set out below and listed in table 7.1.

**Table 7-1 - Meetings with key stakeholders prior to non-statutory consultation**

<b>Date</b>	<b>Attendees</b>	<b>Main topics of discussion</b>
<b>1 February 2017</b>	HCC and EHDC	Introduction to Proposed Development and initial feedback.
<b>3 March 2017</b>	WCC and EHDC	Introduction to Proposed Development and initial feedback.
<b>18 April 2017</b>	PCC	Introduction to Proposed Development and initial feedback
<b>10 May 2017</b>	SDNPA	Introduction to Proposed Development and initial feedback
<b>2 August 2017</b>	Department for Business Energy and Industrial Strategy ('BEIS')	Update on Proposed Development
<b>21 August 2017</b>	WCC and EHDC	Project update and further information on optioneering process.
<b>26 September 2017</b>	SDNPA, WCC, EHDC and HBC	Landscape and Visual discussion on approach to assessment and viewpoints.
<b>27 September 2017</b>	PCC	Project update and further information on optioneering process.

7.2.1.2. Introductory meetings were held with local authorities as set out in Table 7.1 above.

7.2.1.3. The purpose of these initial meetings was to introduce AQUIND Interconnector to the local authorities and seek their initial feedback to help inform future engagement and project evolution. Members of the project team attended including engineers and, where relevant landscape professionals advising the Applicant. The following was explained:

- What an interconnector is, how it works and why it is needed;
- The key component parts and what they are for;
- Proposed geographical locations for those parts in the UK;
- The proposed planning strategy. At that time, the strategy was to progress with an application for planning permission under the TCPA 2009 regime for the onshore elements and an application for a marine licence from the MMO under the MCAA; and
- The optioneering process for the key components. This included confirmation that the connection point for the Proposed Development would be at the National Grid substation at Lovedean. The team explained why the Converter Station needed to be sited in close proximity to the substation and described some of the key technical and environmental constraints being considered to identify the actual location within the vicinity of the substation. The HVDC onshore cable route was discussed explaining that the cables were being undergrounded to minimise impact and the philosophy to keep the cable route predominantly in the highway. The landfall location of Eastney, near Portsmouth was also introduced. A proposed cable route was discussed with an explanation of options being considered near Lovedean.

7.2.1.4. Feedback was received which can be summarised as follows:

- Further information on optioneering: HCC and EHDC said there would be a need to explain why the final scheme chosen is the best solution having regard to planning policy. WCC and EHDC requested further information on how Lovedean substation was selected as the connection point. PCC identified concerns about the evolving cable route running along Milton Road and Eastern Road due to congestion and its residential nature. They asked the team to consider installing cables within Milton Common adjacent to the road. They also asked whether the cable could connect from the marine environment direct to Milton Common.



- Environmental Constraints: EHDC highlighted the need for special consideration of surface water and flood risk around the proposed Converter Station locations being considered. The need to avoid impact on the Ancient Woodland was also raised as was the need to carefully consider landscape and visual impact on the South Downs National Park.
- Transport: HCC said the team needed to be cognisant of any licenses under Section 50 of the New Roads and Street Works Act 1991 which may need to be in place along the highway and wanted more information on the transport impacts during the construction period.

7.2.1.5. The Applicant has sought to provide the local authorities with information on the optioneering process throughout the pre-application period through meetings and presentations. The Applicant explained the constraints associated with bringing the cables through Langstone Harbour (which would enable them to land direct to Milton Common) and that this was not practicable.

7.2.1.6. The concerns expressed by PCC about the impact of cable installation on Milton Road and Eastern Road were repeated during the non-statutory consultation and have shaped the evolution of the Proposed Development in that area as described in later chapters in this Report.

7.2.1.7. The Applicant has paid careful consideration to surface water and flood risk around the Converter Station location and the environmental impacts of these have been assessed in the ES submitted with the DCO Application. The Ancient Woodland near to the Converter Station Area was not included in the proposed area consulted on in the non-statutory consultation in 2018 and has not been included in the Order Limits. The Applicant has regularly engaged with SDNPA on landscape mitigation and design principles throughout the pre-application period.

## **7.2.2. EARLY ENGAGEMENT WITH HCC**

7.2.2.1. The Applicant met with HCC for introductory meetings about the proposal to discuss extent of potential highways in HDD administrative boundary.

## **7.2.3. EARLY ENGAGEMENT WITH WCC, HBC, EHDC AND SDNPA**

7.2.3.1. Following the introductory meetings in the spring of 2017, the Applicant met with WCC and EHDC on 21 August 2017. In this meeting further information was provided on the optioneering process as requested at previous meetings to explain how the landfall, Converter Station location and Lovedean substation had been identified. The Applicant provided an update stating that there were four locations in the close proximity of Lovedean substation which were currently being considered. In particular, two were being considered as they would give rise to fewer ecological, landscape and visual impacts. The Applicant updated that ground investigation works were proposed in the Converter Station location to help inform the final location

choice. Landscape and visual principles being adopted by the project team were discussed which would influence the scheme design.

7.2.3.2. At a meeting with SDNPA, WCC, EHDC and HBC in September 2017 the approach to landscape and visual assessment for the Converter Station was discussed with landscape officers. A Zone of Theoretical Visibility (“ZTV”) was presented with proposed viewpoints. It was agreed that consideration should be given to historic characterisation and field boundaries and different characteristics of the site. Landscape mitigation principles and proposed viewpoints for assessment were discussed. The viewpoints were revised following feedback and were agreed with WCC, EHDC, SDNPA and HBC in October 2017.

7.2.3.3. The Applicant has continued discussions with WCC, EHDC, SDNPA and HBC throughout the pre-application period in particular with WCC, EHDC and SDNPA on landscape and visual assessment, mitigation and design principles for the Converter Station.

#### **7.2.4. EARLY ENGAGEMENT WITH PCC**

7.2.4.1. Following the introductory meeting, the Applicant met PCC again in September 2017. The team provided more information on the optioneering process as requested at the first meeting, similar to the information and presentation to WCC and EHDC in August 2017. An update on environmental surveys was provided and that terrestrial ground investigation surveys were planned. Principles of consultation and engagement were discussed. Engagement with PCC has continued throughout the pre-application period.

### **7.3. ENGAGEMENT WITH LANDOWNERS**

7.3.1.1. Engagement with landowners has been undertaken by the Applicant’s land agents, Avison Young, who have initiated and/or engaged in negotiations with the affected parties from an early stage of the project. A phased approach has been adopted with those parties identified as holding an interest in land affected by the Development, reflecting the level of certainty about land requirements as the design and optioneering of the Development progressed towards completion and whilst also taking landowner feedback into account.

7.3.1.2. The Applicant has sought to engage with all persons with an interest in land in negotiations for the acquisition or use, by agreed private treaty, of the land required for the Development, and this process is ongoing. A full overview of this activity can be found in the Statement of Reasons (document reference: 4.1).

### **7.4. ENGAGEMENT WITH STAKEHOLDERS – MARINE**

7.4.1.1. Following the introductory meeting with the MMO in September 2016, the Applicant and its advisors (WSP engineering and Natural Power) met with the MMO on 29 June 2017. The purpose of the meeting was to discuss the PCI status of the project and to

inform the MMO of the planned geophysical and geotechnical surveys. Engagement with the MMO has been ongoing throughout the pre-application period.

- 7.4.1.2. Natural Power also engaged with the MMO and Natural England via phone calls and emails in relation to undertaking, preparing and submitting European Protected Species ('EPS') Risk Assessments and HRA Screening for the planned geophysical and geotechnical surveys. JNCC were also consulted with regards to submitting information about the survey equipment to the Marine Noise Registry.
- 7.4.1.3. Natural Power (and Brown & May Marine Ltd) held two fisheries stakeholder information meetings in Portsmouth and Selsey in October 2017 to raise awareness of the project, details of which are included in Table 7.1.
- 7.4.1.4. At each information meeting, the following information was presented:
- Introduction to the Project;
  - Information about the Applicant; and
  - Overview of the Proposed Development.
- 7.4.1.5. Topics discussed included planned geophysical and geotechnical surveys and how best to engage with fishermen during pre-application (and beyond) including identifying the areas that they fish.

**Table 7-2 - Summary of commercial fisheries meetings held in 2017**

<b>Date</b>	<b>Consultee</b>	<b>Issue discussed</b>	<b>Outcome</b>
<b>18 October 2017</b>	Fisheries Stakeholder Information Meeting held in Portsmouth	Meeting to raise awareness of the Proposed Development and inform stakeholders of planned geophysical surveys.	Fishing areas identified and approach to continued fisheries liaison during survey work for the Proposed Development agreed.
<b>19 October 2017</b>	Fisheries Stakeholder Information Meeting held in Selsey	Meeting to raise awareness of the Proposed Development and inform of planned geophysical surveys.	Fishing areas identified and approach to continued fisheries liaison during survey work for the Proposed Development agreed.

- 7.4.1.6. Ongoing engagement continued through 2017 and 2018 through the publication of Notice to Mariners ('NtM') prior to the planned survey works commencing. NtM's are used to notify marine users of where and when certain activities are being undertaken in the marine area. For the geophysical surveys, notices were issued by Brown and

May Marine Ltd (the appointed fisheries liaison consultants), at the start of each survey campaign and if any changes to the survey programme were required. For the benthic surveys, NtMs were issued monthly during the survey campaign as well as if any changes to the programme occurred. The dates notices were issued can be found in Table 7.3

**Table 7-3 - Dates NtMs were issued**

<b>Date</b>	<b>Survey type</b>
<b>11 July 2017</b>	Benthic survey
<b>2 August 2017</b>	Benthic survey
<b>19 September 2017</b>	Benthic survey
<b>6 November 2017</b>	Geophysical survey
<b>7 November 2017</b>	Geophysical survey
<b>13 November 2017</b>	Geophysical survey
<b>7 December 2017</b>	Geophysical survey
<b>13 December 2017</b>	Geophysical survey
<b>1 February 2018</b>	Geophysical survey
<b>22 March 2018</b>	Benthic survey
<b>6 June 2018</b>	Geotechnical survey
<b>16 July 2018</b>	Geotechnical survey

7.4.1.7. Engagement was also undertaken through phone calls/emails with fishermen to agree and organise whether any fishing gear needed to be moved from survey locations prior to works commencing.

7.4.1.8. For surveys undertaken in the UK Marine Area, notices were issued to the following stakeholders:

- UK Hydrographic Office ('UKHO')
- MoD Portsmouth
- Maritime and Coastguard Agency ('MCA')
- MMO

- Trinity House
- National Federation of Fishermen's Organisations ('NFFO')
- Sea Fish Industry Authority
- Association of Sea Fisheries Committees of England and Wales
- Southern IFCA
- Sussex IFCA
- Brown and May Marine Ltd. Project Fisheries Liaison Officer
- Portsmouth QHM
- Cowes Harbour
- Dover Harbour
- Poole Harbour
- ABP Southampton
- Chichester Harbour
- Langstone Harbour

7.4.1.9. WSP and Natural Power also undertook initial consultations via email and telephone correspondence with marine users other than fishermen and authorities in relation to the requirements for seabed survey licences and as notification of the surveys being undertaken. These organisations included:

- The Crown Estate (TCE);
- MMO;
- MCA;
- Channel Coast Observatory;
- Langstone Harbour;
- QHM Portsmouth;
- Tarmac Aggregates;
- Volker Dredging;
- CenturyLink;
- IFA2 Interconnector;
- British Telecom;
- Natural England; and

- Historic England.

7.4.1.10. WSP and the Applicant attended two meetings with TCE between May and November 2017. These meetings introduced the Proposed Development and also provided the platform to discuss the requirements of seabed survey licencing and various cable routing options.

## **7.5. RESPONSE TO ENGAGEMENT**

7.5.1.1. The feedback from the early engagement was important in enabling the Applicant to refine its proposals. As mentioned above in Chapter 4 the Proposed Development has evolved in response to the following key drivers:

- Feedback from consultees and members of the public, whether through informal or formal engagement;
- Technical design work undertaken by the engineering team, having regard to the need to adhere to technical specification and requirements for the component parts;
- The EIA process; and
- Technical stakeholder engagement, including specialist advice and findings from assessments and research.

7.5.1.2. In particular:

- The feedback informed the Applicant of other key stakeholders they should engage with specific to the area such as East Solent Coastal Partnership ('ESCP');
- The feedback with WCC, HCC, HBC, EHDC and SDNPA helped inform early consideration of landscape and visual assessment work and design principles.
- The feedback from PCC helped identify key concerns around traffic impact of cable installation; and
- Initial feedback and identification of marine stakeholders.

7.5.1.3. As discussions with the local authorities were progressing and environmental surveys being undertaken the Applicant was keen to commence consultation with the local community, to introduce the Proposed Development and seek feedback to inform the refinement of the proposals prior to any planning application being submitted.

## 8. NON-STATUTORY CONSULTATION

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### 8.1. INTRODUCTION

8.1.1.1. A non-statutory consultation was undertaken on the emerging proposals from 3 January to 24 February 2018.

8.1.1.2. Consultation materials comprised exhibition boards (see Appendix 5.1.1C), feedback forms (see Appendix 5.1.1D), an Information Leaflet (see Appendix 5.1.1B) and a 'Non-Technical' Summary document about the Proposed Development (See Appendix 5.11.E). Feedback from the consultation was considered and helped to shape the Proposed Development. Invitation newsletters were also issued to the local community prior to the consultation events providing details of the consultation.

8.1.1.3. This chapter sets out details of the consultation, information provided and process undertaken.

### 8.1.2. PURPOSE OF THE NON-STATUTORY CONSULTATION

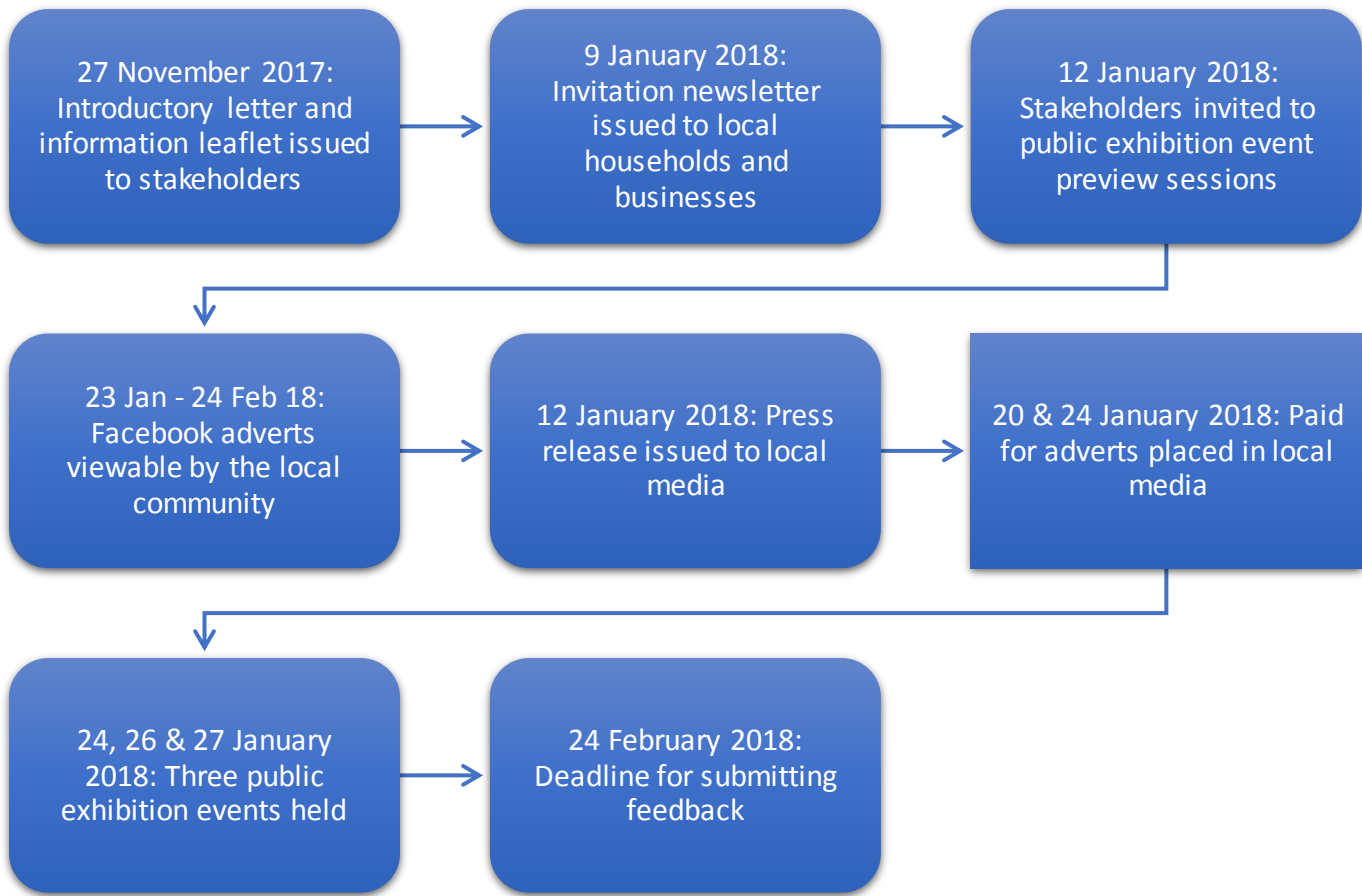
8.1.2.1. The purpose of this phase of consultation was to:

- Introduce the Applicant within the region;
- Introduce the Proposed Development and the concept of interconnectors;
- Provide guidance and information to assist communities' understanding about the role of interconnectors and how they operate;
- Begin to establish relationships with local stakeholders and communities in order to assist with shaping the development of the Proposed Development;
- Seek feedback on the initial proposals and within the parameters set out in Section 8.2; and
- Carry out consultation in accordance with the requirements of the TEN-E Regulations.

### 8.1.3. OVERVIEW OF NON-STATUTORY CONSULTATION PROCESS

8.1.3.1. The chart below (Plate 8.1) provides an overview of the engagement undertaken during the January – February 2018 non-statutory consultation. Further details of all activities undertaken are provided at Chapter 8.4.





**Plate 8-1 - Overview of engagement activities during January – February 2018 non-statutory consultation**

- 8.1.3.2. In November 2017 the Applicant undertook several engagement activities to give advance notice of the consultation. This included an information leaflet and letters sent to stakeholders (including cabinet and ward members within both District and County Councils, Parish Councils, village resident associations and newspapers). This is described below at Section 8.3.1 with copies of information sent at Appendices 5.1.1B and 5.1.1F, and the list of stakeholders contacted at Appendix 5.1.1G.
- 8.1.3.3. At this time, the dedicated UK consultation website for the Proposed Development went live on 25<sup>th</sup> February 2019 and, through the briefings and letters sent,

established multiple lines of communication for contacting the project team including a freephone information line and project email address. Details of all contact methods were included on all consultation material produced in association with the Proposed Development.

- 8.1.3.4. On 9 January 2018 a two-page invitation newsletter on the Proposed Development and forthcoming consultation events was sent to 10,013 households and businesses in the vicinity. Information on this set out below at paragraphs 8.4.1.
- 8.1.3.5. Between 9 and 12 January 2018 follow up letters were sent to those contacted on 27 November 2017 inviting them to a 30-minute preview session prior to the start of each consultation event.
- 8.1.3.6. On 12 January 2018 a press release and press advert for the consultation events was published in local newspapers. Information on this is set out below at paragraphs 8.4.2.
- 8.1.3.7. Public consultation events were held on 24, 26 and 27 January 2018 and were attended by 239 individuals.
- 8.1.3.8. Feedback to the consultation was encouraged in feedback forms available at the consultation events and to download from the Proposed Development website. Feedback could be submitted via post (using a freepost service), at the consultation events, or via the project email address. Feedback via the telephone was not logged as formal feedback as it was not written, however those who telephoned wishing to provide feedback were advised to send their comments in writing.
- 8.1.3.9. During the consultation period (3 January – 24 February 2018) the project website also provided links to an online feedback form, exhibition boards displayed at the public exhibition events, an Information Leaflet and a Non-Technical Summary (NTS) of the project.
- 8.1.3.10. In addition to the consultation events, meetings with parish councils and the local authorities were also carried out to provide additional opportunity for the project team to answer questions and listen to feedback. A full list of these meetings is included in Table 8.2.
- 8.1.3.11. All feedback was analysed by the project team and considered. This is summarised in section 8.8 of this chapter alongside a summary of the regard had by the Applicant. A description of how the Proposed Development evolved as a result of this feedback is set out in Chapter 10.

## **8.2. SCOPE OF THE NON-STATUTORY CONSULTATION**

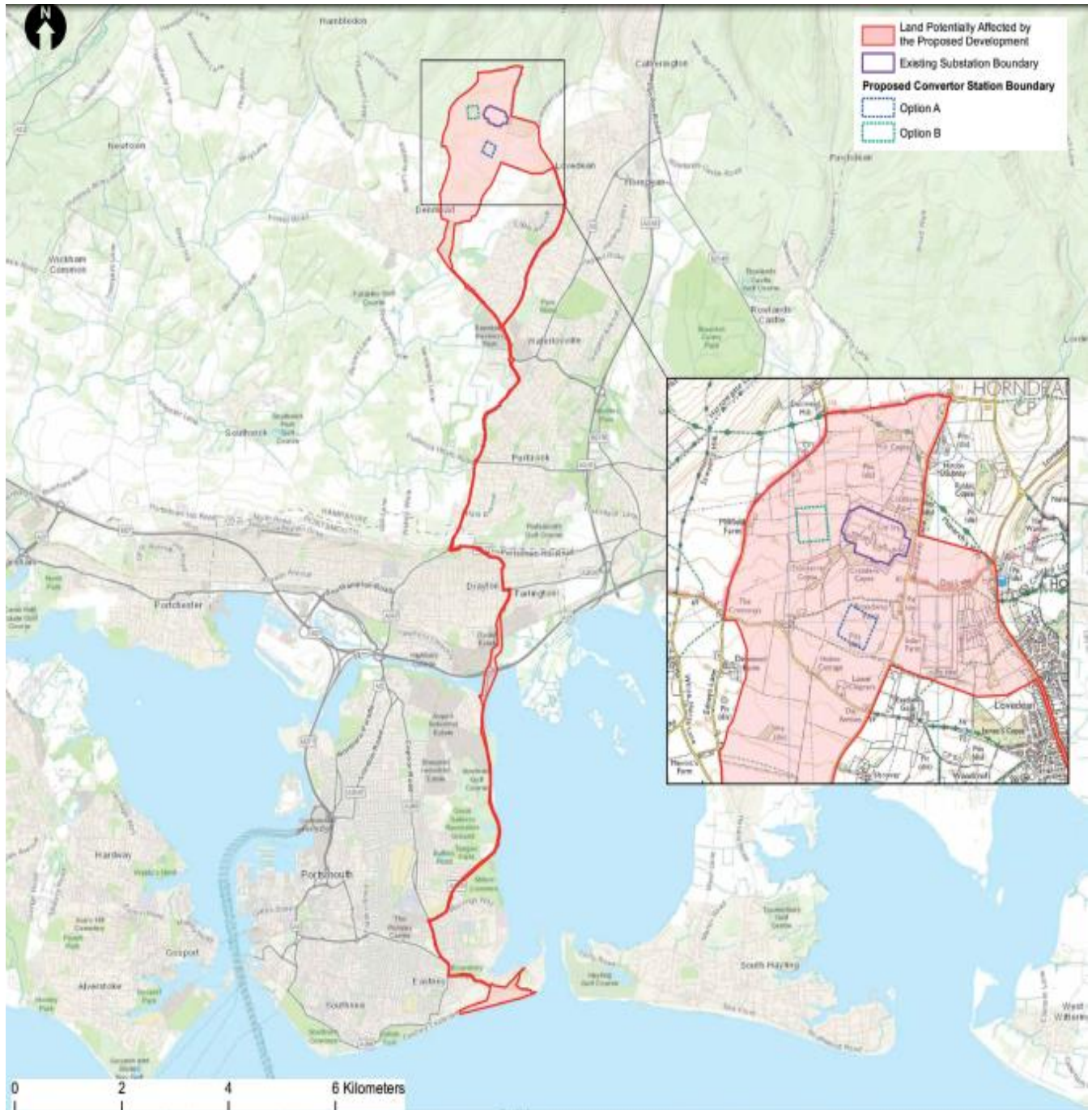
### **8.2.1. OVERVIEW**

- 8.2.1.1. Given that the Project was at an earlier stage in its development, the scope of the consultation was slightly broader than the statutory consultation period (set out in Section 14.2) in line with the overall purpose of the consultation. Information was

presented in an information leaflet sent to stakeholders in November 2017, invitation newsletters sent out on 9 January 2018 and on the exhibitions boards available to view at the exhibition events and on the project website.

8.2.1.2.

Plate 8.2 below shows the extent of the Proposed Development as presented at the consultation.



**Plate 8-2 - Proposed Development geographical area as presented at the January – February 2018 non-statutory consultation**

## 8.3. ENGAGEMENT TO SUPPORT THE NON-STATUTORY CONSULTATION

### 8.3.1. LETTERS TO STAKEHOLDERS

- 8.3.1.1. Prior to launching the January – February 2018 non-statutory consultation, the Applicant wrote to stakeholders on Monday 27 November 2017 to introduce the Proposed Development and offer an opportunity to meet with the project team enclosing the information leaflet summarised above.
- 8.3.1.2. The Applicant prepared a master list of stakeholders with relevant contact details at the outset of the consultation. This list was subsequently updated and refined through the consultation process in discussion with relevant stakeholders, consultees and to reflect changes that occurred over time (e.g. to add/remove elected members of relevant local authorities as appropriate following events such as elections and alterations to the Order Limits).
- 8.3.1.3. Two tiers of stakeholder were identified for receipt of the letters sent on 27 November 2017:
- **Tier 1:** Cabinet and ward members (or division members for HCC) at WCC, HBC, EHDC, PCC and HCC (56 in total); the chair of Denmead Parish Council; the chair of Horndean Parish Council; and
  - **Tier 2:** Cabinet members and members of the planning committees at WCC, HBC, EHDC and PCC; local business groups including Hampshire Chamber of Commerce, Solent LEP Office, Shaping Portsmouth; and local community groups including Lovedean Village Residents Association, Havant Borough Residents Alliance and The Portsmouth Society.
- 8.3.1.4. The letter was also sent to the relevant members of parliament whose constituencies were affected by the Proposed Development (Penny Mordaunt MP, Stephen Morgan MP, George Hollingbery MP and Alan Mak MP), two MPs whose constituencies were in close proximity to the Proposed Development (Damian Hinds MP and Steve Brine MP), along with the relevant ministers at BEIS (the Rt. Hon. Greg Clark MP, Richard Harrington MP and Claire Perry MP).
- 8.3.1.5. A copy of the letter and information leaflet sent as part of this mailing can be viewed in Appendices 5.1.1B and 5.1.1H, whilst the list of stakeholders contacted can be found in Appendix 5.1.1G.
- 8.3.1.6. The information leaflet enclosed with the stakeholder letters contained the following information:
- Introduction to the Applicant and the AQUIND Interconnector Project;



- Brief summary of why interconnectors are needed and the Applicant's intention to apply to the European Union for the Project to be granted Project of Common Interest status;
- How the AQUIND Interconnector will work and key elements;
- A summary of the marine elements of the Proposed Development was provided confirming Eastney as the preferred landing point in the UK for the onshore elements. A brief summary of why the landing point at Eastney had been chosen making reference to the optioneering process undertaken was detailed, alongside the consideration of engineering and environmental constraints, European designations and relative proximity to Lovedean as the chosen substation location for connection to the UK electricity grid;
- A summary of the onshore elements of the Proposed Development was provided giving a brief written explanation of the onshore underground cable route and the intention to lay the cable under existing verges or highways where possible and locate the Converter Station at Lovedean near to the existing national grid substation. It was stated that the Converter Station would comprise a mix of buildings and outdoor electrical equipment with the outdoor equipment being similar in nature to the national grid substation. It was explained that the building would be constructed to a maximum height of 22m with the design and layout yet to be finalised. It was also explained that approximately 6-9 hectares of land would be "procured" for the Converter Station to include any screening required. It noted that ongoing work to understand environmental constraints was being carried out and mitigation would be developed;
- A section on mitigation and impacts confirmed an EIA would be carried out and that EIA scoping reports would be submitted to the relevant local planning authorities and MMO. It stated that further environmental surveys would be carried out and construction would be managed working with the local planning authorities on a construction management plan. It explained that construction on local roads would be staged with every effort taken to ensure that local road closures would be limited to one lane at any one time as opposed to total closure. It stated that during construction only short sections of the road would be affected to minimise congestion. For the marine elements it was explained that a geophysical survey was underway to inform geotechnical survey work; and
- Information on the benefits of the Proposed Development and the UK planning process was provided.

- 8.3.1.7. Finally, information on the forthcoming public consultation was given providing details of the public events and providing contact information for the project team (freephone, email, freepost address and website address).
- 8.3.1.8. Following the mailout of the letters and information leaflet, the project team attempted to make contact via telephone with each stakeholder that received an invitation to ensure receipt of the letters, discuss the proposals and answer any queries that individuals had.
- 8.3.1.9. On 27 November 2018, prior to the commencement of the January – February 2018 non-statutory consultation period, the Applicant established a number of lines of communication, including a dedicated UK consultation website, freephone information line and project email address. Details of all contact methods were included on all consultation material produced in association with the Project.

## **8.4. LAUNCH OF NON-STATUTORY CONSULTATION**

### **8.4.1. INVITATION NEWSLETTERS SENT ON 9 JANUARY 2018**

- 8.4.1.1. To commence the January – February 2018 consultation period, the Applicant issued a 2-page invitation newsletter to 10,013 households and businesses in the vicinity of the Proposed Development. A copy of the invitation newsletter can be found in Appendix 5.1.1F and its contents are summarised below:
- An overview of the Proposed Development, explaining what the Applicant is proposing, what an interconnector is, the core components and a description of the cable route corridor;
  - Details of the public consultation events;
  - Information about the Applicant;
  - An overview of why interconnectors are needed;
  - The benefits of the Proposed Development; and
  - Details about how to find out further information, provide feedback and contact the Applicant.
- 8.4.1.2. The invitation newsletter was issued to those homes and businesses the Applicant believed to be the most likely to be affected by the Proposed Development. The distribution area incorporated households and business within approximately 100m of the proposed onshore underground cable route, and those within a 500m radius of both the proposed Converter Station and Landfall locations.
- 8.4.1.3. The invitation newsletters were distributed by post by Royal Mail on 9 January 2018. Maps illustrating the distribution area can be found in Appendix 5.1.1I.

8.4.1.4. It was subsequently realised that the distribution area did not include one stretch of the proposed onshore underground cable route along Hambledon Road, or an area of land potentially affected by the Proposed Development in the Denmead area. However, the Applicant does not believe this impacted the ability of the local community to participate in the consultation, due to the extensive publicity conducted through other channels as detailed below in the remainder of Chapter 8. In addition, the public exhibition event held at Lovedean Village Hall (the venue nearest the area affected) was attended by a significantly higher number of individuals than the events held at Waterlooville Community Centre and Milton Village Community Hall, thereby illustrating that the local community were well informed of the consultation. All these areas were included in the mailing area for the statutory consultation period in 2019 and all subsequent mailings.

8.4.1.5. In the week commencing 15 January 2018, copies of the invitation newsletter were also distributed to the three venues identified to hold the public exhibition events, to be displayed on noticeboards within the venue (where possible). Photographs of the notices in place can be found in Appendix 5.1.1J.

#### **8.4.2. STAKEHOLDER INVITATIONS SENT ON 12 JANUARY 2018**

8.4.2.1. The Applicant followed up the 27 November 2017 letter to identified stakeholders with a tailored cover letter issued on 12 January 2018 alongside the invitation newsletter to participate in the consultation. The letter invited stakeholders to attend a 30-minute preview session prior to the main public exhibition events in order to allow early sight of the proposals and an opportunity for an initial discussion with the Project Team. Subsequently, the project team followed up with phone calls to discuss the proposals with all stakeholders who were in receipt of the correspondence outlined above. A copy of the stakeholder preview invitation covering letter can be found in Appendix 5.1.1K, whilst the list of stakeholders invited to these sessions can be found in Appendix 5.1.1L.

#### **8.4.3. PRESS RELEASE AND MEDIA**

8.4.3.1. To ensure the wider community was aware of the consultation, a detailed press release was issued to the *Portsmouth News* (circulation: 34,960), *Horndean Post* (circulation: 6,574), *Southern Daily Echo* (circulation: 14,491) and *Hampshire Chronicle* (circulation: 7,973) on 12 January 2018. The press release contained the following information:

- An overview of the Proposed Development;
- Background information about the Applicant;
- Details of the public exhibition events;



- The Applicant's contact information including the freephone information line and the website address; and
- Details of the Applicant's engagement with landowners and stakeholders.

8.4.3.2. A copy of the pre-exhibition press release is available in Appendix 5.1.1N.

8.4.3.3. Following the issue of the press release, a number of articles were published relating to the Proposed Development in the local media. Copies of the coverage obtained can be viewed in Appendix 5.1.1O.

8.4.3.4. In addition to the press release, the Applicant placed a quarter-page paid-for advert on 20 January 2018 in the *Portsmouth News* and on 24 January 2018 in the *Horndean Post*, *Petersfield Post*, *Clanfield Post* and *Bordon Post*. The advertisements contained the following information:

- An overview of the Proposed Development;
- Background information about the Applicant;
- Details of the public exhibition events;
- The Applicant's contact information including the freephone information line and the website address; and
- Potential benefits of AQUIND Interconnector.

8.4.3.5. A copy of the advert can be viewed in Appendix 5.1.1P.

8.4.3.6. To raise further awareness of the January - February 2018 non-statutory consultation and encourage the local community to provide their feedback, the Applicant published a Facebook advert that was viewable by approximately 300,000 individuals living within the area potentially affected by the Proposed Development. A copy of the Facebook advert and a map of the distribution area can be found in Appendix 5.1.1Q.

8.4.3.7. The advert directed users to the dedicated UK consultation website where they could find more information on the public exhibition events and consultation process.

8.4.3.8. The advert ran for 31 days from Tuesday 23 January 2018 to Saturday 24 February 2018, reaching 56,494 individuals and directing 778 users to the UK consultation website.

8.4.3.9. Following the conclusion of the public exhibition events, the text of the advert was altered on Monday 29 January 2018 to provide individuals with information on how they could submit their feedback on the Proposed Development.<sup>4</sup>

## 8.5. PUBLIC EXHIBITION EVENTS

8.5.1.1. The Applicant hosted three public exhibition events to display the proposals for the Proposed Development. Details of each event are outlined in Table 8.1 below:

**Table 8-1 - Details of public exhibition events 2018**

<b>Date</b>	<b>Venue</b>	<b>Address</b>	<b>Opening Times</b>
<b>Wednesday 24 January 2018</b>	Waterlooville Community Centre	10 Maurepas Way, Waterlooville, PO7 7AY	2 – 8pm
<b>Friday 26 January 2018</b>	Milton Village Community Hall	182 Milton Road, Southsea, PO4 8PR	2 – 8pm
<b>Saturday 27 January 2018</b>	Lovedean Village Hall	160 Lovedean Lane, Waterlooville, PO8 9SF	2 – 8pm

8.5.1.2. The three venues selected were chosen due to their close proximity to the proposed onshore underground cable route, Converter Station and Landfall locations. The date and timings of the events were intended to encourage maximum participation from the local community, whilst all venues had disabled access.

8.5.1.3. Each public exhibition event gave the local community the opportunity to view proposals for the Proposed Development, speak with the project team and provide their feedback.

8.5.1.4. The three public exhibition events were attended by a total of 239 individuals. Photos of each public exhibition event can be found in Appendix 5.1.1R. A set of public exhibition information boards were produced and available to view at each of the public exhibition events. A summary of information within these boards is provided below.

8.5.1.5. Additional materials were also available at the exhibition, which included the following:

- Spare hard copies of the exhibition boards;
- Hard copies of the invitation newsletter;
- Feedback forms (normal and large-print);
- A visitor’s book, for registering attendance;
- Freepost envelopes, to return completed feedback forms;
- A ballot box to deposit completed feedback forms;
- An A4 copy of the press advert;

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<sup>4</sup> Due to the character limits on text for the advert it was not possible to include information on both the events and feedback mechanisms at the same time. However, the advert linked users to the website, which stated how individuals could provide feedback for the entire period that it was live.

- A hard copy of the distribution area for the invitation newsletter;
- Copies of plans which illustrated details about the Proposed Development; and
- Directional signage to lead attendees into the venue.

## 8.5.2. EXHIBITION BOARDS

8.5.2.1. A copy of the exhibition boards used for the public events is at Appendix 5.1.1C. These boards were available to view at the exhibitions themselves and then after the events on the project website from 2 February 2018. The exhibition boards provided the following information:

### General

8.5.2.2. An overview on what AQUIND Interconnector is, how interconnectors work, why they are needed and their benefits.

8.5.2.3. A description of the main components of the Proposed Development was set out together with a map (see Figure 8.2) showing the proposed cable route location and land around the Lovedean, substation within which two potential options for Converter Station locations were situated.

8.5.2.4. Information was presented on the EIA process for both marine and onshore with a summary of the environmental surveys proposed and an update that EIA scoping reports were being prepared to be submitted to the LPAs and MMO.

8.5.2.5. It was explained that a construction mitigation plan would be prepared working closely with the LPAs to provide a framework for mitigating impacts. This would include mitigation of construction traffic impact. It was presented that construction work affecting local roads would be undertaken in stages, with every effort taken to ensure that local road closures would be limited to one lane at any one time, as opposed to a total closure. It was also proposed that, during construction, only short sections of road would be affected to minimise congestion and disruption.

### Converter Station

8.5.2.6. Information was provided on why the Converter Station was required and why it was proposed to be located at Lovedean, Hampshire in the vicinity of the Lovedean substation.

8.5.2.7. Two possible converter station locations were presented within a pale red shaded area around the Lovedean Substation location: Option A and Option B. The pale red area represented the land potentially affected by the Proposed Development.

8.5.2.8. It was explained that the Converter Station site would comprise a mix of buildings and outdoor electrical equipment, with the outdoor equipment being similar in nature to the equipment at Lovedean Substation. It was also noted that the building roof line

would vary in height, but would be approximately 22m at its peak and that is anticipated that approximately 6-9 hectares of land would be needed.

8.5.2.9.

Feedback was specifically sought on the approach to design and mitigation. It was explained that the design of the Converter Station would be progressed in due course and that mitigation measures would be considered to reduce the landscape, visual and ecological effects. Indicative illustrative examples of a typical converter station in situ were shown. Mitigation measures which would be considered were presented:

- Integrating the development and associated infrastructure into the surrounding topography;
- Working with the shape of the land and making positive use of material arising from the works to create new screening landform and reduce the apparent height of the building;
- Minimising the loss of existing vegetation of ecological value (particularly long-established hedgerows and veteran trees);
- Introducing new planting which would be sympathetic to the surrounding landscape character and reflective of native species; and
- Considering height, mass, colour, texture and nature of materials for the buildings and associated infrastructure which would be sensitive to the immediate surroundings.

8.5.2.10.

Feedback was also sought on measures to mitigate the audible impact and consultees were asked whether they supported the measures being considered, i.e. noise attenuation within the Converter Station and/or bund external to the Converter Station to act as a noise barrier.

8.5.2.11.

Feedback was requested for any general comments regarding the location, environmental considerations, timing and management of construction works, mitigation and design and layout.

### **Landfall Point**

8.5.2.12.

The landfall point was identified as being in Eastney, near Portsmouth and an explanation of what this would comprise was given. It was explained that the onshore and marine cables would be joined at a Transition Joint Bay which would be a buried structure containing joints between the four cables. The onshore cables would enter the structure underground and the offshore cables would leave underground either through a backfilled trench or through a duct installed by Horizontal Directional Drilling ('HDD') or similar. Example illustrations of potential HDD rig set up during construction were also provided.

- 8.5.2.13. A summary of why Eastney was chosen as the preferred landfall was provided together with an overview of the optioneering process undertaken and explanation of environmental constraints.
- 8.5.2.14. Feedback was sought on the approach to the landfall location, whether people agreed with the approach and if they had any other comments regarding its location, environmental considerations or timing and management of planned construction works.

#### **Underground Cable Route**

- 8.5.2.15. It was explained that four HVDC cables would connect the marine cables from the landing point at Eastney to the new Converter Station at Lovedean less than 20km away. It was noted that these would be underground.
- 8.5.2.16. An explanation was given about how the proposed cable route was arrived at. It stated that the cables would be buried under existing verges or highways, where possible. It noted that the exact construction methods would depend on the final route. It stated that a typical underground cable installation would involve trench excavation, installing ducts and reinstating the road. It was explained that the cable could then be pulled through the ducts at a later date. Example pictures were presented.
- 8.5.2.17. Feedback was specifically requested on the approach to the cable route presented and comments requested on location, environmental considerations and timing and management of planned construction works.
- 8.5.2.18. It was explained that appropriate traffic mitigation measures would be put in place before the start of any construction work.

#### **Marine Elements**

- 8.5.2.19. The proposed marine cable route was presented and that this would comprise a Marine Cable Corridor within which surveys would be undertaken to identify the route.
- 8.5.2.20. It was explained that EIA Scoping for the marine elements was currently underway and that the Applicant would work closely with local and national stakeholders who have the potential to be impacted by the marine cable installation process. It was explained that engagement with relevant stakeholders had already started as part of the EIA process (see Section 7.4 of this Report) on planned geophysical and geotechnical campaigns which would inform project design including where and how deep the marine cables would need to be buried within the corridor and help inform the EIA.
- 8.5.2.21. Feedback was requested from attendees at the public events on specific factors that should be considered further in order to minimise potential impacts on the natural and historic marine environment and to other marine users.

### 8.5.3. ADDITIONAL CONSULTATION MATERIALS

8.5.3.1. As part of the consultation, the Applicant also produced an Information Leaflet and a Non-Technical Summary ('NTS') to provide consultees with further information regarding the Project.

8.5.3.2. Both documents were available to view on the UK consultation website throughout the consultation period.

8.5.3.3. The NTS included the following information:

- Information about the Applicant;
- Overview of the Proposed Development;
- Benefits of AQUIND Interconnector;
- Proposed UK and French onshore cable routes;
- Proposed marine cable route;
- Proposed UK and French landfall locations;
- Proposed UK and French Converter Station locations;
- Permit granting processes in both the UK and France;
- Potential environmental impacts;
- Approach to consultation; and
- Project status and next steps.

8.5.3.4. A copy of the NTS is available to view at Appendix 5.1.1E.

8.5.3.5. The information leaflet, which is available at Appendix 5.1.1B, contained the following information:

- Introduction to the Applicant and the AQUIND Interconnector Project;
- A brief summary of why interconnectors are needed and the Applicant's intention to apply to the European Union for the Project to be granted Project of Common Interest status;
- How AQUIND Interconnector will work and key elements;
- A summary of the marine elements of the Proposed Development was provided confirming Eastney as the preferred landing point in the UK for the onshore elements. A brief summary was given of why the landing point at Eastney had been chosen making reference to the optioneering process undertaken, considering of engineering and environmental constraints and European designations and relative proximity to Lovedean as the chosen substation location for connection to the UK electricity grid;

- A summary of the onshore elements of the Proposed Development was provided giving a brief written explanation of the onshore underground cable route and being buried under existing verges or highways where possible and Converter Station location at Lovedean near to the national grid substation. It was stated that the Converter Station would comprise a mix of buildings and outdoor electrical equipment with the outdoor equipment being similar in nature to the national grid substation. The building would be up to 22m at peak with the design and layout yet to be finalised. Approximately 6-9 hectares of land would be required for the Converter Station which would include any screening. Ongoing work to understand environmental constraints was being carried out and mitigation would be developed;
- A section on mitigation and impacts confirming that an Environmental Impact Assessment would be carried out and that EIA scoping reports would be submitted to the relevant local planning authorities and MMO. Further environmental surveys would be carried out and construction would be managed working with the local planning authorities on a construction management plan. Construction on local roads would be staged with every effort taken to ensure that local road closures would be limited to one lane at any one time as opposed to total closure. During construction only short sections of the road would be affected to minimise congestion. For the marine elements it was explained that a geophysical survey was underway to inform geotechnical survey work; and
- Information on the benefits of the Proposed Development and the UK planning process was provided.

#### 8.5.4. PROJECT WEBSITE

8.5.4.1. During the pre-application process, the UK consultation website, hosted at [www.aquindconsultation.co.uk](http://www.aquindconsultation.co.uk), contained the following information and was updated to provide further information where appropriate:

- Information on the Proposed Development;
- Information about the Applicant;
- Project FAQs;
- News and events;
- Information about the pre-application consultation process;
- Project timeline;
- Information on the PCI designation;



- Information Leaflet<sup>5</sup>;
- NTS of the project<sup>6</sup>; and
- Contact details

8.5.4.2. During the January – February 2018 non-statutory consultation, the website also provided:

- An online feedback form (download); and
- Exhibition boards displayed at the public exhibition events.

8.5.4.3. Online information, such as the Proposed Development FAQs hosted on the project website, was developed throughout the pre-application process to reflect the progress of the application, and in response to key milestones. An example of the FAQs included on the website can be found in Appendix 5.1.1A.

8.5.4.4. As the pre-application consultation process developed, the website was regularly updated with relevant project updates, information about the changes to the application process as a result of the Section 35 Direction, and all relevant documentation produced during the January – February 2018 and February – April 2019 consultation periods.

## **8.6. MEETINGS WITH STAKEHOLDERS**

8.6.1.1. In addition to the public consultation events (described above), members of the project team held a number of meetings with stakeholders prior to and during the consultation period (3 January to 24 February 2018) with one meeting held afterwards with Hambledon Parish Council. A list of all meetings held is shown in Table 8.2 below. Feedback received at the meetings is summarised below in section 8.8.2. How the Applicant has had regard to feedback received has been considered in the evolution of the Proposed Development set out in Chapter 10.

**Table 8-2 - Meetings with Stakeholders (3 January to 24 February 2018)**

<b>Date</b>	<b>Attendees</b>	<b>Main topics of discussion</b>
<b>3 January 2018</b>	East Hampshire District Council: Elected Members and senior planning officers  Winchester City Council: Senior planning officers	Converter Station (including location, audio, visual and construction impact, and the rationale behind selection of Lovedean)
<b>3 January 2018</b>	Denmead Parish Council: Elected Members  Winchester City Council: Elected Members  Members of the Public	Converter Station (including audio and visual impact, location, rationale behind selection of Lovedean)  Application process  Construction  Onshore underground cable route  Brexit  Consultation
<b>9 January 2018</b>	Winchester City Council: Elected Members and senior planning officers	Financial contributions  Benefits  Consultation  Converter Station (including location and audio impact)
<b>15 January 2018</b>	Portsmouth City Council: Elected Members and senior officers  Victory Energy Supply: Senior officers	Licensing  Funding  Landfall  Onshore underground cable route  Construction

<sup>5</sup> Two versions of the Information Leaflet were produced. The first version was produced prior to the informal consultation undertaken in January – February 2018 under the TCPA1990 regime, whilst the second was produced after the section 35 direction from the Secretary of State and reflected the change in consenting regime to the Development Consent Order process. Further details on the first version are included at Paragraph 8.3.1.6.

<sup>6</sup> Two Non-Technical Summaries of the project were produced. The first version was produced whilst AQUIND was pursuing a TCPA 1990 Act consenting regime, and the second version was a summary of the Preliminary Environmental Information Report available during February – April 2019 statutory consultation.

Date	Attendees	Main topics of discussion
<b>16 January 2018</b>	Member of Parliament for Meon Valley & researcher Member of Parliament for Havant Researcher from the office of Member of Parliament for East Hampshire	Converter Station (including location) Benefits Onshore underground cable route Consultation
<b>13 February 2018</b>	WCC, EHDC, PCC, HBC, SDNPA	Project update. Planning strategy and parameter based approach. Converter station, cable route, site selection
<b>13 February 2018</b>	The Crown Estate	The Crown Estate Option Agreement and Licence and Routing Options
<b>14 February 2018</b>	Havant Borough Council: Elected Members	Project overview Key milestone Public consultation Anticipated timescales Cable installation Construction management plan
<b>5 March 2018</b>	Hambleton Parish Council	Construction timetable Onshore underground cable route IFA2 Converter Station

## 8.7. FEEDBACK MECHANISMS

- 8.7.1.1. In addition to introducing the local community to the Project, the January – February 2018 non-statutory consultation also sought feedback on the proposals for the Proposed Development that were presented.
- 8.7.1.2. To facilitate this, feedback forms (including large print and easy read versions) were available at each public exhibition event for attendees to fill in and return to the team by placing them in the ballot box provided, or by posting it to the project team using a freepost envelope.

- 8.7.1.3. A copy of the feedback form was also available to download from the UK consultation website and return to the project team via email or using the project’s freepost address.
- 8.7.1.4. The standard, large print and easy read feedback forms from the January – February 2018 consultation can be viewed in Appendix 5.1.1D.
- 8.7.1.5. The deadline for providing feedback was Saturday 24 February 2018. This was clearly stated on the feedback form and gave the local community four weeks after the date of the first public exhibition to provide their comment to the Applicant.
- 8.7.1.6. In addition, attendees had the opportunity to speak with members of the project team at each public exhibition event whilst the project’s freephone information line, email address and freepost address outlined in Chapter 5 were available for individuals to ask questions or request further information. Where such requests were received, the Applicant provided a response in a timely manner.

**8.7.2. CONTENT OF THE FEEDBACK FORM**

- 8.7.2.1. As noted above, people were encouraged to respond to the consultation using the feedback form which was available at the exhibition events and on the project website. Questions asked in the feedback form are set out in Table 8.3 below and included options for responses which could be chosen.

**Table 8-3 - Questions on the feedback form non-statutory consultation 2018**

<b>Q</b>	<b>Question on Feedback Form</b>	<b>Responses Received</b>
<b>1a</b>	In which Local Authority/Council do you live?	46
<b>1b</b>	In what capacity are you responding to the consultation?	47
<b>1c</b>	How did you find out about the consultation?	47
<b>1d</b>	Which consultation event did you attend?	47
<b>1e</b>	If you attended a public exhibition, did you find this event helpful in answering any questions or concerns you may have had?	46
<b>2a</b>	To what extent do you agree with the aims of the AQUIND Interconnector project?	43
<b>2b</b>	What aspect of the proposal interests you the most?	47
<b>3a</b>	Do you agree with the approach to the design of the converter station?	43

<b>Q</b>	<b>Question on Feedback Form</b>	<b>Responses Received</b>
<b>3b</b>	To mitigate the visual impact of the converter station a number of measures are being considered. Please indicate which of the following measures, if any, do you support.	40
<b>3c</b>	To mitigate the audible impact of the converter station a number of measures are being considered. Please indicate which of the following measures, if any, do you support.	39
<b>3d</b>	Are there any additional factors you feel we should consider in relation to the location, design and/or layout of the converter station?	7
<b>3e</b>	Are there any other specific measures you would suggest we put in place to mitigate the visual, noise or environmental impact of the converter station?	5
<b>3f</b>	Do you have any other general comments regarding the converter station in terms of its location, environmental considerations, or timing and management of planned construction works?	5
<b>4a</b>	Do you agree with the approach [to underground the cables]?	44
<b>4b</b>	Do you agree with the approach [as to how the proposed cable route was identified]?	40
<b>4c</b>	Do you have any other general comments regarding the cable route in terms of its location, environmental considerations or timing and management of planned construction works?	6
<b>5a</b>	Do you agree with the approach [to identifying the preferred landfall location at Eastney]?	42
<b>5b</b>	Do you have any other general comments regarding the landfall location in terms of its location, environmental considerations, or timing and management of planned construction works?	6
<b>6a</b>	Are there any specific factors you would suggest we consider in order to minimise impacts on the natural or historic environment, including for example marine archaeology or marine habitats?	5
<b>6b</b>	Are there any specific factors you would suggest we consider in order to minimise impacts to other marine users, including commercial fishing, shipping, recreational users and others?	5

Q	Question on Feedback Form	Responses Received
7	Do you have any other comments or questions with regards to AQUIND Interconnector?	7

## 8.8. SUMMARY OF FEEDBACK

- 8.8.1.1. Following the conclusion of this consultation period, the Applicant reviewed and analysed the feedback received. A total of 49 responses to the January – February 2018 non-statutory consultation were received by the advertised feedback deadline of Saturday 24 February 2018 in the form of feedback forms. No late responses were received.
- 8.8.1.2. Information from this phase of consultation was compiled into a Feedback Analysis Report, which outlined the core data and feedback themes that were gathered at events, via feedback forms and online. This Report can be found in Appendix 5.1.1S.
- 8.8.1.3. A summary of the feedback received was issued to key stakeholders by post and email, together with those who had registered their interest in receiving updates through the project website, on a feedback form or via signing in at a public exhibition event, and was also uploaded to the UK consultation website. A copy of the feedback summary issued to stakeholders can be found in Appendix 5.1.1T.
- 8.8.1.4. Table 10.1 in Chapter 10 summarises the key themes identified in feedback provided during this period of consultation This includes consideration of discussions held with stakeholder’s post consultation close leading to the Statutory Consultation and explains how the feedback has influenced the design of the Proposed Development.
- 8.8.1.5. To provide some context on the key issues raised based on the number of responses received, a full breakdown of the frequency of all issues raised from the feedback forms and letters can be found in Appendix 5.1.1T.

## 8.8.2. FEEDBACK PROVIDED AT MEETINGS WITH STAKEHOLDERS

- 8.8.2.1. As stated in Section 8.6 and Table 8.2 above a number of meetings were held during the consultation and one shortly after the close of the consultation. Some of these meetings were attended just by councillors (or in the case of PCC, the Leader of the Council) and the one at Denmead Parish Council was attended by members of the public who were able to ask questions. Points raised at these meetings can be summarised as follows:

### Converter Station

- 8.8.2.2. Councillors at EHDC and WCC echoed comments which had been provided at earlier meetings with planning officers in that they wanted to see a preferred Converter

Station location as soon as possible. One of the options fell within EHDC's boundary and one within WCC's. They felt presenting one preferred option at the consultation would provide greater certainty for the public. *The Applicant explained that further ground investigation work was needed and environmental surveys and technical work was still being undertaken, and that this would all inform a decision on the preferred option together with the consultation feedback.*

- 8.8.2.3. Neither councillors nor planning officers at EHDC or WCC agreed with the proposed planning strategy of applying for an outline planning permission based on parameters and design principles with reserved matters on the detail of the design to follow. *The Applicant explained that it was usual for a parameter-based approach with details to follow to be adopted for converter stations and that contractors would not be procured at this early stage in the proposal to inform the final design.* Therefore, it would not be possible to agree a detailed design at this stage. *The Applicant explained that further detail on landscape and visual mitigation was expected at outline stage.*
- 8.8.2.4. In addition to a preference for more detailed design to be shown, a request for a more illustrative example of the Converter Station as against the proposed location was made, a sketch or artist's impression was requested. It was requested that a green roof and vertical green walls should be considered. There was support for setting the Converter Station building into the landscape as much as possible. Options or examples of screening would be useful to see. EHDC requested a landscape architect be appointed to assist with the building design parameters. *The Applicant explained that the intention was to agree design principles at the consenting stage with further detail of the design to be agreed post any consent award. The request for a more illustrative example specific to the location was noted by the Applicant. A landscape architect was appointed by the Applicant in 2018 and has been working with the Applicant on the design principles and parameters. Further information on how this has evolved is summarised below in Chapter 10 and also the Design and Access Statement ('DAS') (Document Reference 5.5).*
- 8.8.2.5. Further information on what would be within the Converter Station area was requested, for example, the size and design of the control centre building and car parking area. *The Applicant explained that this was all being considered as part of the emerging proposals to be informed by further technical work, environmental surveys and stakeholder engagement.*
- 8.8.2.6. Councillors asked what was proposed at night having in mind SDNP's dark skies policy. *The Applicant noted this point and explained that there was no intention for the Converter Station to be lit at night other than in exceptional circumstances such as urgent maintenance.*
- 8.8.2.7. A robust assessment of potential noise impacts was expected. More detail on noise impacts was requested. *This was noted by the Applicant. It was explained that the Applicant would be carrying out an environmental impact assessment which would*



*consider noise impact and discussions would be had with the relevant Environmental Health Officer. A meeting took place with noise experts from the project team and the Environmental Health Officers at WCC and EHDC in June 2018 to agree modelling and assessment methodology for operational noise.*

- 8.8.2.8. Further information as to why Lovedean had been chosen as the preferred location was requested. For example, why was the team not looking at Fawley. *The optioneering process was explained by the Applicant but it was noted that further information had been requested. A meeting was later held with HCC, EHDC, WCC, PCC and SDNPA on 13 March 2018 where members of the project team gave a presentation with further explanation of the optioneering process undertaken.*

### **Onshore Underground Cable Route**

- 8.8.2.9. At the PCC leader's briefing the choice of Eastney was discussed and more details of the decision were requested. The leader of PCC asked the project team to consider a potential location in the north-eastern corner of Langstone Harbour. *The constraints around this area were highlighted by the Applicant. The Applicant agreed to provide further information on this.*

- 8.8.2.10. The need to avoid installation of underground cables through densely populated parts of Portsmouth in Eastney and Milton area was said to be important. *This was noted by the project team. The optioneering meeting on 14 March 2018 with HCC, EHDC, PCC, SDNPA and WCC, which gave more information on the optioneering approach and also information about why use of Langstone Harbour and Hayling Island were not suitable as landing points.*

- 8.8.2.11. *Feedback from this and previous meetings with PCC together with feedback in the feedback forms led directly to the team progressing ground investigation work to consider alternative cable route options to minimise impact on Eastern Road and Milton Road in 2019 and now part of the DCO Application.*

- 8.8.2.12. Many wanted to know when the final route would be confirmed and what the construction impacts would be. *It was explained by the Applicant that further technical work was required before any route could be finalised in addition to consideration of consultation responses and the results of an environmental impact assessment. The Applicant noted that the EIA would assess likely significant effects from the construction process.*

### **Community Benefit**

- 8.8.2.13. WCC and Denmead Parish Council asked whether there would be some community benefit with the proposal, acknowledging that any contribution would need to meet the usual tests of being fair, necessary and proportionate. *This was noted by the Applicant who considered whether a community benefits contribution was appropriate or what planning obligations would be required in connection with the*

*Proposed Development which meet the relevant legislative tests. Discussions are ongoing in this regard.*

## 9. ENGAGEMENT FOLLOWING NON-STATUTORY CONSULTATION

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### 9.1. INTRODUCTION

- 9.1.1.1. Following the January – February 2018 non-statutory consultation, and prior to the February – April 2019 statutory consultation, the Applicant maintained open lines of communication with stakeholders and all interested parties via updates to the website.
- 9.1.1.2. All calls to the freephone information line and emails to the dedicated project consultation email address were responded to as per the processes set out in Chapter 5.3.
- 9.1.1.3. During this period, the Applicant was closely monitoring the local situation for any significant alterations in relation to community or political matters.
- 9.1.1.4. Following the May 2018 local elections, which brought about a change of administration at Portsmouth City Council and the election of new ward members across the relevant Local Planning Authorities, the Applicant updated the stakeholder database accordingly to reflect the changes.
- 9.1.1.5. Further to the above, the Applicant also engaged with the local community in a variety of ways between the January – February 2018 and February – April 2019 consultation periods. It was at this point in the pre-application process that the Applicant submitted its Section 35 request to the Secretary of State (June 2018), and the application became an application for development consent under the PA 2008 (July 2018), rather than under the TCPA 1990 Act and MCAA 2009.
- 9.1.1.6. This resulted in a change in approach to ensure that activity undertaken complied with the requirements of the PA 2008.
- 9.1.1.7. The alterations to the pre-application consultation required as a result of this change in status were communicated to the local population and technical stakeholders, alongside a number of other key project updates and targeted communications.
- 9.1.1.8. The activities undertaken during this time are summarised below.

### 9.1.2. POST JANUARY – FEBRUARY 2018 CONSULTATION UPDATES – MARCH 2018

- 9.1.2.1. Following the conclusion of the January – February 2018 non-statutory consultation, a press release was issued to the *Portsmouth News*, *Hordean Post* and *Hampshire Chronicle* and uploaded to the UK consultation website on 6 March 2018. The press release contained the following information:

- An overview of the Project;
- A summary of the consultation and feedback received;
- Project timescales; and
- Contact details.

9.1.2.2. A copy of the press release is available in Appendix 5.1.1U.

9.1.2.3. To update the local community immediately following the January – February 2018 consultation, a community update newsletter was mailed on 7 March 2018 to all those that attended a public exhibition event, provided feedback or registered for updates via the consultation website.

9.1.2.4. The newsletter provided information regarding the January – February 2018 non-statutory consultation, including a summary of the feedback received, along with detail regarding next steps in the TCPA 1990 consenting process. A copy of the community update newsletter is included in Appendix 5.1.1T.

### **9.1.3. UPDATES FOLLOWING SECTION 35 NOTIFICATION – JULY 2018**

9.1.3.1. Following the Section 35 direction by the SoS on the 30 July 2018, the Applicant issued a press release (also on 30 July 2018) to the *Portsmouth News*, *Horndean Post and Hampshire Chronicle*, which outlined the requirement for an application for the DCO to be submitted to the Planning Inspectorate, and noted that further consultation with the local community would be undertaken in due course. A copy of the press release is available in Appendix 5.1.2A.

9.1.3.2. In addition, on 17 August 2018 the Applicant wrote to all onshore stakeholders and those who had registered their interest in the Project (and provided their postal address) to outline further information on the DCO process. The covering letter and briefing note issued can be viewed in Appendix 5.1.2B.

9.1.3.3. On 13 August 2018 members of the project team met with planning officers at the LPAs, HCC and SDNP to provide an update on the progress of the proposal and planning strategy following the Section 35 Direction. An overview of the requirements and process under the PA 2008 was given by the Applicant together with an outline of the role of local authorities in the process and differences with the TCPA 1990 regime. An update on the indicative programme was provided by the Applicant and it was explained that a formal consultation stage would be undertaken under the Planning Act 2008 early in 2019.

## **9.2. SUMMARY OF ONGOING ENGAGEMENT – ONSHORE**

9.2.1.1. A list of the engagement and meetings held with key stakeholders regarding the onshore aspects of the Proposed Development following the January - February 2018 non-statutory consultation is set out below.

**Table 9-1 - Summary of ongoing engagement - Onshore**

<b>Date</b>	<b>Attendees</b>	<b>Main topics of discussion</b>
<b>5 March 2018</b>	Hambledon Parish Council  Presentation to 6 parish councillors, 1 WCC councillor and 1 HCC councillor	Discussion on Converter Station, landscape and visual effects, design.
<b>14 March 2018</b>	WCC, EHDC, PCC, HCC, SDNPA	Meeting on site selection and optioneering undertaken for the Proposed Development (Lovedean, Eastney and onshore cable route) to respond to questions raised for more information on the process undertaken. Feedback from HCC on utilising land proposed for the West of Waterlooville Major Development Area to minimise disruption to London Road. Feedback from EHDC on optioneering undertaken to site Converter Station adjacent to Lovedean substation. Reference is made to Chapter 2 of the ES, Alternatives (Document reference: 6.1.2).
<b>28 March 2018</b>	Portsmouth Water and EA	Update on Proposed Development and proposed ground investigation work. Work proposed at the Converter Station area to inform identification of preferred location and along cable route in particular Portsmouth area to identify potential alternative options in response to concerns raised by PCC in relation to use of Milton Road and Eastern Road.
<b>15 May 2018</b>	HCC Highways	Discussion on cable route, installation methodology and proposed ground investigations.
<b>21 May 2018</b>	PCC	Update on proposed ground investigation work to consider alternative cable route options following PCC feedback during the consultation to minimise traffic impact on Milton Road and Eastern Road and utilise Milton Common. See Chapter 2 of the ES, Alternatives (Document reference 6.1.2) for further information on cable route optioneering.
<b>22 May 2018</b>	Highways England ('HE')	Update on key area of interest for HE where proposed cable route passes under A27, linking Portsmouth Island to the mainland.

Date	Attendees	Main topics of discussion
18 July 2018	WCC and EHDC	Discussion with Environmental Health Officers on acoustic noise modelling methodology, results and mitigation.
<b>30 July 2018 - Section 35 Direction issued by SoS</b>		
13 August 2018	WCC, EHC, HBC, PCC, HCC, SDNP	Briefing on Section 35 Direction and DCO process. Update on proposed pre-application engagement and anticipated statutory consultation timescales.
17 August 2018	ESCP and PCC	Meeting to discuss proposed ESCP coastal defence works and programme for Portsea Island near to the Proposed Development. AQUIND project update provided. Ground conditions at Milton Common discussed.
7 September 2018	PINS	Introduction to Proposed Development following Section 35 Direction.
13 September 2018	WCC	Informal engagement on SoCC. See Chapter 12 for more information.
15 October 2018	WCC, EHDC, SDNPA	Meeting with the Applicant's landscape consultant and architects discussing mitigation and indicative Converter Station design. Views sought on content for PEIR to support statutory consultation and early design concepts including whether to celebrate or conceal the building and proposed options for cladding. See Design and Access Statement ('DAS') (Document Reference 5.5).
29 October 2018	HCC	Highways aspects of Proposed Development discussed.
<b>29 October 2018 - EIA Scoping Request issued to PINS</b>		
5 November 2018	Natural England	Meeting to discuss project update including Denmead Meadows, working in SINC's, removal of trees and Eastney Beach.

Date	Attendees	Main topics of discussion
<b>7 November 2018</b>	PCC	Highways aspects of Proposed Development discussed.
<b>7 November 2018</b>	Portsmouth Water	Update on use of Portsmouth Water owned land adjacent to Farlington Avenue being considered as an alternative cable route option to Farlington Avenue. Information requested on underground utilities and ground conditions.
<b>15 November 2018</b>	PCC	Briefing to PCC Leader following Land Interest Questionnaire distribution.
<b>27 November 2018</b>	WCC, EHC, HBC, PCC, HCC, SDNP	First of regular fortnightly project meetings (or telephone calls as appropriate) with the planning officers at the local authorities to provide updates on project progress, receive feedback and discuss issues arising. Discussed EIA scoping report submitted to PINS; DCO process and pre-application period; SoCC discussion; proposed timescales; updated site boundary as presented in EIA Scoping Report; update on alternative cable route options being considered which are proposed for consultation at the Statutory Consultation, request for feedback; update on Converter Station optioneering and feedback sought on preference between Option A and B, separate meeting was requested; and update on land referencing and other engagement activity in the area.
<b>4 December 2018</b>	WCC and EHDC	Converter Station optioneering update for Options A and B. WCC feedback that design should reflect site context.
<b>11 December 2018</b>	WCC, EHC, HBC, PCC, HCC, SDNP	Project meeting with planning officers. Discussed SoCC update and questions; update on emerging results of ground investigation work; update from Converter Station meeting; and discussion of cable route options being progressed.
<b>8 January 2019</b>	WCC and EHDC	Update confirmation of preferred Converter Station location (Option B).



Date	Attendees	Main topics of discussion
<b>10 January 2019</b>	WCC, EHC, HBC, PCC, HCC, SDNP	Project meeting with planning officers. Discussed preferred Converter Station, PEIR for forthcoming statutory consultation, update on cable route options, land referencing, future engagement and SoCC. Request for details of residents who had been concerned with Land Interest Questionnaire process from PCC.
<b>14 January 2019</b>	WCC, EHDC, SNDPA	Converter Station design meeting with project team architects. Agreed to establish a focus group to progress discussion around landscape mitigation and indicative design options to produce design principles. Three design options explained in more detail. Discussion on concealing or celebrating the building continued. Request to consider using cut and fill to lower overall height. Discussion of colour palette. Discussion of delivery of final design within the DCO process. Further detail of discussions are within the DAS (Document reference 5.5).
<b>22 January 2019</b>	WCC, EHC, HBC, PCC, HCC, SDNPA	Project meeting with planning officers. Discussed forthcoming statutory consultation and process; PEIR; consultation document; cable route options to be presented and rationale behind them, especially in Denmead. HBC highlighted West of Waterlooville Major Development Area as an opportunity to limit impact of cable route. This was noted and it was confirmed a meeting with the landowner had been scheduled.
<b>31 January 2019</b>	WCC and EHDC	Converter Station design meeting. The operational need, requirement and technical constraints of a converter station were explained. Approach to design in the statutory consultation and PEIR. WCC expressed preference for design options to be presented in the PEIR. Project team confirmed design principles and parameters approach with detailed design to be agreed post consent. Discussion on cladding of building and location of access route. Agreed to pause engagement until after statutory consultation.

Date	Attendees	Main topics of discussion
5 February 2019	WCC, EHC, HBC, PCC, HCC, SDNP	Project meeting call with planning officers. Deposit locations for Consultation Documents. Level of detail on Converter Station design in PEIR from WCC.
7 February 2019	PCC	<p>Planning, land and highways – pre-consultation meeting. Proposed Development to be presented in the statutory consultation including cable route options and construction methodology for cable installation.</p> <p>Consultation methodology, feedback was given that project team should ensure that users of recreational areas who may not live in the area, eg dog walkers, are made aware of the Proposed Development and forthcoming consultation. Consultation methodology had already been agreed in the SoCC. Specific consideration was given by project team to ensuring the site notices were placed in appropriate locations along the cable corridor and in car parks of recreational areas. These were inspected on a weekly basis throughout the consultation period and replaced where necessary.</p>
7 February 2019	University of Portsmouth	Proposed site boundary which included the University of Portsmouth Langstone campus. Updated on proposal to use Furze Lane. Strong concern raised by the University about use of land and impact on the business of the University and students and local residents using the sports facilities. Discussed using other areas of the University playing fields and potential for running cables to the edge of the playing fields.

### 9.3. SUMMARY OF ONGOING ENGAGEMENT – MARINE

9.3.1.1. A list of the meetings held with key stakeholders regarding the offshore aspects of the Proposed Development following the January-February 2018 consultation is set out below. Further details are provided in the paragraphs below the table.

**Table 9-2 - Summary of ongoing engagement - Marine**

<b>Date</b>	<b>Attendees</b>	<b>Main topics of discussion</b>
<b>16 July 2018</b>	Natural England	HDD operations under Langstone Harbour.
<b>06 September 2018</b>	MMO	Project update meeting.
<b>18 September 2018</b>	Nab VTS user group meeting - MCA, QHM Portsmouth, ABP Southampton	Introduction to the project, and discussion of potential impacts to shipping and navigation.
<b>September 2018</b>	Commercial Fishermen's Organisations	Discussions were held relating to the Marine Cable Corridor location, ongoing fisheries liaison and commercial fisheries baseline information gathering.
<b>02 October 2018</b>	Royal Yachting Association ('RYA')	Introduction to the project, potential impacts to shipping and navigation including recreational activities.
<b>02 October 2018</b>	Trinity House, Langstone Harbour, Cruising Association and Chamber of Shipping	Introduction to the project, and discussion of potential impacts to shipping and navigation.
<b>17 October 2018</b>	Dover Straights User Group meeting - P&O Ferries, MCA, Société Nationale de Sauvetage en Mer, MCA, UK Maritime Pilots Association, Trinity House and Comité Régional des Pêches Maritimes et des Elevages Marins de Bretagne ('CRPMEM')	Introduction to project.
<b>09 January 2019</b>	MMO	Project update meeting.
<b>13 February 2019</b>	Natural England	Project update meeting and discussion on Habitat Regulations Assessment ('HRA').

### **9.3.2. LANDFALL OPERATIONS UPDATE – JULY 2018**

9.3.2.1. In July 2018, Natural Power had a teleconference to discuss proposals for Horizontal HDD operations at the UK Landfall with Natural England. Both parties agreed that HDD was the preferred method for this type of construction. The approach for assessing the impacts of the HDD works on these features was discussed and it was agreed that due to the location of the entry/exit holes being above Mean High-Water Springs and that pollution prevention measures will be in place, it was proportionate to assess potential impacts through a desk-based assessment.

9.3.2.2. Natural England advised that early engagement with Southern IFCA would be beneficial to identify and, where necessary, mitigate against potential impacts to native oyster.

### **9.3.3. MARINE CABLE INSTALLATION UPDATE – JULY/AUGUST 2018**

9.3.3.1. During July 2018, Natural Power continued engagement with the MMO in relation to clarification on what construction activities are licensable and what requires a licence and where. The MMO provided advice that AQUIND Interconnector would be considered as an exempt cable under Section 81(5) of the Marine and Coastal Access Act 2009. The full response is presented in Appendix 5.1.3A.

9.3.3.2. Natural Power also engaged with Langstone Harbour about the HDD operations that are planned at the UK Landfall as well as the HDD operations between Portsea Island and the mainland and answered queries relating to vessel requirements and depth of drilling.

### **9.3.4. GROUND INVESTIGATION WORKS UPDATES – AUGUST 2018**

9.3.4.1. From August 2018 to October 2018, the Applicant undertook a number of Ground Investigation ('GI') works within the administrative boundaries of Portsmouth City Council to consider the potential for variations to the proposed onshore underground cable route of the Proposed Development.

9.3.4.2. Accordingly, letters were sent to properties within close vicinity of the planned GI works and PCC Elected Members to inform them of the works on 3 August 2018. Examples of the letters and the distribution areas can be found in Appendix 5.1.3B.

9.3.4.3. All contractors undertaking the GI works were provided with business cards containing the project team's contact details, which were to be provided to members of the public who had any questions regarding the nature of the works.

9.3.4.4. In addition, the Applicant issued a press release regarding the GI works to the *Portsmouth News*, *Horndean Post* and *Hampshire Chronicle* regarding the works on 3 August 2018. A copy of the press release can be found in Appendix 5.1.3C.

9.3.4.5. A meeting was held on 9 October 2018 with officers from Portsmouth City Council to discuss the proposed GI works in the vicinity of the Eastney and Milton Allotments, to which the Eastney and Milton Allotments Association were also invited to attend.

9.3.4.6. Following this, a separate letter was issued on 12 October 2018 to properties in the vicinity of additional GI works in the vicinity of the Milton allotments. A copy of the letter and the distribution list can be found in Appendix 5.1.3D.

**9.3.5. COMMERCIAL FISHERIES CONSULTATIONS – SEPTEMBER 2018**

9.3.5.1. In September 2018, Natural Power and Brown & May Marine Ltd held a number of meetings with local fishermen, the details of these meetings can be found in Table 9.1. Members of the Portsmouth MMO Enforcement Team were also in attendance as well as members from Southern and Sussex IFCA's.

9.3.5.2. The purpose of these meetings was to update stakeholders of the Proposed Development since the October 2017 stakeholder meetings, such as the change to the consenting regime as a result of the Section 35 Direction by the SoS. A short presentation was provided by the Applicant (see Appendix 5.1.3E) and discussions were held relating to the Marine Cable Corridor location, ongoing fisheries liaison and commercial fisheries baseline information gathering.

9.3.5.3. Brown & May Marine Ltd. also notified VisNed, Deutscher Fischerei Verband and Redercentrale about the meetings as part of initial engagement with Dutch, German and Belgian fishing stakeholder interests respectively.

**Table 9-3 - Commercial fisheries meetings held in September 2018**

<b>Date</b>	<b>Consultee</b>
<b>18 September 2018</b>	Southern IFCA Meeting, Poole.
<b>18 September 2018</b>	Portsmouth Fishermen's Meeting, Portsmouth.
<b>19 September 2018</b>	Isle of Wight Fishermen's Meeting, Ryde.
<b>19 September 2018</b>	Sussex IFCA Meeting, Shoreham-by-Sea.
<b>19 September 2018</b>	Selsey Fishermen's Meeting, Selsey.
<b>20 September 2018</b>	Portsmouth MMO Fisheries Enforcement Meeting, Portsmouth.

**9.3.6. MARINE MANAGEMENT ORGANISATION ENGAGEMENT – SEPTEMBER 2018**

9.3.6.1. On 6 September 2018, Natural Power attended a meeting with the MMO. A short presentation was used to direct the discussions (see Appendix 5.1.3F). Issues discussed included:

- SoCC;

- Changes to Proposed Development since EIA Scoping through MCAA regime;
- Water Framework Directive ('WFD') assessment;
- Contaminated Sediment Analysis;
- Unexploded Ordinance ('UXO') clearance;
- Electromagnetic Field ('EMF') impacts;
- Contingency for non-burial protection required during 15-year period after cable installation.
- Licensable activities;
- Cumulative and transboundary impacts;
- Decommissioning;
- Approach to HRA; and
- MMO charges for DCO advice.

### 9.3.7. SHIPPING AND NAVIGATION CONSULTATION SEPTEMBER – OCTOBER 2018

- 9.3.7.1. In September and October 2018, Natural Power attended several meetings with shipping and navigation stakeholders including the Royal Yachting Association ('RYA'), Trinity House, Langstone Harbour, the Cruising Association, the Chamber of Shipping, the NAB Vessel Traffic Service (VTS) user group and the Dover Strait Users Working Group, as detailed in Table 9.4 below.
- 9.3.7.2. These meetings provided an opportunity to provide a project update to stakeholders including on the change to the consenting regime as a result of the Section 35 Direction by the SoS, as well as discussing the potential impacts to shipping, navigation and other sea users in the area and any proposed mitigation. Further details of these meetings are provided in Section 6 of Appendix 13.1 Navigation Risk Assessment ('NRA') of the ES (Document Reference 6.3.13.1).

**Table 9-4 - Meetings with shipping and navigational stakeholders**

Date	Consultee	Key topics of discussion
18 September 2018	NAB Tower User Group	<ul style="list-style-type: none"> <li>• Project overview including timing of construction;</li> <li>• Methods of sharing information about the project;</li> <li>• Status of the Proposed Development following the Section 35 Direction by the SoS;</li> </ul>

		<ul style="list-style-type: none"> <li>• Consultation with MoD;</li> <li>• Baseline data including military exercise activity;</li> <li>• Navigational features; and</li> <li>• Recreational vessel activity.</li> </ul>
<b>2 October 2018</b>	RYA	<ul style="list-style-type: none"> <li>• Project overview including status of the Proposed Development following the Section 35 Direction by the SoS;</li> <li>• Reduction in water depth;</li> <li>• Recreational use of area and NtMs process;</li> <li>• Consultation with local harbour authorities;</li> <li>• Potential magnetic impacts to marine electronics;</li> <li>• Trenching and cable burial activities; and</li> <li>• Construction vessels and guard vessels.</li> </ul>
<b>2 October 2018</b>	Trinity House, Langstone Harbour, Cruising Association, Chamber of Shipping	<ul style="list-style-type: none"> <li>• Project update - including change of status of the Proposed Development following the Section 35 Direction by the SoS;</li> <li>• Cable route and water depth reduction;</li> <li>• Mitigation options including use of guard vessel, NtMs etc;</li> <li>• Process for assessing impacts to designated sites;</li> <li>• Cable burial depths; and</li> <li>• Baseline data including use of recreational vessels in area and races/regattas.</li> </ul>
<b>17 October 2018</b>	Dover Strait Users Working Group	<ul style="list-style-type: none"> <li>• Project overview;</li> <li>• Timelines of project;</li> <li>• Cable route and potential impacts;</li> <li>• Contact details for Natural Power in England and France provided;</li> </ul>



		<ul style="list-style-type: none"> <li>• Details of marine traffic study showing peak/off-peak traffic movements; and</li> <li>• Cable burial proposals.</li> </ul>
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### 9.3.8. PROPOSED SCHEME OVERVIEW UPDATES – OCTOBER 2018

9.3.8.1. On 30 October 2018, the Applicant sent a Proposed Scheme Overview of the Project to stakeholders and individuals who responded to the January – February 2018 non-statutory consultation. This document was designed to provide an update on the Project, explain the outcome of the January – February 2018 non-statutory consultation and provide further details on the change from a TCPA process to a DCO process. The document contained:

- An introduction to the Project;
- Information on the need for interconnectors;
- The benefits of the Project;
- A summary of the January – February 2018 non-statutory consultation;
- Planned mitigation measures;
- Information on the DCO process; and
- Anticipated project timescales.

9.3.8.2. Copies of the Proposed Scheme Overview and covering letters can be viewed in Appendix 5.1.3G.

### 9.3.9. PLANNING INSPECTORATE MEETING – DECEMBER 2018

9.3.9.1. A meeting was held with PINS on 18 December 2018. Items discussed throughout the meeting included:

- EIA scoping;
- Transboundary Screening process;
- HRA and WFD assessments;
- Project update; and
- TEN-E regulations.

### **9.3.10. MEMBER OF PARLIAMENT DROP IN EVENT – JANUARY 2019**

- 9.3.10.1. In order to maintain open lines of communication with the relevant Members of Parliament, on 5 December 2018 the Applicant invited the Members of Parliament for Havant, Meon Valley, Portsmouth North and Portsmouth South, whose constituencies are directly impacted by the Proposed Development, to a drop-in event held at Westminster Hall on 22 January 2019.
- 9.3.10.2. The event was attended by the Members of Parliament for Meon Valley and Portsmouth South.
- 9.3.10.3. A copy of the invitation letter can be found in Appendix 5.1.3H, whilst a copy of the presentation given by the Applicant at the event can be viewed in Appendix 5.1.3I.

### **9.3.11. MARINE MANAGEMENT ORGANISATION MEETING – JANUARY 2019**

- 9.3.11.1. A meeting was held with the MMO on 9 January 2019. Topics discussed during the meeting included:
- Update on scoping;
  - Update on SoCC;
  - Update on progress of PEIR;
  - Timelines for document submissions;
  - Discussion on dredge and disposal activities;
  - Discussion on additional construction methodologies; and
  - Discussion on approach to drafting deemed Marine Licence.

### **9.3.12. NATURAL ENGLAND MEETING – FEBRUARY 2019**

- 9.3.12.1. A teleconference meeting was held with Natural England on 13 February 2019. A presentation was provided (see Appendix 5.1.3J) to direct the topics discussed during the meeting which included:
- Updating on scoping;
  - Update on progress of PEIR;
  - Timelines for document submissions;
  - Discussion on dredge and disposal activities; and
  - Discussion on sites to be assessed for marine mammals, birds, migratory fish and benthic habitats in relation to the HRA Report.

# 10. EVOLUTION FOLLOWING NON-STATUTORY CONSULTATION

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## 10.1. INTRODUCTION

10.1.1.1. This Chapter sets out how feedback received throughout the January – February 2018 non-statutory consultation period was analysed and used to inform the development of the Proposed Development prior to the February – April 2019 statutory consultation period.

## 10.2. CONSIDERATION OF FEEDBACK FROM NON-STATUTORY CONSULTATION AND ONGOING ENGAGEMENT

10.2.1.1. Responses received to the January – February 2018 non-statutory consultation were logged and analysed as described in Chapter 8.8. Members of the project team who had been present at meetings with stakeholders would feedback comments made and share minutes of the meetings to relevant EIA specialists and engineers to ensure due consideration was made in the refinement of the Proposed Development and actions completed.

10.2.1.2. Several changes were made to the Proposed Development as a result of the non-statutory consultation activity. These changes were also informed by further technical work, environmental survey results and ground investigation work undertaken at the Converter Station locations and in Portsmouth.

10.2.1.3. The feedback received predominantly focussed on the Converter Station design and location (with noise and visual effects, including on the SDNP being raised), traffic disruption from the proposed onshore cable route and site selection. As a result of feedback received and ongoing work on the EIA, focus was particularly placed on the following:

### Onshore Cable Routes: Traffic Disruption

10.2.1.4. Concerns associated with traffic disruption were taken account of and considered, particularly in relation to Milton Road and Eastern Road in Portsmouth with PCC and some feedback form responses wanting to avoid these roads. *The original project philosophy for placing the Onshore Cable Corridor within the existing highway network evolved to one of primarily staying within the highway boundary, or public land, but seeking to avoid vehicular carriageway to minimise disruption.*

10.2.1.5. *Ground investigation works were undertaken in the Portsmouth area in direct response to the concerns raised. The purpose of the works was to gather information on ground conditions to inform the technical practicability of alternative cable route options including the potential to use Horizontal Directional Drilling (“HDD”) (a trenchless technique that does not require the excavation of a trench, enabling infrastructure at sensitive locations to be crossed with limited disruption). The ground investigation works enabled alternative routes to be identified to reduce traffic disruption:*

- *Milton Common (avoiding Eastern Road): This area of land was initially considered unlikely to be feasible due to its former landfill use. Ground investigation work in this area allowed alternative route options through and on the edge of Milton Common to be considered and following further consultation with PCC and ESCP, these route options were progressed to statutory consultation. Further technical investigation was still being carried out to confirm the practicability of these options and such work was carried out in parallel with the statutory consultation.*
- *Bransbury Park and Milton Allotments (avoiding Milton Road and Eastern Road): a number of route options were considered in this area, given the potential disruption to local residents during the construction period both trenched and Horizontal Directional Drilling (“HDD”) methods of cable installation were considered in this area. (). These options were progressed to the statutory consultation whilst further technical investigation as to their practicability continued in parallel.*

#### **Landfall and Reduced Onshore Cable Route: Langstone Harbour**

10.2.1.6. A number of responses to the non-statutory consultation and engagement queried the opportunity for Langstone Harbour (and the associated coastline) to be used as an alternative landfall, thus avoiding the need for the onshore cable to route through the built-up areas of Portsmouth.

10.2.1.7. *Langstone Harbour is constrained by the high potential for impacts on internationally and nationally designated sites, also for the width and depth constraints on technical practicability of installation. These are discussed more in Chapter 2 of the ES Consideration of Alternatives (Document reference: 6.1.2). Therefore, options for alternative landfall locations on land adjacent to Langstone Harbour were discounted.*

#### **Onshore Cable Route: Kings Pond Area**

10.2.1.8. Responses to non-statutory consultation and engagement with Natural England in particular raised concerns on the potential routing of the onshore cable through Kings Pond Site of Importance for Nature Conservation (“SINC”) and Denmead Meadows.

10.2.1.9. *These are of nature conservation value and comprise unimproved meadows supporting important colonies of green winged orchid and adder's tongue. Use of HDD as the cable installation method to cross this area was considered by the project team to minimise impact. Risks associated with HDD and linking of aquifers in this area led to consideration of alternative highway routes in Denmead (Mill Road, Martin Avenue and an additional length of Anmore Road). These alternatives were progressed through to statutory consultation whilst further technical work was being undertaken to assess the practicability of HDD through Kings Pond.*

**Onshore cable route: Milton Road, Waterlooville to Lovedean**

10.2.1.10. Concerns were raised in the non-statutory consultation on the impact of the proposed route on traffic and associated impacts on residents along and in the vicinity of Milton Road.

10.2.1.11. *Consideration and review of alternative options and cable installation techniques around the Kings Pond and Denmead area was considered to impact fewer residents than the Milton Road route and that, on balance, discounting this option in favour of a route that could use Kings Pond and the Denmead area was preferred. The cable route option utilising Milton Road in Waterlooville was subsequently discounted and not progressed further by the Applicant.*

**Portsea Island Crossing**

10.2.1.12. The potential to use the existing Eastern Road bridge structure for the cables to cross from Portsea Island to the mainland was raised as an alternative to other crossing methods of trenching or HDD by some stakeholders.

10.2.1.13. *Alternative crossing options were investigated and HDD was considered feasible from either the Interchange Park industrial estate or from Anchorage Park to Farlington Playing Fields. These latter two options were progressed to statutory consultation.*

**Converter Station Location and Design**

10.2.1.14. Optioneering on the preferred Converter Station location was progressed (ie between Options A or B). Feedback received had indicated that Option B was less impactful visually with better screening available. A desk study considering the various environmental and technical constraints was completed and feedback requested from WCC, EHDC and SDNPA. The optioneering process is described in more detail in Chapter 2 of the ES, Consideration of Alternatives (Document reference: 6.1.2).

10.2.1.15. *Landscape and visual effects were one of the most important distinguishing factors between the sites and overall Option B was considered to be better screened from key receptors including the urban area, public highway and Public Rights of Way ("PRoW") by virtue of existing topography and vegetation for screening. Based on*

*the optioneering analysis and consultation feedback Option B was identified as the preferred option and progressed to statutory consultation.*

10.2.1.16. *The engagement on Converter Station design principles summarised above influenced the presentation of design principles and landscape mitigation principles in the statutory consultation. The discussions also led to a decision to increase the overall Converter Station height from up to 22m in the non-statutory consultation to up to 26m for the statutory consultation. The rationale for this approach being to provide more flexibility for design.*

10.2.1.17. *Refinements and changes made to the Proposed Development following the January - February 2018 non-statutory consultation is summarised in Table 10.1 below. A visual comparison of how the site boundary differs from that presented in the non-statutory consultation to that presented for the statutory consultation is shown on Plate 10.1*

### **Converter Station and noise**

10.2.1.18. Feedback was received about the potential noise effects from the Converter Station and how that could be mitigated.

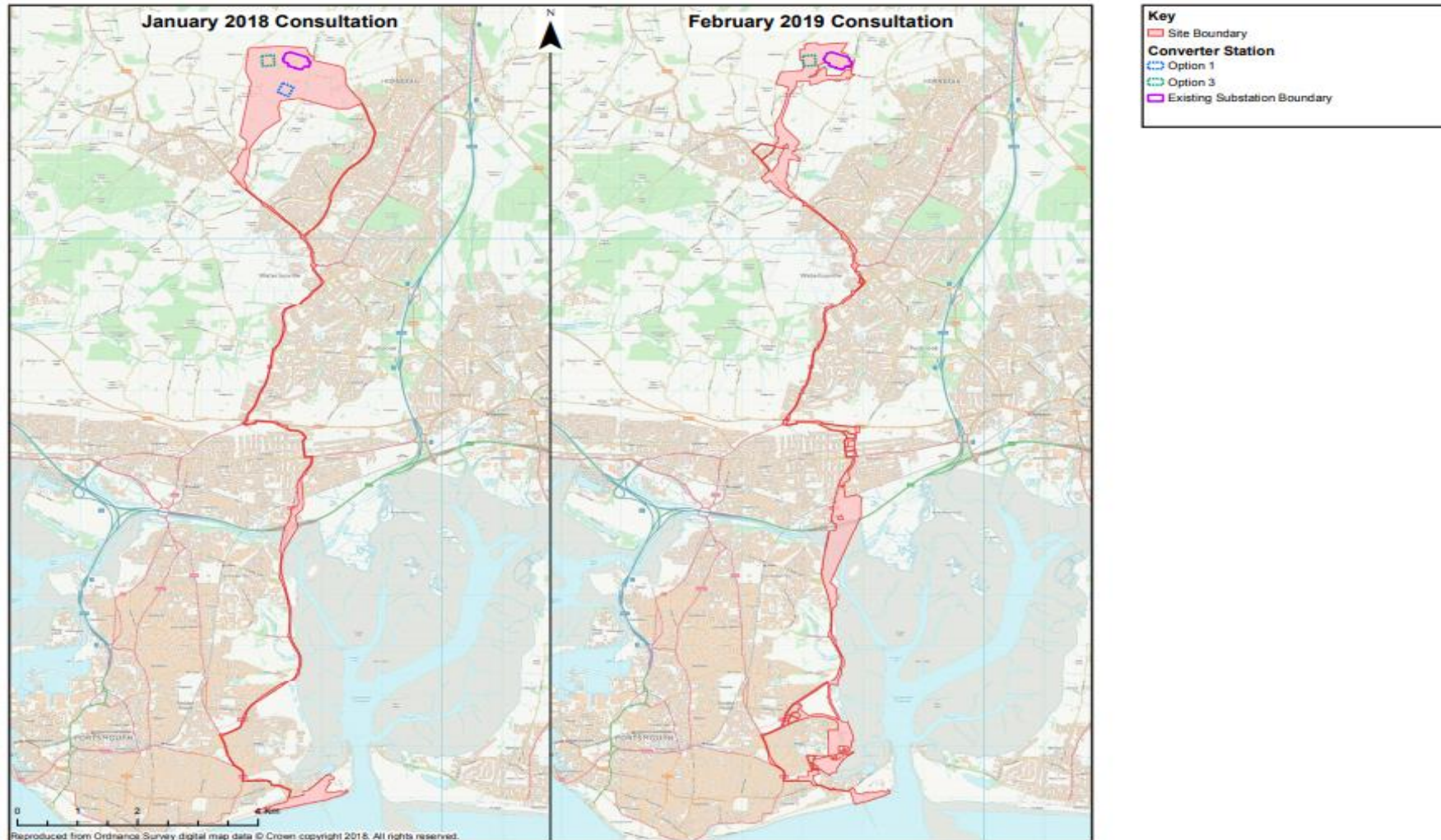
10.2.1.19. *The proposed layout and orientation of the Converter Station was positioned (following discussions between engineers and acousticians) to minimise noise impacts, with dominant plant items being screened from the nearest sensitive receptors by the Converter Station buildings. Discussions with Environmental Health Officers at WCC and EHDC were held and noise modelling and assessment methodologies were agreed. It was also agreed that noise limits would be set equal to the background noise level at each receptor.*

## **10.2.2. SUMMARY OF CHANGES MADE RESULTING IN PROPOSED DEVELOPMENT FOR STATUTORY CONSULTATION**

10.2.2.1. A visual summary showing how the Proposed Development evolved as a result of the non-statutory consultation, technical work and EIA progression is shown in Plate 10.1. This shows the Proposed Development as presented for the January-February 2018 Non-Statutory Consultation and the Proposed Development as presented for the Statutory Consultation in February – April 2019.

10.2.2.2. Table 10.1 below summarises the changes made and the Applicant's rationale for making the change.





**Plate 10-1 - Evolution of Proposed Development from non-statutory consultation to statutory consultation**



**Table 10-1 - Refinements made to the Proposed Development following the January – February 2018 non-statutory consultation and ongoing engagement prior to February – April 2019 statutory consultation**

<b>Project feature</b>	<b>Description of change</b>	<b>Regard had by the Applicant</b>
<b>Refinement of Converter Station boundary</b>	Confirmation of preferred Converter Station location from Options A and B to option B and associated refinement of site boundary.	Results of optioneering and consideration of concerns raised regarding visual impact of Converter Station and Option B providing more natural screening.  Further information provided in Chapter 2 of the ES Consideration of Alternatives (Document reference: 6.1.2).
	Increase in Converter Station height from up to 22m to up to 26m.	To allow further flexibility in overall design, especially regarding the roof following discussions with WCC, EHDC and SDNPA.
<b>Refinement of proposed onshore cable route</b>	Discounting of alternative cable route option on Milton Road Waterlooville to Lovedean Substation.	To address concerns raised around traffic disruption.
Section 2 - Anmore	Reduction in site boundary.	To reflect discounting of Converter Station Option B and landowner feedback.
	Increase in site boundary around the properties north of Anmore Road	To reflect feedback from landowners and the need to retain optionality.
Section 3 - Denmead	Addition of two road options in Mill Road and Martin Avenue	To provide alternative options pending further consideration of technical feasibility of installing cables by HDD across Kings Pond and Denmead Meadows.

Project feature	Description of change	Regard had by the Applicant
	Consideration of HDD to cross Kings Pond and Denmead Meadows	To address concerns raised regarding the environmental sensitivity of this area.
	Addition of land to the South of Hambledon Road	To provide optionality whilst HDD feasibility work and ongoing discussions with NE.
Section 4 – Hambledon Road to Farlington Avenue	Addition of locations where there is potential to move the cable route away from the main carriageways to minimise disruption to traffic flow (including use of slip roads and side roads) and minor roads to south-west of Forest End roundabout.	To address general concerns raised about disruption to traffic.
Section 5 - Farlington	Addition of four cable route options to utilise side roads and land owned by Portsmouth Water running parallel to Farlington Avenue.	Alternative options being considered to address general concerns raised about disruption to traffic and to minimise potential for a temporary full road or lane closure along Farlington Avenue. The feasibility and practicability of these options were still to be fully determined pending discussions with Portsmouth Water and further technical work.
	Addition of car park on Portsdown Hill Road	To provide optionality and to address general concerns raised about disruption to traffic.
Section 6 – Zetland Field and Sainsbury's Carpark	Addition of option to use Zetland Field for cable installation and Sainsbury's carpark	To address general concerns raised about disruption to traffic.

Project feature	Description of change	Regard had by the Applicant
Section 7 – Farlington Junction to Airport Service Road	Increase in site boundary for potential location of HDD under Langstone Harbour.	To reflect further technical work undertaken to identify the most appropriate location for the HDD.
	Increase in site boundary at Kendall’s Wharf and Baffins Rovers FC football ground and Langstone Harbour Sports Ground.	To provide additional optionality and minimise use of Eastern Road (in response to PCC concerns raised about disruption to traffic).
	Addition of land around the Harvester public house at Great Salterns.	To address general concerns raised about disruption to traffic.
Section 8 – Eastern Road (adjacent to Great Salterns Golf Course) to Moorings Way	<p>Addition of two cable route options:</p> <p>8B: Eastern Road then utilising roads (Eastern Avenue, Salterns Avenue and Shore Avenue) to reach Moorings Way; and</p> <p>8C: Utilising Milton Common (a historic landfill site).</p> <p>This latter option had two sub-options:</p> <p>8C(i) via the footpath across Milton common which forms part of the sea defences; and</p> <p>8C(ii) via the western edge of Milton Common.</p>	<p>To address concerns raised by PCC and the local community regarding traffic disruption on Eastern Road. To address PCC’s suggestion to consider Milton Common technical work was still ongoing together with discussions with relevant stakeholders (in particular East Solent Coastal Partnership) about the practicality of the options.</p>
Section 9 – Moorings Way to Bransbury Road	<p>Addition of 2 options (each with sub-options):</p> <p>9B – through the University of Portsmouth Langstone Campus grounds or a dedicated bus lane (Furze Lane), then joining longshore way and/or Locksway Road.</p>	<p>To address concerns raised by PCC and the local community regarding traffic disruption on Milton Road.</p> <p>Technical work as to the practicability of HDD under the allotments still ongoing at time of statutory consultation.</p>

Project feature	Description of change	Regard had by the Applicant
	<p>From here 2 sub-options across allotments were proposed:</p> <p>9B(i) HDD under allotments along Locksway Road into southern-most car park of Thatched House public house with HDD from here to the open space between the allotments and Kingsley Road; or</p> <p>9B(ii) trenching through the allotments (less preferred option). From Locksway Road through Meryl Road. Potential to use Waterlock Gardens and Seaway Crescent as an alternative to Meryl Road.</p> <p>9C – similar to 9B through the University of Portsmouth Langstone Harbour Campus but instead of utilising the allotment area, the Onshore Cable Corridor would continue westwards on Locksway Road until the junction with Ironbridge Lane where it would turn southwards to Bransbury Park. Two sub-options were included utilising various roads to reach Bransbury Park.</p> <p>All the new options proposed would progress through Bransbury Park to reach Bransbury Road and on to the junction with Henderson Road.</p>	

Project feature	Description of change	Regard had by the Applicant
Section 10 – Eastney (Landfall)	Refinement of the site boundary around the proposed landfall area.	To reflect project progression regarding location of marine works and HDD.
	Addition of infrastructure associated with fibre optic cable ('FOC'), up to two Optical Regeneration Stations ('ORS') anticipated to be located within 1km of the landfall.	To reflect project progression and need for buildings to house signal amplification and control equipment associated with FOC.

# 11. STATUTORY CONSULTATION AND REPOSSES UNDER SECTION 42 PA 2008

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## 11.1. INTRODUCTION

- 11.1.1.1. The Applicant complied with its duties to consult under Section 42 of the PA2008 and its duty to notify PINS under Section 46.
- 11.1.1.2. In July 2018, the Secretary of State directed that the Proposed Development should be treated as a development for which development consent is required. Given the previous non-statutory consultation which ensured familiarity with the Proposed Development, the Applicant considered that one round of consultation in accordance with the PA 2008 would be appropriate.
- 11.1.1.3. This chapter summarises the statutory pre-application consultation undertaken for AQUIND Interconnector project with Section 42 consultees.
- 11.1.1.4. Letters were sent to all consultees described below on 25 February 2019, with a consultation period of 27 February 2019 - 29 April 2019.
- 11.1.1.5. Consideration of the feedback received through consultation and wider stakeholder engagement has informed the development of AQUIND Interconnector, as required by Section 49 of the Act. The overall approach to consultation has allowed for important public and stakeholder engagement in the design of the Proposed Development, including in amended design and mitigation strategies for the Converter Station, such as two smaller attenuation ponds rather than one larger one which had been considered by South Down National Park Authority as out of character and amendments to the cable route.

## 11.2. IDENTIFYING SECTION 42 CONSULTEES

- 11.2.1.1. The PA 2008, Section 42 provides as follows:

“The applicant must consult the following about the proposed application—

*(a) such persons as may be prescribed,*

*(aa) the Marine Management Organisation, in any case where the proposed development would affect, or would be likely to affect, any of the areas specified in subsection (2),*

*(b) each local authority that is within section 43,*

*(c) the Greater London authority if the land is in Greater London, and*

*(d) each person who is within one or more of the categories set out in section 44.*

*(2) The areas are—*

*(a) waters in or adjacent to England up to the seaward limits of the territorial sea;*

*(b) an exclusive economic zone, except any part of an exclusive economic zone in relation to which the Scottish Ministers have functions;*

*(c) a Renewable Energy Zone, except any part of a renewable energy zone in relation to which the Scottish Ministers have functions;*

*(d) an area designated under section 1(7) of the Continental Shelf Act 1964, except any part of that area which is within a part of an exclusive economic zone or Renewable Energy Zone in relation to which the Scottish Ministers have functions.”*

### **Section 42(1)(a) (Prescribed Consultees)**

- 11.2.1.2. The persons prescribed for the purposes of Section 42(1)(a) are set out in column 1 of the table in Schedule 1 of the APFP Regulations 2009.
- 11.2.1.3. Prescribed consultees for AQUIND Interconnector project were identified by reference to that Schedule, details of which are provided in Appendix 5.1.4B.
- 11.2.1.4. Schedule 1 identifies prescribed consultees as either:
- A specified person or organisation (for example Natural England); or
  - A category of person or organisation (for example the relevant statutory undertakers).
- 11.2.1.5. Where specific persons or organisations are identified in Schedule 1, the Applicant has consulted that person. In all cases where an organisation identified in Schedule 1 has a local office, the Applicant consulted the local office and the registered/head office unless advised otherwise. An example of this is Natural England, where information was sent to the head office as well as the local manager.
- 11.2.1.6. 7 December 2018 PINS provided the Applicant with a list of consultation bodies in accordance with Regulation 11(1)(b) of the EIA Regulations in response to the Regulation 8 (EIA Regulations) notification received by the Applicant on 29 October 2018. lists the consultation bodies who were formally consulted by PINS prior to the Scoping Opinion being issued under Regulation 11(1)(a) of the EIA Regulations. This list was compared to the list of identified consultees from Schedule 1 to ensure there were no omissions. All of these bodies were included within the Applicant's list of s42 consultees.



11.2.1.7. A full list of the prescribed consultees is included in Appendix 5.1.4B. This appendix has been laid out in accordance with the annex in the Planning Inspectorate’s Advice Note 3. It identifies the bodies prescribed in the table in Schedule 1 of the APFP Regulations in line with the circumstances test set out in the Annex which the Planning Inspectorate uses when determining whether a prescribed consultee should be consulted or not.

**Section 42(1)(aa) (MMO)**

11.2.1.8. Section 42(1)(aa) is relevant because the Proposed Development includes a maritime element, and accordingly the MMO were consulted. In turn, the MMO consulted the Centre for Environment, Fisheries and Aquaculture Science (Cefas) (an executive agency of the Department for Environment, Food & Rural Affairs).

**Section 42(1)(b) (Relevant Local Authorities)**

11.2.1.9. Section 42(1)(b) requires the Applicant to consult each local authority that is within Section 43.

11.2.1.10. The Applicant applied Section 43 of the Planning Act 2008 as set out in the following table:

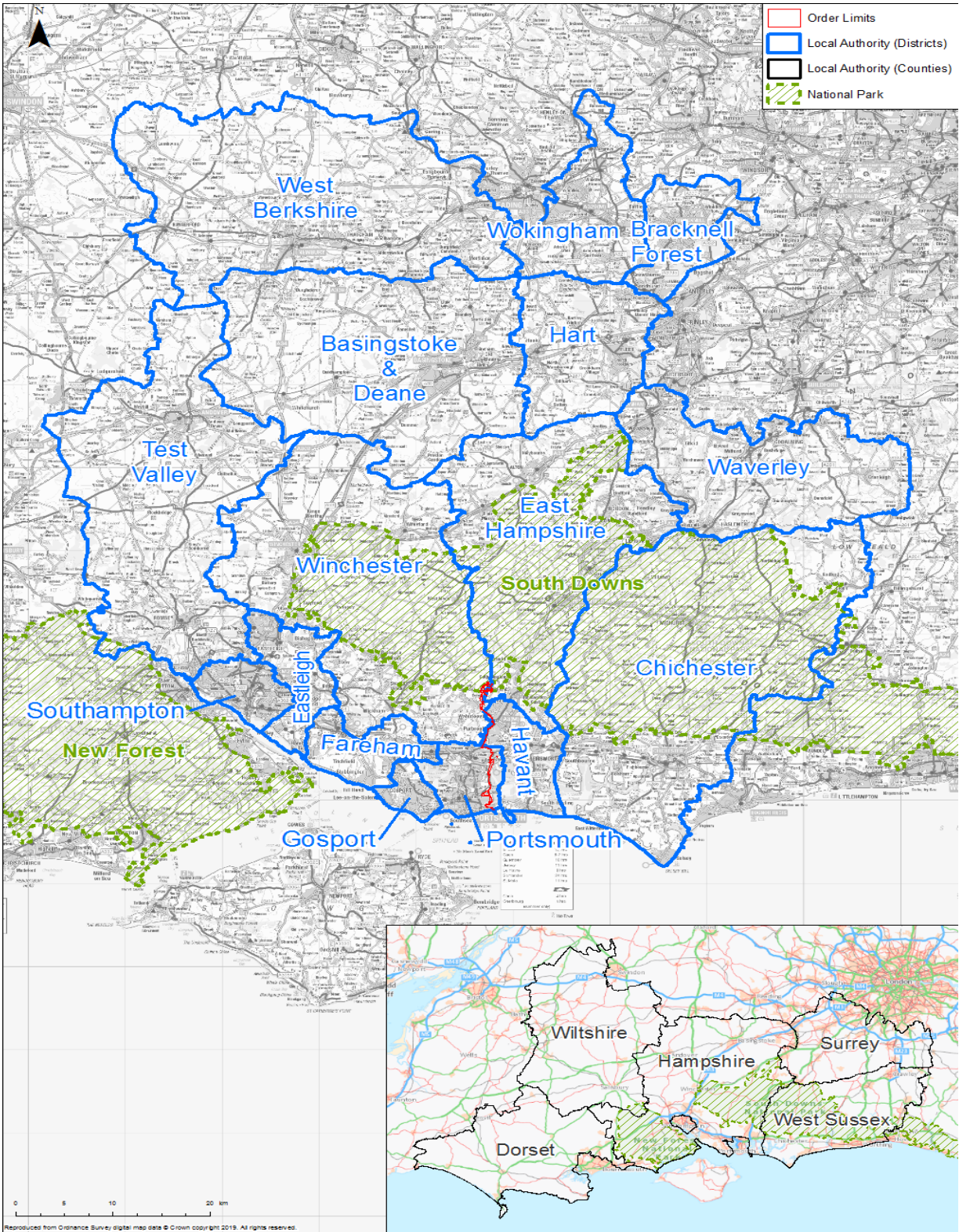
**Table 11-1 - Local Authorities as identified under Section 43 of the PA 2008**

<b>Local Authority</b>	<b>Category within s43</b>	<b>Description</b>
<b>Hampshire County Council</b>	C	The land to which the proposed application relates is in the authority's area, and this authority is an upper-tier county council.
<b>Portsmouth City Council</b>	B	The land to which the proposed application relates is in the authority's area, and this authority is a unitary authority, having the powers of a non-metropolitan county and district council combined.
<b>Havant Borough Council</b>	B	The land to which the proposed application relates is in the authority's area, and this authority is a lower-tier district council.
<b>East Hampshire District Council</b>	B	The land to which the proposed application relates is in the authority's area, and this authority is a lower-tier district council.
<b>Winchester City Council</b>	B	The land to which the proposed application relates is in the authority's area, and this authority is a lower-tier district council.

Local Authority	Category within s43	Description
<b>South Downs National Park Authority</b>	A and D	Part of the boundary of the authority's area is also part of the boundary of category "B" and "C" local authorities, and this authority is a National Park Authority and is not a lower-tier district council.
<b>Gosport Borough Council</b>	A	Part of the boundary of the authority's area shares a boundary with a unitary council or lower-tier district council within whose area development is situated.
<b>Hart District Council</b>	A	Part of the boundary of the authority's area shares a boundary with a unitary council or lower-tier district council within whose area development is situated.
<b>Southampton City Council</b>	D	Part of the boundary of the authority's area shares a boundary with a host 'C' authority.
<b>Bracknell Forest Council</b>	D	Part of the boundary of the authority's area shares a boundary with a host 'C' authority.
<b>Surrey County Council</b>	D	Part of the boundary of the authority's area shares a boundary with a host 'C' authority.
<b>Basingstoke and Deane Borough Council</b>	A	Part of the boundary of the authority's area shares a boundary with a unitary council or lower-tier district council within whose area development is situated.
<b>Chichester District Council</b>	A	Part of the boundary of the authority's area shares a boundary with a unitary council or lower-tier district council within whose area development is situated.
<b>Dorset County Council</b>	D	Part of the boundary of the authority's area shares a boundary with a host 'C' authority.
<b>Test Valley Borough Council</b>	A	Part of the boundary of the authority's area shares a boundary with a unitary council or lower-tier district council within whose area development is situated.
<b>Eastleigh Borough Council</b>	A	Part of the boundary of the authority's area shares a boundary with a unitary council or lower-tier district council within whose area development is situated.

Local Authority	Category within s43	Description
<b>Fareham Borough Council</b>	A	Part of the boundary of the authority's area shares a boundary with a unitary council or lower-tier district council within whose area development is situated.
<b>Waverly District Council</b>	A	Part of the boundary of the authority's area shares a boundary with a unitary council or lower-tier district council within whose area development is situated.
<b>West Berkshire District Council</b>	A	Part of the boundary of the authority's area shares a boundary with a unitary council or lower-tier district council within whose area development is situated.
<b>West Sussex County Council</b>	D	Part of the boundary of the authority's area shares a boundary with a host 'C' authority.
<b>Wiltshire Council</b>	D	Part of the boundary of the authority's area shares a boundary with a host 'C' authority.
<b>Wokingham Borough Council</b>	A	Part of the boundary of the authority's area shares a boundary with a unitary council or lower-tier district council within whose area development is situated.





**Plate 11-1 - Map of Local Authorities as identified under Section 43 of the PA 2008**

### Section 42(1)(d) (Persons Identified within Section 44)

- 11.2.1.11. Those persons who were identified as falling within one or more of the categories in Section 44 of the PA 2008 have been identified as a distinct element within the wider Section 42 consultation. Moreover, as compulsory acquisition forms part of the draft DCO, the consultees included within the Book of Reference (Document Reference 4.3) are contained within the consolidated list of Section 42 consultees (Appendix 5.1.4C).
- 11.2.1.12. Section 44 of the PA 2008 sets out the categories of persons who should be consulted as Section 42 consultees. This includes any owner, lessee, tenant or occupier, any person interested in the land or has power to sell and convey or release the land and any person entitled to make a relevant claim (as defined by Section 44(6) of the PA 2008).
- 11.2.1.13. Persons with an interest in the land were consulted under Section 42(1)(d) through a diligent inquiry process undertaken by the Applicant's land referencing consultants. The limits of the potential boundary within which the Proposed Development may be situated were based on the boundary at the time of the formal consultation. This has since been reduced for the Application and the parameters described below have been revisited and are set out in the Book of Reference (Document reference: 4.3) submitted in support of the Application. The referencing limits were set to the widest extent that the project team considered necessary to accommodate the Proposed Development. The referencing limits to identify those persons who may have a relevant claim were set based on those limits. The categories or persons identified, details of how the identity of the persons with an interest in land was established and the land referencing carried out is set out below.
- 11.2.1.14. Throughout the pre-application period, land referencing has been undertaken to ensure that any changes to ownerships or new interests in land have been identified, consulted and subject to engagement.
- 11.2.1.15. In order to identify persons within Category 1, 2 and 3, referencing limits were established. The referencing limits for Section 42 were identified as follows:
- All interests in draft Order limits (freeholders, leaseholders, tenants, occupiers, rights, beneficiaries, mortgagees etc. of all land and property);
  - All interests within 500 metres of the convertor station options thought likely to be injuriously affected by the Project or to suffer depreciation of land value by physical factors caused by the operation of the Project; and
  - All interests within a 5m buffer along the cable route thought to be likely to have an interest in the subsoil beneath the public highway by virtue of the ad medium filum principle.

- 11.2.1.16. The Land Referencing Limits for the first and last bullet points above were determined with reference to the land interests that may be directly affected by the Proposed Development.
- 11.2.1.17. The second bullet point is a response to the requirement to identify referencing limits for additional Category 3 interests which may include interests falling outside of the Order limits and Limits for Land to be Acquired or Used (LLAU).
- 11.2.1.18. A precautionary approach was taken in determining Category 3 parties on the basis of information available ahead of the Section 42 consultation (such as by considering the likely significant environmental effects of the Project as contained in the Preliminary Environmental Information Report (PEIR)).
- 11.2.1.19. Along the cable route, it was deemed that there are no persons who, if the DCO were made and fully implemented, would or might be entitled to make a claim under Part 1 of the Land Compensation Act 1973 Section 10 of the Compulsory Purchase Act 1965 or Section 152(3) of the PA 2008, and therefore may have a “relevant claim” as a Category 3 interest.
- 11.2.1.20. The diligent inquiry process carried out included an initial desk-based exercise desktop whereby:
- The referencing limits were submitted to the Land Registry so that a search could be completed in The data was received in the form of a digital shape file and digital official copies of the Registered Titles and Plans were obtained and examined to identify all registered land interest; and
  - Additional desktop activities were undertaken to confirm information received through site enquiries, Land Registry, and where unregistered land interests became known. Public sources of information were used, including non-contact site observations, Companies House searches. Environment Agency, the relevant Highways Authority, records held by Statutory Undertakers, Electoral Registers, phone books and online resources.
- 11.2.1.21. Following the initial non-contact methods outlined above:
- Persons identified as Category 1, 2 interests were issued with a letter and questionnaire requesting confirmation of their interest and further information if applicable;
  - This was then followed up by telephone, site visits and follow up letters;
  - Letters were sent to major landowners, including local authorities and statutory undertakers. For the purpose of referencing exercise, major landowners were defined as those persons who hold an interest in ten or more land parcels within the referencing limits.



- Where owners were unknown, site notices were erected around the site requesting information; and
- Site observations and non-contact site visits were conducted.

11.2.1.22. During the February – March 2019 statutory consultation some additional Section 42(1)(d) persons were identified due to new information becoming available or letters returning undeliverable and new addresses having to be found and resent. Recipients of these letters were given a 28-day period within which to respond to the consultation.

#### **Non-prescribed consultees**

11.2.1.23. Appendix 5.1.4F identifies additional consultees who have been deemed to have a potential regulatory or other interest in the proposed scheme, but which are not prescribed consultees under Section 42(1)(a)-(c). These consultees include local amenity groups, community associations, the Hydrographic Office and additional Parish Councils. The Applicant has included these bodies in its list of Section 42 consultees.

### **11.3. NOTIFYING PINS UNDER SECTION 46**

11.3.1.1. Section 46 of the PA 2008 requires that the Applicant supply the Secretary of State with such information in relation to the proposed application as the Applicant would supply to the SoS for the purpose of complying with Section 42 if the Applicant were required by that Section to consult the Secretary of State. Section 46 states that the Applicant must comply with this duty on or before commencing consultation under Section 42.

11.3.1.2. A notification letter was sent to the SoS on 25 February 2019, in advance of the consultation commencing on 27 February 2019. A hard copy of the Section 48 notice and a USB device containing the following information was enclosed with the letter:

- Consultation Document, providing a detailed explanation of the proposals and the key issues to be considered during the consultation;
- Preliminary Environmental Impact Report ('PEIR') and Technical Appendices;
- Non-Technical Summary of the PEIR;
- Red line plans;
- The Consultation Newsletter, which provides further information about the proposals and details of how the Consultation Documents may be viewed and consultation responses provided;
- Section 48 Notice; and
- A copy of the feedback form.



11.3.1.3. Appendix 5.1.4D includes the letter to the Planning Inspectorate and a return email of 26 February 2019 confirming receipt of the letter and the documents.

11.3.1.4. The above listed documents sent to the SoS comprise the Consultation Documents for the Statutory Consultation. A summary of the Consultation Documents can be found in Chapter 11.5.

## 11.4. SCOPE OF CONSULTATION

11.4.1.1. The Scope of consultation was set out in the Consultation Documents.

11.4.1.2. Paragraph 1.4.2 of the Consultation Document (Appendix 5.1.5A) described the changes to the Project following the January – February 2018 consultation, including the changes made as a result of feedback.

11.4.1.3. Paragraph 1.4.3 clarified the scope of the consultation:

*“As a result, the Proposed Development now being consulted on identifies:*

- *A refined marine cable corridor;*
- *A preferred Landfall at Eastney;*
- *An onshore cable corridor for the HVDC underground cables from the Landfall to the Converter Station, which currently includes an additional number of potential route options which are still under consideration and which views are sought on as part of this consultation; and*
- *A single preferred location for the Converter Station, with greater detail about its proposed design and measures to mitigate its impact on the surrounding environment.”*

11.4.1.4. Section 1.5 of the Consultation Document described the onshore elements of the Proposed Development and the UK Marine Cable Corridor. Section 3.6 of the Consultation Document described each section of the proposed cable route and the options on which consultation was sought.

11.4.1.5. As is set out in the Consultation Document, the onshore cable route was split into a number of ‘Sections’, and feedback was sought on each Section. The consultation materials, including the feedback form, referred directly to these Sections when seeking feedback on specific issues within the certain areas of the onshore cable route. For clarity, an overview of the Sections of the route are listed below:

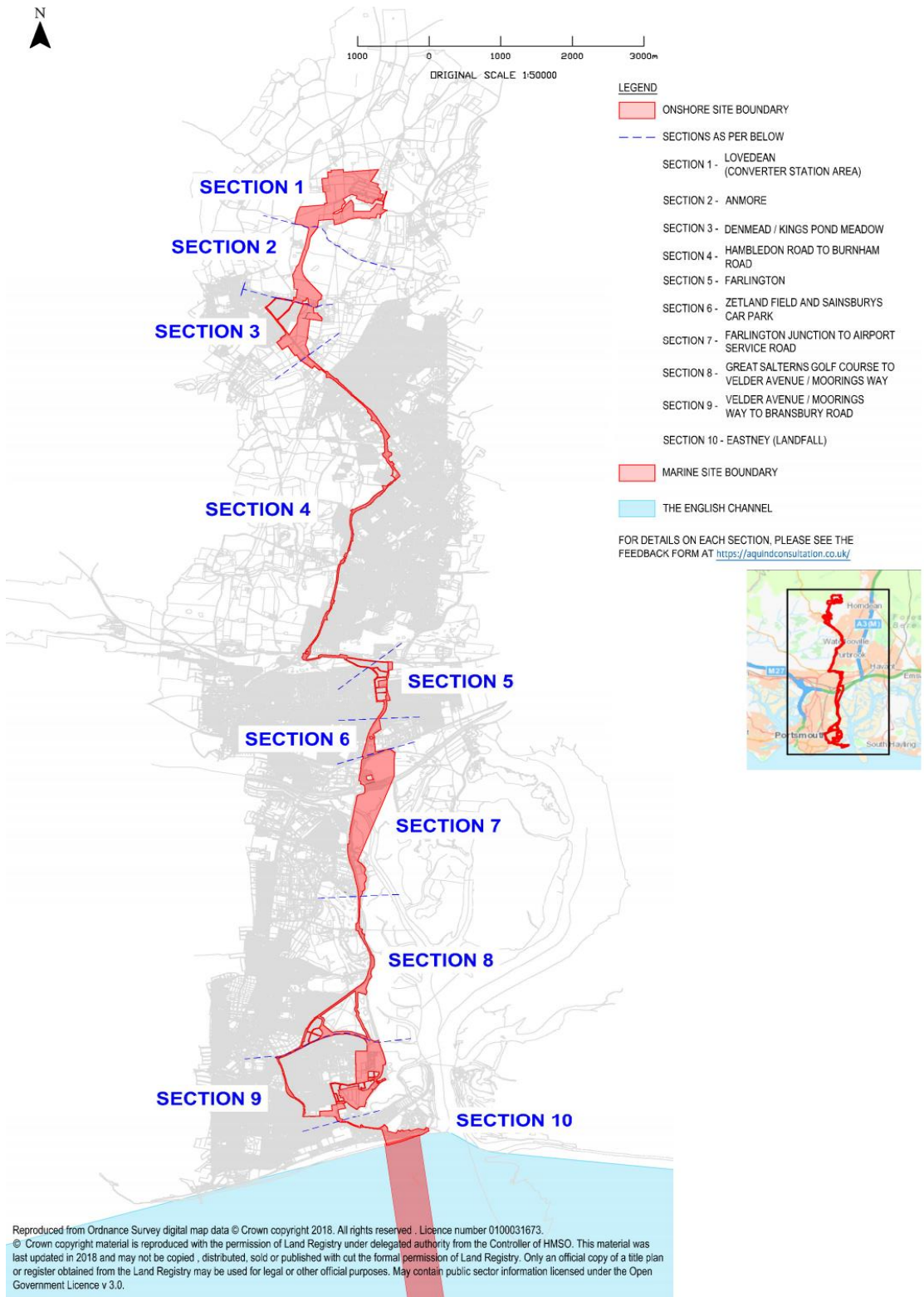
- **Section 1:** Lovedean (Converter Station Area)
- **Section 2:** Anmore
- **Section 3:** Denmead/Kings Pond Meadows
- **Section 4:** Hambledon Road to Farlington Avenue

- **Section 5:** Farlington
- **Section 6:** Zetland Field and Sainsbury's Car Park
- **Section 7:** Farlington Junction to Airport Service Road
- **Section 8:** Eastern Road (adjacent to Great Salters Golf Course) to Moorings Way
- **Section 9:** Moorings Way to Bransbury Road
- **Section 10:** Eastney (Landfall)

11.4.1.6. Within a number of the above noted Sections, there were various cable route options that the Applicant also sought feedback on. Each were presented with clear information about potential disruption each option may cause. These are set out below:

- **Section 1:** There were no alternative options for this part of the route presented during the statutory consultation.
- **Section 2:** There were no alternative options for this part of the route presented during the statutory consultation.
- **Section 3:** Three main options were presented for this Section (one of which had two sub-options):
  - Option 3a:
    - Option 3a(i) – HDD under Anmore Road
    - Option 3a(ii) – Trenching from North of Anmore Road to Kings Pond Meadow, then HDD to field north of Hambledon Road
  - Option 3b – Anmore Road
  - Option 3c – Highways Route
- **Section 4:** There were no alternative options for this part of the route presented during the statutory consultation.
- **Section 5:** Three main options were presented for this Section (one of which had four sub-options):
  - Option 5a – Farlington Avenue
  - Option 5b:
    - Option 5b(i) – Via Burnham Road and Ansdale Road
    - Option 5b(ii) – Via Blake Road
    - Option 5b(iii) – Via the Recreation Ground

- Option 5b(iv) – Via Eveleigh Road
  - Option 5c – Portsdown Hill Road
- **Section 6:** There were two options for this Section:
  - Option 6a – Highway Route
  - Option 6b – Zetland Field
- **Section 7:** There were no alternative options for this part of the route presented during the statutory consultation.
- **Section 8:** Three main options were presented for this Section (one of which had two sub-options):
  - Option 8a – Eastern Road to Milton Road
  - Option 8b – Eastern Avenue
  - Option 8c – Milton Common
    - Option 8c(i) – Via the footpath which forms part of the sea defences
    - Option 8c(ii) – Via Western edge of Milton Common
- **Section 9:** Three main options were presented for this Section (one option had two sub-options and one option had three sub-options):
  - Option 9a – Highways Route
  - Option 9b – Allotments
    - Option 9b(i) – HDD under allotments
    - Option 9b(ii) – Trenching through allotments
  - Option 9c – Ironbridge Lane
    - Option 9c(i) – Via the footpath opposite the south end of Ironbridge Lane
    - Option 9c(ii) – Via Ironbridge Lane, Redlands Grove and Tideway Gardens, into Bransbury Park via the footpath
    - Option 9c(iii) – Ironbridge Lane via Redlands Grove, Tideway Gardens, Kingsley Road and Yeo Court
- **Section 10:** There were no alternative options for this part of the route presented during the statutory consultation.



**Plate 11-2 - Proposed onshore cable route corridor, split into Sections, as identified and consulted upon during Statutory Consultation period**

11.4.1.7.

A feedback form was included as one of the consultation materials enclosed with the Section 42 letter (see Chapter 11.5, below), was provided at the deposit locations, online and at the exhibitions and was referenced in the Consultation Document. Set out below is an overview of the questions asked on the feedback form, both in hard copy and online. A copy of the feedback form can be found in Appendix 5.1.5B.

**Table 11-2 - Questions on Feedback Form Statutory Consultation 2019**

Question Number	Question
Q1	Please provide your contact details
Q2a	What are your views on the proposed design parameters for the Converter Station and the proposed approach to landscape mitigation?
Q2b	Do you have any comments on any of the below matters in relation to the proposed Converter Station? Please tick all that apply.
Q3a	Do you agree with the approach to the onshore underground cable route?
Q3b	Please tick to indicate your views regarding the cable route options presented within Section 3.
Q3c	Please tick to indicate your views regarding the cable route options presented within Section 5.
Q3d	Please tick to indicate your views regarding the cable route options presented within Section 6.
Q3e	Please tick to indicate your views regarding the cable route options presented within Section 8.
Q3f	Please tick to indicate your views regarding the cable route options presented within Section 9.
Q3g	To assist us in developing a traffic plan to minimise disruption during the installation of the onshore underground cable, are there any specific factors you believe we should take into consideration?
Q3h	Do you have any further comments on the onshore underground cable route, such as the construction impacts, noise, parking, access to properties?
Q4	Do you have any general comments regarding the landfall location, such as environmental considerations, timing and management plans for the works?

Question Number	Question
Q5	Do you have any general comments regarding the marine cable in the UK, such as the potential impact on local marine users (e.g. fishermen, anglers and shipping)?
Q6a	Are there any local events or seasonal activities which take place in your community that we should be aware of when devising a potential construction timetable for the project?
Q7a	In what capacity are you responding to consultation?
Q7b	How did you find out about the consultation? Please tick all that apply.
Q7c	Which public exhibition event(s) did you attend (if any)?
Q7d	Which consultation documents have you viewed during the consultation process? Please tick all that apply.
Q8	We welcome any further feedback on the proposals for AQUIND Interconnector you may wish to provide at this stage. Please use the space below to provide any additional comments.

## 11.5. CONSULTATION WITH SECTION 42 CONSULTEES

- 11.5.1.1. Letters and the Consultation Documents (on a USB device) were issued by WSP to all Section 42 consultees on 25 February 2019 by post.
- 11.5.1.2. A hard copy of the Section 48 notice and a USB device containing the following information was enclosed with the letter:
- Consultation Document, providing a detailed explanation of the proposals and the key issues to be considered during the consultation;
  - Preliminary Environmental Impact Report (“PEIR”) and Technical Appendices;
  - Non-Technical Summary of the PEIR;
  - Red line plans;
  - The Consultation Newsletter; and
  - Feedback form.
- 11.5.1.3. A summary of the Consultation Documents enclosed with the letter can be found in Chapter 11.5, below.



11.5.1.4. A copy of the Section 42 letter, together with proof of postage and mailing receipts, is included in Appendix 5.1.4G.

11.5.1.5. WCC, EHDC, HBC, PCC and HCC had been kept updated on the consultation start date.

## **11.6. CONSULTATION DOCUMENTS**

### **11.6.1. PRELIMINARY ENVIRONMENTAL INFORMATION REPORT (PEIR)**

11.6.1.1. The PEIR was produced to detail the potential likely significant effects of the Proposed Development at the time of the February – April 2019 consultation.

11.6.1.2. The purpose of the document was to provide information to enable members of the public (including local communities), local authorities, statutory bodies and people whose land or interests would potentially be affected to understand the likely environmental effects of the Proposed Development so that they may provide meaningful feedback.

11.6.1.3. The PEIR was made available at all consultation events, deposit locations (in hard and soft copy) and online. It contained information on the following topics:

- Consideration of alternatives;
- Description of the Proposed Development;
- EIA Methodology;
- Consultation;
- Physical processes;
- Marine water and sediment quality;
- Intertidal and Benthic Ecology;
- Fish and shellfish;
- Marine mammals and basking sharks;
- Marine ornithology;
- Commercial fisheries;
- Shipping, navigation and other marine users;
- Marine archaeology;
- Landscape and visual amenity;
- Onshore ecology;
- Soils and agricultural land use;
- Ground conditions;

- Water resources and flood risk;
- Heritage and archaeology;
- Traffic and transport;
- Air quality;
- Noise and vibration;
- Socio-economics;
- Human health;
- Waste and material resources;
- Carbon and climate change; and
- Cumulative effects.

## 11.6.2. CONSULTATION DOCUMENT

11.6.2.1. The Consultation Document was produced to provide an overview of all elements of the Proposed Development and was made available at all consultation events, deposit locations (in hard and soft copy) and online. It included information on the following topics:

- Project overview;
- Evolution of the proposals;
- Converter Station;
  - Location;
  - Function and components;
  - Design parameters;
  - Landscape mitigation;
  - Noise mitigation;
  - Construction;
  - HVAC onshore underground cable from Converter Station to Lovedean substation;
- Onshore underground cable route;
  - Installation and construction methodology;
  - Cable route Sections, inclusive of options;
  - Estimated traffic disruption;
- Landfall location;

- Marine cable;
- Approach to traffic management;
- Operation, maintenance and decommissioning;
- Legislation, policy, other assessments and consents;
- Approach to compulsory acquisition and use of land; and
- Responding to the consultation.

11.6.2.2. A copy of the Consultation Document is available to view in Appendix 5.1.5A.

### **11.6.3. NON-TECHNICAL SUMMARY OF THE PEIR (NTS)**

11.6.3.1. The Non-technical summary of the PEIR (explained in Chapter 11.5.2) was produced to help inform the public and other stakeholders of the early findings of the Environmental Impact Assessment ('EIA') process.

11.6.3.2. The information presented within the NTS of the PEIR reflected a summary of the initial findings of the ongoing environmental assessments presented in the PEIR. These findings reflected the position as of February 2019, before the full EIA process had been completed.

11.6.3.3. The NTS covered the same topics as the PEIR, which are listed in paragraph 11.5.2.

11.6.3.4. A copy of the NTS of the PEIR can be found in Appendix 5.1.5D.

### **11.6.4. RED LINE PLANS**

11.6.4.1. To accompany the above noted documentation, plans showing the red line boundary were included as part of the consultation materials. An overview plan of the whole red line boundary along the entire cable route was provided, as well as more detailed red line plans covering each section of the proposed route.

11.6.4.2. A copy of the red line plans can be found in Appendix 5.1.5D.

### **11.6.5. CONSULTATION NEWSLETTER**

11.6.5.1. The Applicant also included a copy of the four page newsletter, which was also posted to 16,592 households and businesses in the vicinity of the Proposed Development. A copy of the newsletter can be found in Appendix 5.1.5E. The newsletter contained the following information:

- An introduction to AQUIND Interconnector;
- Scope of the consultation;
- Details of the consultation documents and where to view them;
- Details about the public exhibition events;
- Details of the deposit locations;

- Information about the Applicant;
- Overview of the Proposed Development;
- Information on the need for interconnectors;
- Benefits of AQUIND Interconnector;
- Details on how to respond to the consultation and the deadline for doing so;
- The Project's freephone information line number;
- The Project's UK consultation website;
- The Project's consultation email address;
- The Project's freepost address; and
- Data protection statement.

### **11.6.6. FEEDBACK MECHANISMS**

11.6.6.1. The Applicant had a range of feedback mechanisms available throughout the consultation and these were detailed in the Section 42 letters enclosing the consultation documents. Consultees were able to provide feedback in the following ways:

- In writing to 'AQUIND CONSULTATION' freepost address;
- Via email to [aquindconsultation@becg.com](mailto:aquindconsultation@becg.com); or
- Through completion of a consultation feedback form enclosed with the Section 42 letters detailed above, at consultation events, or online at [www.aquindconsultation.co.uk](http://www.aquindconsultation.co.uk).

11.6.6.2. A dedicated freephone information line was available throughout the pre-application process for interested parties to seek further information about the Proposed Development or the consultation process.

### **11.6.7. FURTHER ENGAGEMENT WITH SECTION 42 CONSULTEES AND FOLLOW UP COMMUNICATIONS**

11.6.7.1. The Applicant undertook informal engagement with the local authorities to ensure that they had received the information. Courtesy emails were also distributed, and phone calls were made, in early March 2019 by Natural Power to the MMO and marine Prescribed Consultees to ensure that they had received the Section 42 consultation documentation. In a small number of instances where consultees communicated that they had not received the documentation, additional documentation was either sent to an alternate address or the consultees downloaded the documentation from the consultation website. As this was still more than 28 days before the consultation

deadline, there were no instances in which it was considered necessary to extend the deadline for consultees to submit their responses.

11.6.7.2. A consultation invitation was also distributed by post to non-prescribed consultees on 23 February 2019. Where postal addresses were unavailable, the consultation invitation was issued by email to relevant non-prescribed consultees on 27 February 2019. A copy of the invitation is available at Appendix 5.1.5H.

11.6.7.3. At the request of the MMO, Natural Power also sent emails or contacted via their websites non-statutory recreational angling stakeholders as well as QHM Portsmouth and Langstone Harbour on 19 February 2019 to notify them of the upcoming consultation, public events and the opportunity to input into the consultation. The following organisations were included:

- Bembridge Angling Club;
- Isle of Wight Angling Trust;
- Southern IFCA's Recreational Angling Sector Group;
- Eastney Cruising Association;
- Portsmouth & District Angling Society;
- Southsea Angling Club;
- Gosport Harbour;
- Chichester Harbour;
- Langstone Harbour Fishermen's Association;
- Gosport and District Angling Club;
- Wessex Angling Trust;
- Elmore Angling Club;
- Valkyrie Charters; and
- Ventnor Angling and Social Club.

11.6.7.4. In addition to the formal notifications of the Section 42 consultation Natural Power also sent reminder emails part way into the statutory consultation period about the ongoing consultation to the following non-statutory consultees on 29 March 2019:

- NFFO;
- Water Skiing Association;
- Southern IFCA;
- Sussex IFCA;
- RYA;

- Chamber of Shipping;
- Cruising Association;
- Gosport Ferry;
- Raymond Brown Aggregates;
- Kendalls Wharf Aggregates;
- Cemex;
- DEME;
- Hanson Aggregates;
- Boskalis;
- DH Seaworks;
- Tarmac;
- Brett Aggregates;
- BT;
- Exxon Mobil (Fawley Marine Terminal);
- Brittany Ferries;
- Hayling Island Club;
- Itchenor Sailing Club;
- Bembridge Angling Club;
- Eastney Cruising Association;
- Portsmouth & District Angling Society;
- Southsea Angling Club;
- Gosport and District Angling Club;
- Wessex Specimen Group;
- Wessex Angling Trust;
- Valkyrie Charters; and
- Ventnor Angling and Social Club

11.6.7.5. DFDS Ferries advised that they were not currently operating out of Portsmouth and a direct Portsmouth contact for Condor Ferries could not be obtained, so information was passed via Portsmouth International Port out of which they operate.

11.6.7.6. Brown & May Marine Ltd also sent out reminder email communications about the consultation part way into the statutory consultation period on 29 March 2019 to



French (Comite Peches Normandie), Belgian (Rederscentrale), and Dutch (VisNed) fishing organisations. These are non-prescribed foreign marine organisations invited to participate in the consultation out of courtesy.

11.6.7.7. Following a review of the responses received at the end of the consultation period, Natural Power and WSP noted that responses had not been received from consultees they were anticipating receiving comments from. In May 2019 emails were therefore issued to several consultees informing them the consultation had now closed and enquiring whether they intended to submit a response.

11.6.7.8. The emails stated that the Applicant would still accept a response from them if they wanted to submit a late response however, if no response was received, then it would be assumed that they had no comment to make on the proposals. An example of this email can be found in Appendix 5.1.4I.

## 11.7. **ENGAGEMENT WITH SECTION 42 CONSULTEES DURING STATUTORY CONSULTATION**

### 11.7.1. **ONSHORE CONSULTEES**

11.7.1.1. Separate engagement with planning officers and most Section 42 consultees was paused during the statutory consultation period. Some email correspondence progressed regarding the EIA preparation. Some meetings with onshore stakeholders were progressed which are summarised in Table 11.3 below.

**Table 11-3 - Summary engagement with onshore Section 42 consultees during statutory consultation**

<b>Date</b>	<b>Attendees</b>	<b>Main topics of discussion</b>
<b>7 March 2019</b>	HCC and HBC	Meeting with highways team to discuss transport information presented in the PEIR. HCC highlighted improvement works along A3 including re-building of Ladybridge roundabout.
<b>9 April 2019</b>	Portsmouth Water	Ongoing discussion regarding potential to utilise land owned by Portsmouth Water adjacent to Farlington Avenue and other updates on Proposed Development.
<b>25 April 2019</b>	Natural England	Update on ecology survey results and discussion of landscaping proposals.

## 11.7.2. NATURAL ENGLAND CONSULTATION ON MARINE HRA

- 11.7.2.1. A teleconference meeting was held with Natural England on 13 February 2019. A presentation was provided by the Applicant (see Appendix 5.1.5J) to direct the topics discussed during the meeting which included:
- Updating on scoping;
  - Update on progress of PEIR;
  - Timelines for document submissions;
  - Discussion on dredge and disposal activities; and
  - Discussion on sites to be assessed for marine mammals, birds, migratory fish and benthic habitats in relation to the HRA Report.
- 11.7.2.2. Other documents were also provided to inform the approach to pre-screening for birds and marine mammals. Subsequent ongoing email communications with Natural England identified that litter and visual disturbance pressures needed to be assessed for tern species within the HRA.
- 11.7.2.3. Subsequent to this meeting, Natural Power produced and submitted a short document to Natural England (on 2 April 2019) which provided evidence and rationale for the approach taken for pre-screening a number of Special Areas of Conservation ('SACs') that possess marine mammal features such that they would not need any further assessment within the HRA. This document is presented in Appendix 2 of the HRA Report (document reference 6.8.3.2).
- 11.7.2.4. This document was passed onto the Natural England marine mammal specialists who responded on 3 May 2019 by stating:
- “The document clearly sets out the rationale for assessing potential connectivity with the four UK marine mammal SACs, concluding that potential impacts upon each of these sites can be screened out. We welcome this additional information and agree with the document’s conclusions. Our only comment is to ensure that this information is included in the ES/HRA Report (an appendix would be fine) for the purposes of the audit trail.”*

## 11.7.3. COMMERCIAL FISHERIES AND ANGLING UPDATE – MARCH/APRIL 2019

- 11.7.3.1. During March and April 2019, in order to coincide with the Section 42 consultation, further meetings were held to engage with commercial fisheries stakeholders and the recreational angling sector. Table 11.4 lists the meetings held and issues discussed. For recreational angling meetings, a short presentation was provided that introduced the Project to the stakeholders and information on the consultation (see Appendix

5.1.3K). Commercial fishermen also received a presentation which focussed more on updates and the PEIR consultation (see Appendix 5.1.3L).

11.7.3.2. In addition to the below noted meetings, the Applicant offered to attend a meeting with the Isle of Wight Fisherman’s Meeting on 8 April 2019, however a response was not received in time to enable the Applicant to attend the meeting.

**Table 11-4 - Commercial fisheries and angling meetings held in 2019**

Date	Consultee	Topics discussed
<b>27 March 2019</b>	Southern IFCA Recreational Angling Quarterly, Southern IFCA Office, Poole	<ul style="list-style-type: none"> <li>• Introduction to the Project</li> <li>• Potential impacts to Bullock’s Patch and Black seabream as a result of the Proposed Development</li> <li>• Congestion in the Solent and potential impacts of construction vessels</li> <li>• Recommended that the Applicant engage with Sussex IFCA</li> </ul>
<b>8 April 2019</b>	Isle of Wight Angler’s Meeting, Ryde	<ul style="list-style-type: none"> <li>• Introduction to the Project</li> <li>• Black seabream breeding season in Bullocks Patch and potential impacts of the Proposed Development</li> <li>• Impacts from noise and suspended sediment as a result of the Proposed Development</li> <li>• Attendees highlighted existing aggregates work in the area</li> <li>• Potential impacts on angling charter companies</li> </ul>
<b>9 April 2019</b>	Selsey Fishermen’s Meeting, Selsey	<ul style="list-style-type: none"> <li>• Update on the Proposed Development</li> <li>• Methods of effective fisheries liaison</li> <li>• Attendees highlighted existing dredging activities</li> <li>• Potential impacts from Electromagnetic fields (‘EMF’) from marine cables</li> <li>• Engagement through the Applicant’s consultation website</li> <li>• Contact details for the Fisheries Liaison Officer (‘FLO’)</li> </ul>
<b>9 April 2019</b>	Portsmouth Fishermen’s	<ul style="list-style-type: none"> <li>• Update to the Proposed Development</li> <li>• Methods of effective fisheries liaison</li> <li>• How to find and respond to PEIR documentation</li> </ul>

Date	Consultee	Topics discussed
	Meeting, Portsmouth	<ul style="list-style-type: none"> <li>Attendees highlighted the importance of post construction surveys</li> </ul>

#### 11.7.4. DREDGE AND DISPOSAL ACTIVITIES UPDATE – APRIL/MAY 2019

- 11.7.4.1. During April 2019, Natural Power engaged with Natural England, JNCC, Environment Agency, MMO and Cefas in relation to the proposed dredge and disposal activities for the Proposed Development.
- 11.7.4.2. Prior to a teleconference being held on 7 May 2019, a short summary document regarding the dredge and disposal activities was issued to the above consultees by email on 3 April 2019 and this was followed up with distribution of a short technical note which outlined the approach that would be taken in regard to plume dispersion modelling for the disposal activities. Consultees received these documents three weeks prior to the meeting. Copies of the documents are available in Appendix 5.1.3M.
- 11.7.4.3. The Environment Agency responded by email (12 April 2019) on the dredge and disposal summary documents stating:
- “Our Marine team have had an opportunity to review the summary note and proposed dredge disposal area map as provided in your email dated 3 April 2019. From these documents, we understand that there are no plans to dispose of any material within the WFD water bodies, or within a buffer zone around them. We fully support this approach in order to protect water quality in these water bodies. Our remit does not extend offshore beyond the WFD boundaries; hence we have no further comments on the other aspects of this strategy. Given the above, I believe means that we may have little to add to a call regarding modelling about this aspect of the development.”*
- 11.7.4.4. On 7 May 2019, a teleconference was held between Cefas, the MMO, Natural England and JNCC to discuss the dredge and disposal summary documents. Consultees were generally content with the proposed approach to dredge and disposal activities and the approach to modelling.
- 11.7.4.5. The MMO advised that dredge and disposal would be licensable activities and, accordingly, would require assessment and a seabed characterisation report to support the application.
- 11.7.4.6. Consultees welcomed the production of a post-consent method statement to further refine the dredge and disposal works and also recommended that production of a post-disposal works report be produced. This report would compare the disposal works proposed with those actually undertaken.

11.7.4.7. Further clarification was requested regarding contaminated sediments, the depth of dredging and how these depths are represented by the sampling undertaken to date. Further information on consultation, including additional clarifications on sediment samples, has been provided in Section 3 of the Disposal Site Characterisation Report (Document Ref. 6.3.6.5).

## 11.8. SUMMARY OF ISSUES RAISED IN STATUTORY CONSULTATION

11.8.1.1. A summary of the responses received from Section 42 consultees is set out below together with a summary of how the Applicant has had regard to them in the DCO Application.

11.8.1.2. An overview of the main issues raised and a summary of the regard had by the Applicant to them is set out in Table 11.5 below.

**Table 11-5 - Themes identified in consultation feedback and overview summary of regard had by the Applicant**

Theme	Short Description	Regard had by the Applicant
<b>Site selection/ Optioneering</b>	Comments relating to the choice and optioneering processes undertaken for the following: <ul style="list-style-type: none"> <li>• Lovedean as a substation for grid connection;</li> <li>• Eastney as the landfall point;</li> <li>• Cable route; and</li> <li>• Converter Station adjacent to Lovedean Substation</li> </ul>	The information presented in the PEIR has been expanded in Chapter 2 of the ES, Alternatives (document reference: 6.1.2) to further explain the optioneering process undertaken.
<b>Alternatives</b>	Some consultees in particular the LPAs and HCC suggested opportunities for alternative routes for certain parts of the cable route for consideration.	A consideration of these alternatives is in Chapter 2 of the ES, Alternatives (document reference 6.1.22)
<b>Traffic and Transport</b>	Construction traffic to Converter Station: <ul style="list-style-type: none"> <li>• Suitability of the routes to Lovedean substation from the A3M and HGV movements;</li> <li>• More detail needed on the proposed access to the Converter Station; and</li> </ul>	The following chapters are submitted with the Application which provide information to address these points. Chapter 22 ES (document reference 6.1.22), the Transport Assessment (document

Theme	Short Description	Regard had by the Applicant
	<ul style="list-style-type: none"> <li>• More detail needed on Construction Traffic Management Plan.</li> </ul> <p>Installation of cable ducts along onshore cable route corridor:</p> <ul style="list-style-type: none"> <li>• Disruption to traffic along certain parts of the route and preference to keep construction off the roads as much as possible;</li> <li>• Need to undertake modelling of wider impacts to the wider network of vehicles diverting to avoid construction area;</li> <li>• Access to properties during construction outside residential properties and businesses;</li> <li>• More detail needed on proposed Traffic Management Strategy;</li> <li>• Concern about impact on Eastern Road and Milton Road in Portsmouth area;</li> <li>• Information on co-ordination of works between contractors needed;</li> <li>• Need for co-ordination of other planned development and events during construction period; and</li> <li>• Disruption to bus services.</li> </ul>	<p>reference 6.3.22.1), the outline Construction Traffic Management Plan ('CTMP') (document reference: 6.3.22.3) and a Framework Traffic Management Strategy ('FCTMP').</p> <p>The Applicant is discussing highways matters with the highways authorities, Hampshire County Council ('HCC') and Portsmouth City Council ('PCC').</p> <p>The impact of construction traffic from the Converter Station includes construction traffic routes from the A3(M) and impact on the roads around the Converter Station.</p> <p>Design of the access to the Converter Station has been discussed with HCC and considered in the assessment.</p> <p>Modelling has been undertaken to assess the impacts to the wider network, the scope and method of which has been agreed with HCC and PCC.</p> <p>Access to properties and businesses is considered in the FTMS (6.3.22.1A).</p>

Theme	Short Description	Regard had by the Applicant
		<p>Refinements to the Proposed Development since the statutory consultation have significantly reduced the impact on Eastern Road and Milton Road with Cable Corridor avoiding Milton Road avoiding Milton Road altogether.</p> <p>Disruption to bus services, co-ordination of works and other planned development and events during the construction period are all considered in the FTMS and CTMP and Chapter 22 of the ES.</p>
<p><b>Converter Station Design</b></p>	<ul style="list-style-type: none"> <li>• More consideration and detail of design requested and suggestions for design made.</li> </ul>	<p>Design and landscape mitigation meetings have been held regularly with WCC, EHDC and SDNPA. Design and landscape principles are proposed in the Design and Access Statement ('DAS') (document reference; 5.5).</p>
<p><b>Landscape and Visual Impact</b></p>	<p>Converter Station</p> <ul style="list-style-type: none"> <li>• Views from SDNP;</li> <li>• Views from public footpaths; and</li> <li>• Mitigation, planting and screening.</li> </ul>	<p>Chapter 15 of the ES (document reference: 6.1.15) assesses the landscape and visual amenity of the Proposed Development. Landscape mitigation is proposed together with an Outline Landscape and Biodiversity Mitigation Strategy</p>



Theme	Short Description	Regard had by the Applicant
		(document reference; 6.10). Views from SNDP and public footpaths have been assessed.
<b>Noise</b>	Converter Station <ul style="list-style-type: none"> <li>• Operation; and</li> <li>• Construction.</li> </ul>	Chapter 24 of the ES (document reference: 6.1.24) assesses noise and vibration impacts on construction and operation of the Converter Station Mitigation is proposed to ensure noise and vibration levels are within acceptable limits.
<b>Ecology</b>	<ul style="list-style-type: none"> <li>• Kings Pond/Denmead Meadows (NE).</li> <li>• Solent Water Brent Geese Strategy.</li> </ul>	Chapter 16 of the ES (document reference 6.1.16) considers the Proposed Development on ecology. Mitigation is proposed.
<b>Air Quality</b>	PCC concern due to likely increased traffic congestion.	Chapter 23 of the ES (document reference: 6.1.23) assesses air quality.
<b>Community Benefits</b>	Requests have been made for funding in relation to various matters, including for the delivery of environmental enhancements, an annual fund to be spent on undefined projects of community benefit and enhancements on the local highway network	Discussions are ongoing with relevant authorities in this regard, however it is considered that mitigation proposed is appropriate and proportionate to mitigate the impacts of the Proposed Development and to date it has not been evidenced how any of the proposed enhancements requested would satisfy

Theme	Short Description	Regard had by the Applicant
		the relevant legislative tests to be valid planning obligations.

## 11.9. RESPONSES FROM SECTION 42(1)(A) PRESCRIBED CONSULTTEES

11.9.1.1. A total of 90 organisations were consulted under Section 42(1)(a) out of which 17 responses were received.

### 11.9.2. DENMEAD PARISH COUNCIL

11.9.2.1. Two councillors responded on behalf of Denmead Parish Council. Concerns were raised about the detail of the design and landscaping for the Converter Station at consultation stage, landscape and visual impacts, noise and air quality emitted from the Converter Station and additional traffic through the village. The need for any above ground presence in the Denmead Gap was not considered appropriate. Cable route option 3c, using residential streets in Denmead, would cause unnecessary disturbance to the residents of Denmead. A preference was expressed for construction traffic and cable route to use A3M. Concern was raised about access to residential properties and traffic congestion on Forest Road/Hambledon Road. A list of local events and seasonal activities was provided as requested in the feedback form. There were additional concerns about light pollution and impacts on the nearby Dark Sky and noise emissions from the Converter Station during construction and operation.

11.9.2.2. *The Applicant has met with WCC, EHDC and SDNPA on several occasions since the Statutory Consultation to discuss Converter Station design and landscaping. This has culminated in a set of Design Principles and Landscape Principles being drafted upon which the detailed design and landscaping mitigation will be based. Details of the discussions and principles are set out in the Design and Access Statement ('DAS') submitted with the Application (document reference 5.5). A requirement in the dDCO (document reference: 3.1) secures these principles.*

11.9.2.3. *A noise assessment is submitted with the Application in Chapter 24 of the ES (document reference: 6.1.24). This has assessed construction and operational noise in relation to the Converter Station (and onshore cable installation). Construction impacts will be restricted through a requirement in the dDCO specifying working hours. Operational noise impacts have been carefully considered with focus on identifying mitigation measures to minimise impacts at surrounding sensitive receptors. The layout and orientation of the Converter Station has been designed*

*such that the dominant plant items are screened from the nearest sensitive receptors to the buildings. Mitigation is proposed to ensure certain noise criteria and levels are achieved. These are set out in Chapter 22 of the ES and measures will be secured through the DAS (document reference: 5.5). With mitigation measures in place, and as set out in Chapter 22 of the ES (document reference: 6.1.22), the Converter Station can be designed such that operational effects are negligible at surrounding sensitive receptors.*

- 11.9.2.4. *Air quality effects for construction and operation of the Converter Station have been considered in Chapter 23 of the ES (document reference: 6.1.23). Mitigation for dust risk in the surrounding area is proposed in the Onshore Outline Construction Environmental Management Plan ('CEMP') (document reference: 6.9). The commitments in the CEMP are secured through a requirement in the dDCO (document reference: 3.1). With the incorporation of the mitigation the impact is not considered to be significant.*
- 11.9.2.5. *The Applicant has discounted the cable routes through Denmead (options 3c) having regard to consultation responses and further technical work undertaken on the practicability of HDD through Kings Pond and Denmead Meadows to reach Hambledon Road. There will be above ground presence during construction at Kings Pond/Denmead Meadows, for example during the HDD process, but this will be temporary and the cables will be underground. Discussions on construction activity in this area have been held with Natural England regarding appropriate mitigation for the HDD compounds required during the process and are ongoing.*
- 11.9.2.6. *Construction traffic will use the A3(M) to access the local road network as prescribed within the draft outline Construction Traffic Management Plan ('CTMP') (6.3.22). It will not be possible to for all construction traffic for the Converter Station to avoid using local roads, but the Transport Assessment (document reference: 6.3.22.1) and submitted with the DCO Application specifies the most appropriate routes. The CTMP provides an overarching plan as to how construction traffic and site operations will be managed across the Proposed Development. Individual CTMP documents for work locations across the area of the Order Limits are proposed to be agreed with HCC and PCC as relevant ahead of works commencing in that area. The outline CTMP will be secured through a requirement in the dDCO. A Framework Traffic Management Strategy ('FTMS') has also been submitted with the DCO Application (appended to the Transport Assessment document reference 6.3.22.1). This will be discussed with HCC and PCC (as appropriate), the final details to be approved prior to commencement of construction in the relevant area.*
- 11.9.2.7. *Access to properties and businesses along the Onshore Cable Corridor has been considered in the FTMS (document reference: 6.3.22.1A). Access to residential properties will be maintained where possible but some vehicular restrictions will be required when cable installation is underway immediately outside an access. This*

*will impact individual properties for a maximum of 1-2 weeks per circuit, during which time pedestrian and cycle access will be retained at all times. More detail is provided in the FTMS*

- 11.9.2.8. *Chapter 3 of the ES (document reference: 6.1.3) provides more detail on cable installation methods. It is anticipated that the cable duct installation will take place in 100m sections, taking approximately five working days to complete each section per HVDC Circuit.*
- 11.9.2.9. *The Transport Assessment (document reference: 6.3.22.1) and Chapter 22 of the ES (document reference: 6.1.22) has assessed the impacts of the temporary cable installation. These have been modelled and discussed with HCC and PCC. These assessments have considered the impacts along the Onshore Cable Corridor including Forest Road/Hambledon Road. The FTMS (document reference: 6.3.22.1A) provides a framework of proposed traffic management strategies. The FTMS has been developed with the aim of minimising disruption to all road users, including pedestrians, cyclists, public transport users and car drivers. The overall principles of the FTMS include that two-way traffic flow should be maintained wherever possible, albeit this may need to be facilitated by shuttle working, temporary traffic signals and lane closures and full road closures should only be considered as a last resort.*
- 11.9.2.10. *A number of events and programme constraints have been identified through the consultation. The FTMS (document reference: 6.3.22.1A) provides an indicative programme for construction that considers environmental constraints, major events, school terms and interaction between adjacent or nearby locations to minimise impact where possible.*
- 11.9.2.11. *During operation, the Converter Station will not be lit externally during hours of darkness, except in the case of emergencies, for example urgent maintenance. A requirement in the dDCO ensures the submission of a lighting strategy during operation to be agreed with the relevant local authorities prior to commencement*

### **11.9.3. HORNDEAN PARISH COUNCIL**

- 11.9.3.1. Horndean Parish Council attended a meeting with the project team on 15 April 2019. Concerns about construction traffic caused by the Converter Station were raised at the meeting and in their consultation response, as well as the increased levels of traffic and likely congestion in particular from A3/London Road/Village centre and Lovedean Lane. Horndean Parish Council thought that a “stringent” traffic management plan would need to be in place to mitigate the impact. A “distinct and definite preference” was for an alternative route to be proposed. The parish council had considered the report prepared by SDNPA to the development and had resolved to fully support its contents. The parish council welcomed regular feedback and attendance at future council meetings.

- 11.9.3.2. *The Transport Assessment (document reference:6.3.22.1) assesses the nature and extent of the likely transport impacts arising from the construction, operation and decommissioning of the Proposed Development. This should be read in conjunction with Chapter 22 of the ES (document reference: 6.1.22). The scope of the TA has been agreed with HCC and PCC as the relevant highways authorities. Whilst there are localised impacts due to construction over the short periods of time for which works are ongoing in a particular location, the TA has been prepared to provide assurance as to the likely level of impact during the peak periods of construction on the busiest parts of the highway network. The TA should be considered as a robust assessment of the worst case, taking into account measures to manage impacts to be implemented in connection with the works through the approval of traffic management strategies committed to in the dDCO (document reference:3.1). The TA should be read in conjunction with Chapter 22 of the ES and the outline CTMP (document reference:6.3.22.2) and FTMS (document reference: 6.3.22.1).*
- 11.9.3.3. *The FTMS provides a framework of proposed traffic management strategies. The FTMS has been developed with the aim of minimising disruption to all road users, including pedestrians, cyclists, public transport users and car drivers. This will be discussed with HCC and PCC (in respect of their areas), the final details to be approved prior to commencement of construction in the relevant area.*
- 11.9.3.4. *Chapter 22 of the ES and the TA consider the increased levels of traffic and likely congestion from A3/London Road/Village centre and Lovedean Lane. Reference is made to the CTMP where HGV routes are considered. In Lovedean construction traffic is proposed to use Junction 2 of the A3(M), B2149, A3 Portsmouth Road, Lovedean Lane and Day Lane. No construction traffic (HGVs and construction workers) will use the route from the south of Hambledon Road via Soake Road, Anmore Road and Anmore Lane.*
- 11.9.3.5. *Chapter 2 of the ES (document reference: 6.1.2) sets out the alternatives considered by the Applicant for the Proposed Development including the Onshore Cable Corridor.*
- 11.9.3.6. *The Applicant notes that the parish council support the contents of the report prepared by SDNPA which contained the elements of the SDNPA's consultation response. The Applicant has engaged with SDNPA since the consultation on their response and the regard had to their response is set out below.*
- 11.9.3.7. *The Applicant welcomes ongoing engagement with Horndean Parish Council.*
- 11.9.4. LANGSTONE HARBOUR BOARD**
- 11.9.4.1. *The Harbour Board raised issues in respect of marine and onshore ecology, noting that mitigation would be required in respect of overwintering birds and smothering of seagrass due to construction.*



11.9.4.2. *Impacts to seagrass beds have been assessed within Section 8.6 of Chapter 8 (Intertidal and Benthic Habitats) of the ES (Document Reference 6.1.8). However, use of HDD underneath Langstone Harbour ensures no connectivity with seagrass beds/saltmarsh as the route travels some 10-15 m below ground level. Pollution measures for these works are considered in the Onshore Outline CEMP (Document Ref. 6.9) and Marine Outline CEMP (Document Reference 6.5).*

#### **11.9.5. NATIONAL GRID ELECTRICITY TRANSMISSION (NGET)**

11.9.5.1. NGET noted the proximity of the Proposed Development to its existing infrastructure, noting that the overhead line is protected by a Deed of Easement/Wayleave Agreement which provides full right of access to retain, maintain, repair and inspect its asset. Specific comments were made by NGET in respect of the design of the Proposed Development and the potential to affect NGET infrastructure (for example, landscape planting). Existing infrastructure would require appropriate protection for retained apparatus.

11.9.5.2. *The Applicant has been engaging with NGET since 2015 and in relation to specific elements of the Proposed Development since 2018 in relation to landownership and grid connection in particular. It is intended that protective provisions will be formalised and incorporated into the DCO to provide protection to NGET infrastructure. The Proposed Development will not impact any of NGET's existing overhead lines or pylons in the area.*

#### **11.9.6. NETWORK RAIL**

11.9.6.1. Network Rail's response noted that Sections 6-7 of the onshore cable would be required to cross under the railway and that the Applicant would need to work with Network Rail in order to agree an Asset Protection Agreement. Agreement will also be required for site specific safety requirements, engineering technical approval and detailed conditions approved by Network Rail's Wessex Asset Protection team.

11.9.6.2. Network Rail supplied its standard protective provisions which it will require to be included in the DCO as a minimum, and further noted that a number of legal and commercial agreements will need to be entered into, for example, method statements, connection agreements, property agreements and all other relevant legal and commercial agreements.

11.9.6.3. *The Applicant has held positive meetings with Network Rail in relation to the crossing under their infrastructure. The Applicant submitted information requested by Network Rail on 14 August 2019 providing details for a trenchless crossing at Farlington to seek Network Rail's agreement in principle. Network Rail have requested a Basic Asset Protection Agreement to support the submission and discussions are ongoing.*

## 11.9.7. NATURAL ENGLAND

This section outlines responses received from the Natural England Marine Team on Chapters 6 to 14 of the PEIR.

### Physical Processes

- 11.9.7.1. Clarifications were requested on the identified Worst-Case Scenarios identified in the PEIR. *The worst-case scenario parameters include the total area of dredging footprint. Further detail on how dredge volumes were determined is provided in Chapter 6 Physical Processes (Document Reference. 6.1.6).*
- 11.9.7.2. Clarification was required around the calculated figures for dredge and disposal activities. The total seabed footprint to be impacted by these activities was also requested in addition to the volumes as well as the impacts of increased suspended sediment concentration ('SSC') as a result of dredge and disposal. *Appendix 6.5 (Document Reference. 6.3.6.5) has been produced to outline further information on dredge and disposal activities and to inform the characterisation of the proposed disposal site. Chapter 6 Physical Processes (Document Reference. 6.1.6) quantifies the area of disturbance resulting from construction activities such as dredging. It should be noted that seabed disturbance has not been considered as an impact itself but has been considered with regards to potential resultant impacts such as increased SSC.*
- 11.9.7.3. Natural England requested additional information when comparing other studies to the Proposed Development and further description on how these other schemes are similar in nature. *An updated assessment including this additional information has been provided in Chapter 6 Physical Processes (Document Reference. 6.1.6).*

### Marine Water and Sediment Quality

- 11.9.7.4. Natural England requested further clarification with regards to the use of data from the IFA2 and Rampion Offshore Wind Farm cable routes to inform assessment of contaminated sediments, specifically how spatially close this data is and whether it is applicable for the Applicant. *Further clarification has been provided in Chapter 7 Marine Water and Sediment Quality (Document Ref. 6.1.7).*
- 11.9.7.5. Further information was requested to justify the conclusion that there will be no significant effect from the sediment plume due to the high recoverability of marine water and sediments in the Channel. *Further information has been provided in Chapter 7 Marine Water and Sediment Quality (Document Ref. 6.1.7) and the results of the plume dispersion modelling have been used to inform this assessment.*
- 11.9.7.6. Further information was requested to quantify the temporary increases in SSC during cable repair activities. *Further information has been provided in Chapter 7 Marine Water and Sediment Quality (Document Ref. 6.1.7) and the results of the plume dispersion modelling have been used to inform this assessment.*



11.9.7.7. In relation to operation and maintenance activities, whilst Natural England agree that the impacts from these activities are likely to be lower than that of construction activities, any impacts should be identified and assessed accordingly. *An assessment of the potential impact of the operational stage works is included in Chapter 7 Marine Water and Sediment Quality (Document Ref. 6.1.7).*

### **Intertidal and Benthic Ecology**

11.9.7.8. Natural England requested the inclusion of the following construction methods in the assessments for Intertidal and Benthic Ecology:

- Use of flotation pits to enable vessels to approach closer to shore;
- Grounding of vessels on the seabed;
- Use of a Trailing Suction Hopper Dredger (TSHD) to create the trench for pre-lay installation; and
- Potential driving of four ducts into the seabed at the Horizontal Direct Drilling (HDD) marine exit/entry at the Eastney landfall.

11.9.7.9. *The use of flotation pits and TSHD for cable trenching are no longer proposed or included in the project design and are therefore not assessed. All included construction techniques presented in Chapter 3 (Document Ref. 6.1.3) are considered in the form of the Rochdale envelope approach whereby the worst case for each impact is assessed. Chapter 8 Intertidal and Benthic Habitats (Document Ref. 6.1.8) presents the worst-case design envelope.*

11.9.7.10. Due to the proximity of the activities to the Solent Maritime SAC, the importance of a thorough assessment of potential impacts on benthic ecology was highlighted with particular focus on direct seabed disturbance and temporary increases in SSC. Additional information was requested on direct seabed disturbance, deposition of sediment (smothering), habitat loss and maintenance activities.

11.9.7.11. *Potential effects on the nearby Solent Maritime SAC are considered in the HRA Report (Document Ref. 6.8). Potential effects from direct seabed disturbance (including HDD pit excavation, temporary cable protection and boulder removal/relocation) and temporary increases in SSC are presented in Chapter 8 Intertidal and Benthic Habitats (Document Ref. 6.1.8).*

### **Fish and Shellfish**

11.9.7.12. Natural England requested the inclusion of the following methods in the assessments for Fish and Shellfish:

- Use of flotation pits to enable vessels to approach closer to shore;
- Grounding of vessels on the seabed;
- Use of a TSHD to create the trench for pre-lay installation; and

- Potential driving of four ducts into the seabed at the HDD marine exit/entry at the Eastney landfall.

11.9.7.13. *The use of flotation pits and TSHD for cable trenching are no longer proposed or included in the project design and are therefore not assessed. All included construction techniques presented in Chapter 3 (Document Ref. 6.1.3) are considered in the form of the Rochdale envelope approach whereby the worst case for each impact is assessed.*

11.9.7.14. Due to the proximity of some of the works to the shoreline, a detailed assessment on noise and vibration and suspended sediments on fish species known to migrate along the coast was recommended. Natural England were content with the list of Marine Conservation Zones (MCZs) identified for assessment but also requested the inclusion of Poole Rocks proposed MCZ for nesting black seabream. Liaison with Southern IFCA was recommended to ascertain the presence of native oysters in the area of the works. *Chapter 9 Fish and Shellfish (6.1.9) has been updated to include an assessment of noise and vibration on migratory fish. Poole Rocks MCZ has been included in the MCZ assessment presented in Appendix 8.5 (Document Ref. 6.3.8.5). Consultation with the Southern IFCA via email (12 June 2019) has been undertaken to assess if the cable route passes through any oyster beds. Spatial data was provided by the Southern IFCA (25 July 2019) and all oyster beds identified were in the Solent and Southampton Water. None of the oyster beds identified overlapped or are within the vicinity of the Proposed Development. Therefore, no direct impacts on known oyster beds are considered to occur.*

### **Marine Mammals**

11.9.7.15. Natural England confirmed they were satisfied with the use of a 5 km buffer in the assessment of impacts from geophysical surveys.

11.9.7.16. In relation to the approach to EPS risk assessment, Natural England advised that voluntary notifications should be submitted to the MMO and data submitted to the Marine Noise Registry for geophysical surveys. *In addition to undertaking an EPS Risk Assessment, the Applicant will complete and submit a voluntary notification of the geophysical work to the MMO post any consent. The Marine Noise Registry ('MNR') will also be completed post any consent.*

11.9.7.17. Although a separate marine licence will be sought for UXO activities, it was recommended that consideration should be given in the cumulative effects assessment to the potential cumulative impact of UXO detonations, in-combination with both other work being undertaken for the Proposed Development and other plans and projects in the vicinity of the project. *The potential requirement for UXO clearance has been considered within the cumulative effects assessment within Chapter 10 Marine Mammals and Basking Sharks (Document Ref. 6.1.10). However, because surveys to identify potential UXOs have yet to be conducted, and any*

*removal work required will precede all other preparation and construction works by a number of months, detailed consideration, and therefore a meaningful assessment, has not been possible at this stage. Therefore, a cumulative effects assessment will be included as part of the Marine Licence application for UXO work, should one be necessary. This approach has been agreed with Natural England in a meeting in February 2019 (see Appendix 5.1.4Z).*

### **Marine Ornithology**

- 11.9.7.18. Following review of the baseline environment for marine ornithology assessment it was recommended that the assessment should include data from the Seabird Mapping and Sensitivity Tool (“SeaMaST”) for the analysis of displacement risk for the Proposed Development. Natural England noted that it is expected that the cumulative effects assessment will be updated as required if new plans or projects are identified prior to submission of the application. *This additional reference has been added to the list of data sources and relevant information has been incorporated into the baseline environment of Chapter 11 Marine Ornithology (6.1.11), Displacement risks presented in SeaMaST have been included. The cumulative effects assessment has been updated prior to the submission of the DCO application.*

### **Onshore Ecology**

- 11.9.7.19. Natural England noted further ecological work was to be completed in 2019 and welcomed further discussion as the project progressed. Specific concern was raised by Natural England in relation to cable route options 3A(i), (ii) and 3B which proposed a mix of trenching and/or HDD through Kings Pond SINC and Denmead Meadows. These comprise unimproved meadows supporting important colonies of green winged orchid and adder’s tongue. All development proposals should follow the mitigation hierarchy as set out in the National Planning Policy Framework paragraph 32 where significant harm should be avoided in the first instance and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued and if avoidance is not possible suitable mitigation measures should be identified and, as a last resort, compensatory measures should be considered. Natural England expressed a preference to avoid the meadows and progress with option 3C and had concerns about trenching and habitat disturbance in this area in particular.
- 11.9.7.20. *The Applicant engaged with Natural England following the consultation and has shared the results of ecological surveys with them. The proposals for the cable route option through Kings Pond and Denmead Meadows were discussed. Given other consultation responses received by the community, parish councils and local authorities expressing concern about the road option 3C in this area, it was important to discuss and seek to address Natural England’s concerns. Further technical work undertaken for the Applicant has confirmed that HDD could progress through the*

*majority of this area thereby minimising any ecological impact and plans have been shared with Natural England. A mitigation strategy has been developed and is set out in Chapter 16 of the ES (document reference:6.1.16) to address potential impacts associated with HDD compounds and the areas where trenching is still proposed. This has been discussed with Natural England and discussions are ongoing.*

- 11.9.7.21. In relation to Milton Common, Natural England's preferred option is for the route to follow the road network to avoid impacts on the Milton Common SINC. Where impacts are unavoidable the ES should include detail of habitat and species affected and mitigation measures.
- 11.9.7.22. *Three routes are proposed around Milton Common. It is anticipated that the Onshore Cable Route would progress through the corridor adjacent to the path which runs through the common, parts of which form the coastal flood defences. Milton Common is a SINC and is historically an old landfill area. Whilst it is considered there is a potentially viable route through Milton Common, given the nature of the ground conditions flexibility is maintained should further ground investigations find conditions unsuitable. Two alternative routes continue along Eastern Road and will either run along Eastern Road or the western edge of Milton Common). Chapter 16 of the ES (document reference: 6.1.16) has concluded that this would lead to a moderate impact and a negligible residual effect following mitigation. The area has been subject to previous construction impacts associated with coastal defence works and has quickly regenerated following reseeding with lowland meadow grassland mix and would have benefits in terms of minimising highway effects.*
- 11.9.7.23. Reference is made in Natural England's response to assessing potential impacts on designated bird features of Chichester and Langstone Harbours, SPA/Ramsar Sites and other European designated sites in the area. Natural England consider the proposed works have the potential to result in noise and visual disturbance to overwintering birds and welcome the proposal to mitigate such impacts at sensitive locations by undertaking works outside of the overwintering bird period (October – March inclusive). *The potential impacts on the Solent Waders and Brent Goose Strategy sites has been assessed in Chapter 16 of the ES (document reference: 6.1.16) and Habitat Regulations Assessment Report (document reference: 6.8.1). Effects of the construction stage on Chichester and Langstone Harbour SPA and its wintering intertidal bird community will be avoided by restricting works within the winter season, defined as October to March (the period when SPA birds such as Brent goose arrive from their breeding grounds; (Snow and Perrins, 1998)). Details of the working restriction are provided in Chapter 16 of the ES (document reference: 6.1.16) (Winter Working Restriction for Features of Chichester & Langstone Harbours SPA), and comprise 8 principles that will be incorporated into working methods.*

### Non-Statutory Sites

- 11.9.7.24. In relation to non-statutory sites, Natural England advised that the impacts on each Site of Importance for Nature Conservation (SINC) are examined individually in the ES and strongly advised that detailed consideration be given to both mitigation as well as enhancement measures. *Effects set out in the PEIR have been updated following completion of further survey work. Each SINC within the Order Limits has been considered within the Chapter 16 of the ES (document reference: 6.1.16), including magnitude of change. No enhancements are proposed.*

### Converter Station

- 11.9.7.25. Natural England welcomed the detailed landscape and visual assessment undertaken to assess the impact of the proposed Converter Station in relation to the SDNP. They advised that the detailed scheme be designed in consultation with the SDNPA and district landscape officer. *The illustrative landscape plan prepared for the PEIR has been developed in consultation with WCC, SDNPA and EHDC, maximising opportunities as proposed by Natural England where appropriate. Landscape mitigation will be implemented in accordance with principles established by indicative landscape mitigation proposals derived from environmental and ecological analyses of the site. Building siting, massing and appearance, including cladding colours will be in accordance with the principles. These are set out in the Design and Access Statement ('DAS') (document reference: 5.5). The detailed design based on these principles will be agreed with the relevant local authorities prior to construction. An Outline Landscape and Biodiversity Strategy has been submitted with the Application (document reference: 6.10). This outlines in draft, measures that would mitigate the effects of the Proposed Development on landscape and biodiversity features and enhance the value of such features. The strategy is accompanied by an outline planting specification for 0 to 5 years and outline landscape and biodiversity strategy management plans for the Converter Station and Landfall. The dDCO (document reference 3.1) includes requirements that, following consent, a detailed Landscape and Biodiversity Strategy will be submitted for approach to the relevant local authority. The strategy has been prepared to respond to consultation comments relating to the need to provide information on the long-term management of existing and proposed planting within the Order Limits.*
- 11.9.7.26. Other opportunities for enhancement have been proposed for the converter station site including creating a new pond as an attractive feature on the site, planting trees characteristic to the local area and using native plants in landscaping schemes. *The enhancement opportunities as proposed by Natural England have been incorporated where appropriate in the Outline Landscape and Biodiversity Strategy (document reference: 6.10) and DAS (document reference: 5.5).*



### Cumulative Effects

- 11.9.7.27. Natural England agreed with the proposed methodology for assessing potential cumulative effects and commented on proposed developments which had been submitted. *These are included in the cumulative effects assessment in Chapter 29 the ES (document reference: 6.1.29). With respect to onshore ecology, cumulative effects are considered in Chapter 16 of the ES (document reference:6.1.16).*

### Other Matters

- 11.9.7.28. Natural England strongly recommended that this proposal achieves a net gain for biodiversity and advised that applying a biodiversity metric to terrestrial habitats may be helpful. *Biodiversity net gain is not a requirement for projects consented under the PA 2008 and an assessment of this is not submitted with the Application. Indicative landscape mitigation plans have been prepared working with ecologists and in consultation with WCC, EHDC and SDNPA to minimise landscape and visual impacts and maximise where practicable opportunities for enhancement. Opportunities to maximise biodiversity have been incorporated within the plans and the Outline Landscape and Biodiversity Strategy (document reference: 6.10).*

## **11.9.8. ENVIRONMENT AGENCY**

- 11.9.8.1. This section outlines responses received from the Environment Agency ('EA') on the relevant chapters of the PEIR.
- 11.9.8.2. In general, the EA were satisfied with the contents of the PEIR but highlighted areas for further work and clarification, in particular around water quality, flood risk and biodiversity to ensure the ES appropriately addresses these points.

### Water Quality

- 11.9.8.3. The EA stated that further consideration was required of the impacts in relation to groundwater, considering Karst (solution) features and locations within Source Protection Zone 1 and more detail on pollution prevention measures during construction and operation. *The impact groundwater and the Karst features is fully assessed in Chapter 19 of the ES (document reference: 6.1.19) with embedded mitigation including the grouting of the surface Karst at the Converter Station.*

### Main River Crossings

- 11.9.8.4. The EA stated that clarification of the locations where cables will cross below the bed of any designated Main River or in close proximity to it was needed. A site-specific assessment for each Main River crossing point was strongly recommended. The EA welcomed that their preferred technique of trenchless cable crossing had been acknowledged in the PEIR.
- 11.9.8.5. *All Main Rivers and Ordinary Watercourses within the Order Limits have been identified and considered in Chapter 20 of the ES [document reference: 6.1.20 ] and*

*the Technical Appendix 20.3 (document reference: 6.3.20.3). This details the crossing methodology and likely permitting requirements. All crossings are proposed to comprise HDD or a crossing of a culvert within the carriageway build-up. Detailed design is provided for the HDD solutions, with further detail to be developed following the grant of development consent for other culverted crossings. High level methodology is provided in Technical Appendix 20.3.*

### **Flood Risk Activity Permits**

- 11.9.8.6. The EA commented that an Environmental Permit for Flood Risk Activities for the construction phase of the works would be required. Any temporary work associated with permanent installation might also require a permit. *Likely impacts of associated temporary works have been considered in the Chapter 20 of the ES (document reference: 6.1.20). It is not proposed to disapply consents and permits in relation to the surface water resources and any flood risk environment as detailed site-specific design and methodologies will be required which is anticipated following the grant of development consent. General principles have been discussed with HCC, PCC, the Environment Agency and ESCP through consultation.*

### **East Solent Coastal Partnership (ESCP)**

- 11.9.8.7. The EA stated that it would be crucial to determine whether there will be a likely significant effect of the proposed cable route on the Southsea coastal defence scheme (ie at Milton Common). *Consultation with ESCP has been ongoing throughout the pre-application period and since consultation close. The Applicant has been provided with the approved and pending planning drawings associated with the flood defence works and these have informed the Proposed Development. The flood defences, current and proposed, are summarised within the Flood Risk Assessment (Technical Appendix 20.1 (document reference: 6.3.20.1) and are considered in the Chapter 20 of the ES (document reference 6.1.20). The proposed Onshore Cable Corridor includes HDD under Broom Channel and the associated flood defences, an alternative to the side of the existing coastal flood defences, with trenchless installation technique proposed to cross under the flood defences at Milton Common. The principle of the works are accepted by ESCP and discussions are ongoing.*

### **Converter Station**

- 11.9.8.8. The EA's principal concern remains the location of the Converter station within Source Protection Zone 1 for Bedhampton and Havant Springs public water supply abstraction. The EA stated that the Applicant must consult with Portsmouth Water regarding any potential for increased turbidity in supply associated with disturbance of the chalk. *Consultation has been undertaken with Portsmouth Water, including joint meetings with the EA to consider the impacts of water abstraction. Embedded*



*mitigation is proposed as set out in Chapter 20 of the ES (document reference: 6.1.20).*

- 11.9.8.9. The EA requested that details of storage, volumes and assessments to risk (to groundwater) are required within the ES. The EA stated that they would almost certainly strongly oppose any underground storage or distribution of hazardous substances (ie oils) or other polluting substations. The EA will only consider accepting above ground storage or distribution, if the risks are understood. *The Proposed Development does not require the presence of hazardous substances above the threshold quantities within the Planning (Hazardous Substances) Act 1990 as amended.*

### **Optical Regeneration Building**

- 11.9.8.10. The EA stated that the level of pollution prevention measures required should be proportionate to the sensitivity of the particular site. *Suitable pollution prevention measures are considered within the Chapters 18, 19 and 20 of the ES (document references: 6.1.18, 6.1.19 and 6.1.20) and onshore outline Construction Environmental Management Plan ('CEMP') (document reference; 6.9). No hazardous substances meeting the thresholds within the regulations are to be stored at the ORS compound (or the Converter Station).*

### **Ground Conditions**

- 11.9.8.11. The EA noted that the proposed cable route passes through a number of landfills to the East of Portsmouth which include landfill located adjacent to the Langstone Harbour SSSI and on the Chalk Principal Aquifer. The EA state that whilst from their perspective their presence “should not present an inherent “show stopper””, they are likely to require significant control method and safeguards in working practice to ensure these sensitive receptors are protected and this should be addressed in the ES and CEMP. *Mitigation is proposed in relation to contaminated land associated with former landfill uses within Chapter 18 of the ES (document reference: 6.1.18). The associated Preliminary Risk Assessment and Generic Quantitative Risk Assessment in Chapter 18 has also been used to inform the CEMP. Specific mitigation measures have been proposed in relation to Milton Common.*
- 11.9.8.12. The EA stated that the potential Karst features and the Source Protection Zone 1 and risk to groundwater, in particular the public water supply abstraction must be accounted for in the ES. *The impact of Karst features has been assessed within chapter 19 of the ES (document reference: 6.1.19), with embedded mitigation comprising the grouting of the surface Karst at the Converter Station site prior to any earthwork movements, removing the primary pathway to underlying chalk aquifer included.*
- 11.9.8.13. Any dewatering activities must comply with the EA’s Position Statement on Dewatering Temporary Excavations. This should be recognised in the ES and/or

CEMP. *This has been considered in the Chapter 19 ad 20 of the ES (document references: 6.1.19 and 6.1.20). Any dewatering methodologies are proposed to be developed by the contractor post-consent and to be agreed, as required through environmental permits with the EA prior to commencement of works. This approach has been agreed with the EA and has been included within the Onshore Outline CEMP (document reference: 6.9).*

### **Water Resources and Flood Risk**

- 11.9.8.14. The EA considered there were still gaps in the PEIR in the understanding of the process and spatial influences of Karst features within the Source Protection Zones. Robustly characterising the Karst system is key to understanding the risks of any proposed development. *The understanding and impact (including risk) of Karst features has been assessed in Chapter 19 of the ES (document reference: 6.1.19).*
- 11.9.8.15. The ES should acknowledge that Karstic pathways within the system can be interconnected, and there can still be rapid transit of surface water through the system to the springs associated with the Source Protection Zone., in relation to Karst Zone 2. *Chapter 19 of the ES (document reference: 6.1.19) considers Karst Zone 2 and that no flow of water through the system is present. Portsmouth Water and the EA have included in ongoing consultation on the assessment of Karst Zone 2.*
- 11.9.8.16. The EA needed more details on the location, assessment and potential mitigation to manage risk of all solution features and would need robust confidence that in higher risk areas all relevant Karst features have been identified. *Geophysical survey data of the Converter Station Area is appended to Chapter 19 of the ES (document reference: 6.1.19) and identifies all Karst features in the locality.*
- 11.9.8.17. The EA confirmed they had no principle objection to the overall assessment of the groundwater risk in Section 3 of the Onshore Cable Route (Kings Pond and Denmead Meadows) but noted that more information is required before accepting any final conclusion. *The preliminary design of the HDD in this area has been provided to the EA and has subsequently alleviated their concerns regarding the construction contamination to Karst features.*
- 11.9.8.18. At the Converter Station the EA preferred a sealed septic tank whereby foul water is tankered away over the proposal in the PEIR for a septic tank with a discharge to ground/surface waters. *The Converter Station will typically be unoccupied, with very limited foul water flows generated which will be routed via below ground drains to a fully sealed cess tank within minimum of 9000L capacity to comply with Building Regulations Part H and BS EN752:2017.*
- 11.9.8.19. The EA were concerned at the surface water drainage proposals at the Converter Station Area and wanted details in the ES. *The proposed management of surface water at the Converter Station is subject to an outline drainage strategy which has*

*been developed and agreed in principle, through consultation with the EA and Portsmouth Water. Further detailed design is to be undertaken prior to construction.*

- 11.9.8.20. The EA said there would be a need for robust confidence that there is no potential for impact to the relevant public water supply abstractions from any surface water discharges. *Specific measures to control the risk of pollution through surface water is considered within the outline drainage strategy which has been developed, and agreed in principle, through consultation with the EA and Portsmouth Water. This is included in the onshore outline CEMP (document reference: 6.9).*

### **Marine Water and Sediment Quality**

- 11.9.8.21. The EA recommended that short-term as well as long-term impacts be assessed in the WFD assessment. This includes impacts on water quality from increases in SSC on sensitive areas such as Shellfish Waters and Bathing Waters, in particular the Eastney Bathing Water which is in close proximity to the landfall area. It was also recommended that impacts to the Solent Maritime SAC are assessed due to the proximity of the works to this site. *Sensitive waters including Bathing Waters and Shellfish Waters have been assessed in Appendix 7.1 the Marine WFD Assessment (Document Ref. 6.3.7.1). This assessment considers all elements of the works which fall within or have the potential to affect a WFD waterbody and protected areas (including SACs).*

### **Fish and Shellfish**

- 11.9.8.22. The EA requested that further assessment be provided in relation to impacts on migratory fish on certain species such as sea trout, salmon and eel. It was recommended that impacts on these species from noise and vibration should be assessed for these species as hearing specialist fish. *Chapter 9 of the ES (Fish and Shellfish) (Document Ref. 6.1.9) has been updated to include the effect of noise and vibration on sea trout, salmon and eel.*
- 11.9.8.23. The EA also requested that further information be provided on the background concentration of suspended solids to enable conclusions to be drawn on the impacts of temporary increases in suspended solids on salmon and sea trout. ES Chapter 9 Fish and Shellfish (Document Ref. 6.1.9) has been updated and informed by the results of the assessments in ES Chapter 6 Physical Processes (Document Ref. 6.1.6) including plume dispersion modelling undertaken for dredge disposal activities.
- 11.9.8.24. The EA also requested the inclusion of the impacts of EMF on salmon or relevant evidence to be provided if this impact will be screened out. Clarification was requested on the cable burial depth in order to further understand the magnitude of impacts such as increased suspended sediments. Chapter 9 of the ES, Fish and Shellfish (Document Ref. 6.1.9) has been updated to include the assessment of the potential effects of EMF on migratory salmonids. Cable burial depth is dependent on seabed conditions, and depths are informed by a project specific Cable Burial Risk

Assessment and discussed in Chapter 3 Description of the Proposed Development (6.1.3). Chapter 9 of the ES, Fish and Shellfish has been updated and informed by the results of the assessments in Chapter 6 of the ES, Physical Processes (Document Ref. 6.1.6) including plume dispersion modelling.

#### 11.9.9. HISTORIC ENGLAND

11.9.9.1. This section outlines responses received from Historic England on Chapter 14 of the PEIR.

##### Marine Archaeology

11.9.9.2. Historic England commented that the potential impacts on archaeological features from all aspects of works including pre-installation clearance and preparation works, all proposed cable installation methods and the installation of cable protection should be thoroughly assessed and that mitigation measures should be developed in consultation with the archaeological curator and presented in an outline Written Scheme of Information ('WSI') submitted with the application. *An outline WSI (Document Ref. 6.3.14.3) has been prepared and submitted with the Application. This document will be updated and submitted for approval by the MMO post-consent as part of condition requirements in the Deemed Marine Licence.*

11.9.9.3. Concerns were raised that these impacts had not been assessed thoroughly in the PEIR as the design and construction were still evolving at the time of writing, particularly those associated with the use of flotation pits and the use of a Trailing Suction Hopper Dredger ('TSHD') to create a pre-lay trench. Historic England also commented that the information in the project description was insufficient to determine the maximum impacts of the proposed methods in terms of seabed surface and sediment depth to be impacted, and that further information on this should be provided in the ES. *Chapter 14 of the ES, Marine Archaeology (Document Ref. 6.1.14) has been updated with the worst case parameters outlined in Appendix 3.2 of Chapter 3 of the ES, Description of the Proposed Description (Document Ref. 6.3.3.2). The assessment of the potential impacts associated with the finalised methods are outlined in the Chapter 14 of the ES, Marine Archaeology. It should be noted that the use of flotation pits or a TSHD for pre-lay trenching are no longer proposed and not included in the final project description.*

11.9.9.4. Historic England commented that pre-installation activities including UXO clearance may be required and that although this would be consented through a separate marine licence, suitable mitigation measures should be developed with an archaeological curator. *The outline WSI (Document Ref. 6.3.14.3) includes a range of activities included in the DCO application. The WSI covers UXO surveys, however these surveys have yet to be carried out and as the detonation of any UXO will be consented through a separate marine licence application, any impacts and mitigation measures required will be considered as part of that application.*

### Onshore Cable and infrastructure sections

- 11.9.9.5. Historic England ('HE') stated that they were content with the overall approach to assessment, and confident that listed buildings and scheduled monuments had been adequately identified in the PEIR and its supporting documents. HE expressed concern that Conservation Areas had not been included in any of the heritage documentation. A number of the Listed buildings identified lie within Conservation Areas along the proposed route, but the Conservation Areas have not been identified as Designated Heritage Assets, and the impacts on them had therefore not been assessed. Historic England recommended that advice regarding impacts to undesignated heritage assets in these areas and along the route should be sought from conservation and archaeological (curatorial) staff at the relevant County and Local Councils. *There are no conservation areas within the vicinity of the proposed Converter Station Area. The assessment of setting related impacts along the Onshore Cable Corridor has been scoped out of the PEIR and ES on the basis that the Cable Corridor is entirely below ground and the possible impact on the setting of Designated Heritage Assets from temporary works during installation is insignificant. Advice has been sought from relevant County and Local Councils as discussed in Chapter 21 of the ES (Document Reference:6.1.21).*
- 11.9.9.6. HE considered that unsympathetic construction works and the placing of new infrastructure such as joint bays and link pillars/boxes have the potential to negatively impact the special character of the Conservation Areas. *Whilst the exact location and of any associated above ground link boxes (pillars) is yet to be determined, it is anticipated that 5-6 link boxes will be required along the whole route and that these will be very small structures (0.8m x 0.8m x 0.6m) that can be either below or above ground. As such, they would not introduce substantial built form within the existing landscape and the potential impact of these is considered an insignificant effect (ie not enough to require setting impacts along the proposed Cable Corridor to be scoped in).*
- 11.9.9.7. HE understood that HDD projection will be conducted below archaeological deposits within Langstone Harbour, but that within the PEIR paragraph 20.6.8.4 of Chapter 20 'Heritage and Archaeology' the current understanding of archaeological deposits within this area is poorly understood. It is therefore crucial that this potential is explored through a strategic programme of geotechnical investigations conducted along the cable route, inclusive of coring, which is assessed by a qualified and experienced geoarchaeologist. This is to ensure that up-to-date information regarding archaeological deposits is used within the engineering design prior to the installation, to ensure that appropriate mitigation measures are developed. *The carrying out of geotechnical boreholes in the area of Langstone Harbour is not considered warranted or appropriate given the nature of the proposed impact. Whilst the archaeological and geoarchaeological potential of this area is not well*



*understood, the proposed HDD cable routing will be bored at depth within solid geology (chalk), well beneath any alluvium and any deposits of archaeological and geoarchaeological interest. Such deposits would not be affected. The only impact on potential paleoenvironmental deposits would be at the HDD joint bay locations. At Langstone Harbour the HDD entry point would be positioned at a car park at Kendall's Wharf with the HDD bores crossing the Broom Channel to an exit pit in a playing field north of the A27. Modern made ground has been identified in geotechnical investigations at the entry point up to a depth of 4.7m. Consequently, there would be limited impact on any archaeological/geoarchaeological deposits. At the exit point topsoil overlies a thin band of 0.3m thick alluvium; any potential impact to these alluvial deposits at the exit point could be mitigated through trial trenching or a watching brief during construction.*

### **Optical Regeneration Building**

- 11.9.9.8. HE stated that, dependent on the location of the Optical Regeneration Stations ("ORS"), there may be a setting impact to be considered in relation to Fort Cumberland (scheduled monument and Grade II\* listed building). HE advised that setting should be considered, scoped in, and included in the documentation. It must be considered that there could be potential for the discovery of medieval and modern remains outside the scheduled area that directly relate to the construction, use and function of Fort Cumberland or its predecessor. *The proposed ORS building has been assessed in terms of potential setting related impacts to Fort Cumberland Scheduled Monument and Listed buildings. No other assets have been scoped in based on the proposed location, massing and height of the buildings.*
- 11.9.9.9. HE did not agree with the statement in the PEIR which said there would be no construction impacts within the scheduled ancient monument consent area adjacent to the Landfall and therefore no effects on post-medieval remains. *The potential impact upon known or possible archaeological remains of all periods has been fully assessed in Chapter 21 of the ES (document reference: 6.1.21), including potential post-medieval remains lying outside of the scheduled monument consent area, which might related to the construction, use and function of Fort Cumberland or adjacent 19<sup>th</sup> century rifle range.*

### **11.9.10. UTILITIES COMPANIES**

- 11.9.10.1. There are a large number of utility companies along the proposed Onshore Cable Corridor. 7 responded to the consultation either asking questions about the proposed cable route and/or sharing where their utilities are situated (e.g. Vodaphone). *The project team have been engaging the main utilities who might be the most impacted. The Applicant has included standard protective provisions within the DCO for telecommunications undertakers and discussions are ongoing between the Applicant's Land Agent and the utility companies.*



## 11.9.11. JOINT NATURE CONSERVATION COMMITTEE

This section outlines responses received from the JNCC on the marine chapters of the PEIR. A full table of feedback received from JNCC on marine receptors can be found in Table 4 of Appendix 5.1.4Z.

### Physical Processes

- 11.9.11.1. JNCC commented that a total seabed footprint to be impacted by the works would be beneficial in the ES. Further detail was requested on the impact of the deposition of dredged material and the assessment of potential impacts from initial dredging, deposition, re-dredging and final deposition as infill in the ES. *Chapter 6 of the ES, Physical Processes (Document Ref. 6.1.6) provides the updated worst-case parameters for the Proposed Development which has been based on the final project description (Document Ref. 6.1.3). Chapter 6 of the ES Physical Processes quantifies the area of disturbance resulting from construction activities such as dredging and provides the predicted seabed footprint of these activities. It should be noted that seabed disturbance has not been considered as an impact itself but has been considered with regards to potential resultant impacts such as increased suspended sediment concentrations. The assessment of the deposition of dredged material, along with the potential impacts associated with dredging activities is detailed in Chapter 6 of the ES Physical Processes.*

### Intertidal and Benthic Ecology

- 11.9.11.2. JNCC raised concerns about whether the survey data presented in the PEIR was sufficient to allow provision of accurate and meaningful advice. For example, a sample identified an area of stony reef habitat however this was outside of the marine cable corridor therefore JNCC thought it was unclear whether there was potential for stony reef to be present in the marine cable corridor. It was highlighted that impacts to stony reef should be avoided and that mitigation such as micro-siting of the cable route should be put in place to minimise impacts. The use of dynamic vessel positioning was also recommended as a method of mitigation against impacts to sensitive habitat areas. *High resolution acoustic data coupled with drop down video and sediment data were collected as part of the application and were used to classify the habitats present. Appendix 8.1 of the ES (Document Ref. 6.3.8.1) presents the Benthic Ecology Survey report and the data collected. The potential for Annex I habitats to be present (including reef habitats in the proximity to Sampling Station 22) was identified and has been assessed accordingly in Chapter 8 of the ES, Intertidal and Benthic Habitats (Document Ref. 6.1.8). Due to the mobile nature of many features and parts of the seabed, a pre-construction survey will be undertaken which will identify reef features present. Cable routes will be micro-sited to avoid any such features identified where possible. Mechanisms for these measures are presented within the draft deemed Marine Licence (‘dML’).*

11.9.11.3. JNCC commented that efforts should be made to minimise the installation of rock protection to minimise the impacts of the introduction of hard substrate in otherwise softer sediment areas as the nature of these impacts is still not well understood. *The Applicant will avoid cabling through areas of hard substrate as far as possible to ensure that the cable can be buried. This will reduce the amount of cable protection required.*

### **Marine Mammals**

11.9.11.4. JNCC noted that the PEIR only used injury thresholds proposed by Southall et al 2007 whereas more recent injury thresholds for marine mammals were published in 2016 (NOAA, 2016) which supersede the Southall thresholds and are considered to be the most comprehensive and up to date knowledge available to use in assessments of risk of auditory injury to marine mammals. JNCC also commented that if it is determined that the clearance of UXO is required at a later date, a detailed assessment for this will need to be undertaken including the number of UXO requiring clearance, the number of detonations in a day, potential impacts to marine mammals in the area and proposed mitigation. *Chapter 10 of the ES, Marine Mammals and Basking Sharks (Document Ref. 6.1.10) has been updated to use the NOAA thresholds for auditory injury. Should UXO clearance be required, any marine licence application would include a detailed assessment of the potential impacts, including cumulative effects. In addition, any licence application would include an EPS Risk Assessment.*

## **11.9.12. MARITIME AND COASTGUARD AGENCY**

11.9.12.1. The MCA were consulted on the PEIR; however no response was received during the February – April 2019 statutory consultation period. Discussions with the MCA following the close of the consultation period confirmed that they still intended to submit a response to the consultation. This response was received on 9 August 2018.

11.9.12.2. MCA commented that cable protection should not reduce the surrounding depth by more than 5 %. Should this not be possible, MCA requested further engagement on the matter. MCA welcomed proposals for further consultation on potential impacts to electromagnetic deviation. Proposed mitigation measures were noted by MCA, however MCA commented that the proposed 500 m rolling exclusion zone would not be legally enforceable and would require voluntary consent of other vessels (see Table 5 of Appendix 5.1.4Z). *Burial or other protection will not reduce the surrounding water depth by more than 5 %. If this will not be possible, further discussion will be held with stakeholders, including MCA. The ‘exclusion zone’ refers to the minimum safe passing distances that will be requested for cable lay vessels. The relevant wording has been updated to reflect this in Chapter 13 of the ES, Shipping, Navigation and Other Marine Users (Document Ref. 6.1.13). Impacts on compass*

*deviation have been assessed in the NRA (Document Ref. 6.3.13.1) as well as Chapter 13 of the ES, Shipping, Navigation and Other Marine Users.*

### **11.9.13. TRINITY HOUSE**

- 11.9.13.1. Trinity House confirmed that they had no objection to the proposals (see Table 5 of Appendix 5.1.4Z). The only comments provided in their response to the PEIR were for the consideration of marking requirements and for marine craft used in the works to exhibit signals in line with the correct legislation. It was noted that Trinity House should be advised of any aids to navigation which may be affected by the works and should any aids to navigation require relocation, this should be approved by Trinity House. *Trinity House were consulted on the draft dML and have provided input to the dML submitted with the Application.*

### **11.9.14. LANGSTONE HARBOUR**

- 11.9.14.1. Langstone Harbour requested that the impacts of works in the intertidal area on overwintering birds are considered and mitigated against i.e. through avoiding works during October to March. Their comments also highlighted the presence of seagrass beds and areas of saltmarsh in the harbour area and the importance of considered potential impacts to these areas (see Table 5 of Appendix 5.1.4Z).
- 11.9.14.2. *Impacts to seagrass beds have been assessed within Section 8.6 of Chapter 8 (Intertidal and Benthic Habitats) of the ES (Document Reference 6.1.8). However, use of HDD underneath Langstone Harbour ensures no connectivity with seagrass beds/saltmarsh as the route travels some 10-15 m below ground level. Pollution measures for these works are considered in the Onshore Outline CEMP (Document Ref. 6.9) and Marine Outline CEMP (Document Reference 6.5).*
- 11.9.14.3. *Effects of the construction stage on Chichester and Langstone Harbour SPA and its wintering intertidal bird community will be avoided by restricting works within the winter season, defined as October to March (the period with SPA birds such as brent goose arrive from their breeding grounds). Details of the working restriction are provided in Chapter 16, Appendix 16.14 of the ES (document reference: 6.1.16.14) and comprise 8 principles that will be incorporated into working methods. One of the principles includes that construction works cannot take place in Solent Waders and Brent Goose Strategy (“SWBGS”) (those categorised as either core, primary or secondary) sites that overlap with the Proposed Development Order Limits during October – March.*

### **11.9.15. MINISTRY OF DEFENCE**

- 11.9.15.1. The offshore cable route will intersect military Danger Area D037 however the MoD have no safeguarding concerns with the cable route passing through this danger area. The MoD has no other offshore safeguarding concerns with this proposal however historic explosive munitions disposal sites and UXO should be taken into

account (see Table 5 of Appendix 5.1.4Z). *Pre-installation surveys will be undertaken to identify potential UXO along the Marine Cable Corridor. If clearance is required, a separate marine licence application will be submitted, during which the MoD will be consulted.*

#### **11.9.16. ABP SOUTHAMPTON**

- 11.9.16.1. ABP Southampton were consulted on the PEIR, however no response was received during the February – April 2019 statutory consultation period. MCA however coordinated a response at a later date, and ABP Southampton advised that Langstone Harbour is likely to be impacted the most as a result of the Proposed Development (see Table 5 of Appendix 5.1.4Z). *Further consultation has been undertaken with Langstone Harbour to discuss potential impacts of the Proposed Development on access to the Harbour and the best methods of communication with key stakeholders prior to and during construction. A meeting was held on 9 October 2019 with the Harbour Master and agreed minutes of this meeting are presented in Appendix 5.1.4Z Minutes were also shared with QHM Portsmouth and Kendall’s Wharf Aggregates.*

### **11.10. RESPONSES FROM SECTION 42(1) (AA) MARINE MANAGEMENT ORGANISATION**

- 11.10.1.1. This section outlines responses received from the MMO on the relevant chapters of the PEIR. It should be noted that during the consultation period, the MMO consulted with their technical advisors at Cefas whose advice informed the formal MMO response.

#### **Physical Processes**

- 11.10.1.2. The MMO commented that the recoverability of bed forms following sand clearance required further detail and justification. It was also highlighted that in-combination impacts from project activities should be assessed. For example, whether the deposition of dredged material impact the recoverability of bed forms which have recently been levelled nearby. *Greater detail has been provided on the impacts on and recoverability of bedforms in Chapter 6 of the ES Physical Processes (Document Ref. 6.1.6). Potential cumulative effects associated with the Proposed Development have been assessed in Chapter 6 of the ES (Document 6.1.6), as well as ES Appendix 6.4 (Document Ref. 6.3.6.4).*
- 11.10.1.3. The MMO noted that, as some elements of the project were still ongoing at the time of writing the PEIR, the significance assessment of these activities may require updating in the ES and any relevant updated mitigation measures should also be included. *Assessments which were unavailable at the time of the PEIR, such as the plume dispersion modelling, have been undertaken and used to inform the EIA. Assessments and conclusions have been updated in line with the results of the additional assessments undertaken.*

### Marine Water and Sediment Quality

- 11.10.1.4. Whilst content with the overall approach to characterising the sediment and water quality baseline and assessment, the MMO commented that the sediment contaminant analysis methods, including information on the processing laboratory, was not provided in the PEIR and should be included in the ES. It was also noted that sediment contaminant samples had only been obtained for the nearshore area and not the full study area. *Appendix 7.5 of the ES (Document Ref. 6.3.7.5) presents the MMO sample analysis results spreadsheet which provides details of the sediment contaminant sample analysis results including details of the processing laboratory. Further discussion has been undertaken with the MMO on the sediment sampling undertaken and this consultation has informed Chapter 7 of the ES assessment and Appendix 6.5 of the ES (Disposal Site Characterisation Report; Document Reference 6.3.6.5) where further details on sediment samples and vibrocore data have been presented. Further consultation on the sampling undertaken and the relevance of particle size distribution data has also been used to inform the characterisation and assessments (see Appendix C19).*
- 11.10.1.5. Whilst particle size distribution (PSD) results indicate that much of the route is comprised of sandy gravel, which has a limited affinity for sorption of contaminants, the limitation of the samples should be noted in the ES. Incorporating the PSD results will also support the conclusions presented in the report. *Appendix 6.5 of the ES (Document Ref. 6.3.6.5) has been informed through consultation with the MMO (Appendix C19 and presents and discusses the result of the PSD data and its relevance in determining the likelihood of the presence of contaminated sediments in proposed dredge areas).*

### Fish and Shellfish

- 11.10.1.6. The MMO recommended revisiting the identification and assessment of sandeel habitat in the vicinity of the cable. Classifications used in other reports and the presence of a UK sandeel fishery in the inshore area of the marine cable corridor suggest that there may be a higher density of sandeel in this area. This should be reflected and assessed in the ES. *Chapter 9 of the ES Fish and Shellfish (Document Ref. 6.1.9) has been updated to include details of the sandeel fishery (which is also discussed in Chapter 12 of the ES Commercial Fisheries) as well as to include the use of MarineSpace et al. 2013 methodology to identify habitat that can support sandeel.*
- 11.10.1.7. It was noted by the MMO that the PEIR recognised that black bream nesting areas are present along the south coast, however there was no assessment of potential effects on these areas in the report. The MMO recommended that these areas be included in the ES. *Chapter 9 of the ES Fish and Shellfish (Document Ref. 6.1.9)*



*assesses potential impacts from the Proposed Development to which black seabream are sensitive.*

- 11.10.1.8. The MMO disagreed with the conclusion in the PEIR that there are low intensity areas of herring spawning grounds in the area of the cable corridor. The MMO stated that the assessment to calculate the spatial extent of herring spawning grounds did not take into account recent larval density data which is the best representation of spawning activity. The MMO stated that impacts to herring spawning grounds should therefore be revisited in the ES. *Impacts to herring spawning grounds have been further assessed in Chapter 9 of the ES Fish and Shellfish (Document Ref. 6.1.9) using additional information including larval density data, and seabed / sediment type.*
- 11.10.1.9. The MMO commented that the EMF was only considered for elasmobranchs and not other electro sensitive species such as salmonids. The MMO stated that further consideration of these receptors should be included in the ES. *Chapter 9 of the ES Fish and Shellfish (Document Ref. 6.1.9) has been updated to include assessment of potential effects of EMF on migratory salmonids.*
- 11.10.1.10. Clarification was also requested by the MMO in relation to landings data for shad which may be limited due to their protection under the Wildlife and Countryside Act 1981 and may not be a true representation of the abundance of the species in the area. Similarly, additional detail was requested by the MMO on the limitations of the surveys used to estimate European smelt abundance and distribution. *Chapter 9 of the ES Fish and Shellfish (Document Ref. 6.1.9) has been updated to consider shad and also to reflect the limitations of data sources used to estimate European smelt abundance.*

### **Commercial Fisheries**

- 11.10.1.11. The MMO requested confirmation that the most recently available commercial fisheries landings data would be used in the ES. *Chapter 12 of the ES, Commercial Fisheries (Document Reference 6.1.12) and Appendix 12.1 of the ES (Document Reference 6.3.12.1) have been updated to include the most recent commercial fisheries landings data for UK vessels into UK ports. At the time of writing this was 2013 to 2017.*
- 11.10.1.12. The MMO recommended seeking consultation with the fishing industry at the earliest opportunity to mitigate against potential impacts. In addition, the MMO recommended working with members of the recreational fishing community in the area as the MMO's coastal officers have advised that the project is still not widely known within the industry. *Consultation with both the commercial fishing industry and the recreational fishing community (charter vessels and recreational anglers) has been undertaken. Details of specific meetings can be found in Sections 8.3 and 10.5 of this report and Chapter 12 of the ES, Commercial Fisheries (Document Ref. 6.1.12) and Chapter 13 of the ES Shipping, Navigation and Other Marine Users (Document Ref. 6.1.13).*



11.10.1.13. The MMO commented that transboundary impacts including temporary or permanent displacement of fishing effort (e.g. scallop dredging) should be assessed in the ES. *The displacement of fishing vessels (including scallop dredgers) has been assessed in Chapter 12 of the ES, Commercial Fisheries (Document Ref. 6.1.12).*

## **11.11. RESPONSES FROM SECTION 42(1)(B) LOCAL AUTHORITIES**

11.11.1.1. Of the 22 authorities consulted, Bracknell Forest BC, Chichester DC, Gosport DC, Hart DC, Test Valley BC and Wokingham BC responded to say that they had no comments to make. Detailed responses were received from Portsmouth City Council, Hampshire County Council, Havant Borough Council, Winchester City Council, East Hampshire District Council and South Downs National Park Authority. No responses were received from the remainder of the authorities consulted. *As a result of the consultation feedback received and on-going technical work, changes have been made to the Onshore Cable Route, significantly increasing the amount to be placed off the highway and to the design parameters of, and landscaping surrounding, the Converter Station.*

11.11.1.2. This chapter summarises the responses and the regard that the Applicant has had to them.

### **11.11.2. PORTSMOUTH CITY COUNCIL (PCC)**

11.11.2.1. PCC summarised their key concerns at the start of their response which were:

- Demonstration of the need for AQUIND Interconnector including early discounting of seven substations. *A need and benefits case has been submitted with the Application (document reference: 5.6). NGET discounted seven of the initial substations due to available capacity of the substations, need for infrastructure improvements and associated impacts on electricity transmission within the region. Further information is included in Chapter 2 of the ES, Alternatives (document reference: 6.1.3) and*
- PCC referenced a joint letter (which the Applicant has not been provided with a copy of) to the SoS from the LPAs, HCC and SDNPA on 11 March 2019 stating that the application should be determined by the relevant local authorities. *The SoS has issued his Section 35 Direction and the Applicant has acted accordingly.*

11.11.2.2. PCC felt that insufficient consideration had been given to assessing alternative landfall options along the south coast, particularly those that would not cause major disruption in the built-up area of Portsmouth. Available information appears inconsistent and consideration of alternative landing points and the cable route appears incomplete (eg discounting Langstone Harbour). Cabling along the former Hayling railway “Billy” line could have significant benefits compared with a highway route. The absence of a clear rationale and weighting of environmental, social and

economic effects taking into account technical feasibility calls into questions the discounting of the East Wittering route.

- 11.11.2.3. *The information on alternatives has been expanded upon within Chapter 2 of the ES, Alternatives (document reference: 6.1.3). A staged process was used to refine the search area, and alternative landfall sites in terms of environmental designations and constraints, suitability of cable installation, proximity to the chosen substation and latterly, the environmental impacts associated with the Onshore Cable Corridor. Information has been included to allow clearer assessment of the impacts associated with the alternative options. The Applicant has discussed the reasons for discounting Langstone Harbour with PCC on several occasions. Langstone Harbour was discounted due to the large number of environmental designations, the tidal constraints associated with the harbour, resulting in limited installation opportunities (note HDD is unfeasible due to the associated distances) with significant negative impacts on the harbours ecology and environmental designations. Hayling Island is subject to a large number of environmental designations and the installation of cables in this location was found to be technically unfeasible whilst also having a significant negative environmental effect. Portsmouth was identified as the landfall point following the refinement of suitable landfalls, and the associated impacts of the Onshore Cable Corridor to the identified substation at Lovedean. On balance, these were assessed to have lesser environmental impacts than alternative options.*
- 11.11.2.4. *East Wittering was assessed as having a more significant negative impact on environmental designations and ecology, and on balance, Eastney, also being a shorter route, with less designations and protected species was preferred.*
- 11.11.2.5. *PCC reserved its position regarding use of CPO powers by the Applicant and expected the Applicant to seek to demonstrate that the Proposed Development meets an overriding public interest to justify use of the powers. Noted. The Applicant has continued engaging with PCC on land necessary for the construction, operation and maintenance of the Proposed Development within PCC ownership and discussions are ongoing in an attempt to reach voluntary agreement. Further information on this is provided in the Statement of Reasons (document reference: 4.1).*
- 11.11.2.6. *Promotion of the formal consultation in the media was considered insufficient, more resources/advertising should be allocated to promotion including to the wider population. The engagement with other stakeholders, community or interest groups and others as well as hard to reach groups has not been sufficient. The Applicant consulted PCC on the SoCC, has engaged with the LPAs and elected members throughout the pre-application process and has consulted in accordance with the SoCC. The consultation material was made available at 10 deposit locations, notices were placed in local and national publications (200,000 circulation in total) including coverage in the Portsmouth News and over 80 site notices were displayed at*

*locations in publicly accessible open space including parks, recreation areas/sports fields and public footpaths. A plan showing location of the site notices is at Appendix 5.1.5G.*

- 11.11.2.7. Any reduction in capacity on Eastern Road would seriously reduce the resilience of the already strained network in Portsmouth, even if large parts of the route were to be off-highway, there would still be considerable scope for disruption but it was acknowledged that the implications of cabling through the highway would result in severe impacts on traffic movement. *In consultation with PCC and with consultees the scheme has evolved and at the time of Application submission the amount of highway on the Eastern Road has been significantly reduced as alternative options have been explored. The Applicant has been engaging with PCC to assess traffic impacts and has assessed a worst-case scenario. The Transport Assessment (Document Reference: 6.3.22.1), Framework Construction Traffic Management Plan (Document Reference: 6.3.22.2) and requirements in the DCO include measures to mitigate those impacts. The scope of the Transport Assessment has been agreed with PCC.*
- 11.11.2.8. PCC considered that, given the “serious congestion” on the local highway network, mitigation must look beyond simply construction management to mitigate the issues of construction. A fund for community benefits to secure localised improvements for road users must also assist in project mitigation. In addition, biodiversity enhancement measures for improvements at Eastney beach after completion of works for the landfall underground connection bay would also form essential mitigation works. *The Applicant does not consider a fund for community benefits to be necessary or appropriate due to the temporary nature of the cable installation within the highway and open land. There are areas of recreational or public open space which are impacted by the construction and the Applicant intends to further discuss co-existence and appropriate and proportionate opportunities to mitigate any impact with PCC. The Proposed Development will have no direct impact on Eastney beach. As a result, no specific enhancement is proposed, although mitigation with regards to an indicative landscaping scheme will be proposed at the Landfall where the ORS compound is to be located.*
- 11.11.2.9. PCC felt the Applicant should mitigate impacts on the surrounding transport infrastructure with the aim to secure more sustainable patterns of transport development stating that funding to bring forward proposals for increased capacity earlier may, present an effective management measure for road congestion and mitigate against contributing to air quality. *Further to the Transport Assessment, it is considered that appropriate mitigation measures have been identified which will be further discussed with PCC. It is not considered, given the temporary nature of the works that funding for wider infrastructure is necessary or appropriate.*

Potential for cumulative effects and co-ordination of construction programme with other development schemes must be assessed. *The Applicant has considered feedback from PCC and other consultees. The FTMS (document reference: 6.3.22.1A) provides an indicative programme for construction that considers environmental constraints, major events, school terms and interaction between adjacent or nearby locations to minimise impact where possible. Cumulative traffic effects are described in Chapter 22 of the ES (document reference: 6.1.22). They have been assessed using the Sub-Regional-Transport-Model (“SRTM”) (see below response on traffic and transport). The scope of the SRTM was agreed with PCC and HCC highways and includes future year scenarios. Committed developments have been included and therefore all assessments undertaken in the ES on transport inherently include cumulative effects. These committed developments were discussed with PCC (and HCC highways). The Applicant has also had discussions with the ESCP in relation to the timing and activity related to Phase 4 of their coastal defence works (along Eastern Road and Kendall’s Wharf area), the timing and location of which has the potential to coincide with the Proposed Development in certain locations. The FTMS (document reference: 6.3.22.1A) sets out proposals for notice periods of the construction works. It is intended that submission of detailed designs and traffic management measures for approval by PCC will be required not less than three months before the intended commencement of works in that part of the highway, with notice of the date on which the works are to start being provided not less than 14 days before those works commence.*

### **Traffic and Transport**

- 11.11.2.10. PCC, similar to HCC’s response, wanted to see modelling undertaken on the wider network and on cumulative effects. The modelling must account for wider issues/development closures that affect the network during the construction phase. This is especially important with regards emergency services response.
- 11.11.2.11. *In direct response to comments made on this point by both PCC and HCC the Applicant has undertaken modelling using the SRTM. The SRTM is a multi-modal strategic transport model for Hampshire, the Isle of Wight and Portsmouth that includes public transport networks and the strategic and local highway networks. It is operated by SYSTRA consultancy under contract to Solent Transport. More information on the model and scope of assessment is set out in the Transport Assessment (document reference: 6.3.22.1). A coding note was agreed on the scope of the modelling with both PCC and HCC. The outputs from the modelling have informed the Transport Assessment (Document Reference: 6.3.22.1) and FTMS (Document Reference: 6.3.22.1). The “blue light” emergency services in the area were Section 42 consultees and were consulted on the Application however no responses were received. The Applicant has attempted to meet with these services*

- prior to Application submission but has been unsuccessful. Attempts to meet will resume post-submission.
- 11.11.2.12. *PCC commented that the implications of the highway route in the Milton area in PCC would be far greater than the mostly off-road route, however both potential alignments would be expected to cause significant disruption to residents, businesses and visitors.*
- 11.11.2.13. *The Applicant has listened to the feedback from PCC provided in in the Non-Statutory Consultation and subsequent discussions which has led to ground investigation work being undertaken to understand the practicability of locating the cable route off the Milton and Eastern Roads in the Portsmouth area. Cable route options in certain locations were presented at the Statutory Consultation to take the cable corridor off the highway in these locations. The Applicant has significantly reduced the potential for disruption including the use of HDD under Milton Allotments. Whilst it is acknowledged that some level of disruption will occur this will be temporary and the Applicant has sought to minimise the impacts where practicable. Further information on the optioneering is in Chapter 2 of the ES, Alternatives and changes made as a result of the consultation feedback and design evolution is set out in Chapter 17 of this Report.*
- 11.11.2.14. *Eastern Road is referenced as a “prime example” of where development would be “highly unsuitable”.*
- 11.11.2.15. *The Applicant has minimised impact on Eastern Road but has retained some flexibility in the Milton Common area. Whilst it is anticipated that the Cable Route would progress through Milton Common and this is considered potentially practicable, given the nature of the ground conditions associated with its former landfill use flexibility has been maintained with two alternative routes either along Eastern Road or the western edge of Milton Common to Moorings Way. If one of these two alternative routes was used, the verge and cycle path east of Eastern Road would be used where possible.*
- 11.11.2.16. *PCC expects that motorised users of the affected roads and non-motorised users including pedestrians and cyclists will be significantly affected. Reference is made to the FTMS of the ES (document reference: 6.3.22.1A). Pedestrian and cycle routes along the Onshore Cable Route will be maintained wherever possible, with full closure considered as a last resort, such as where it would prevent a full closure of a major road. In all cases the construction works will ensure that pedestrians and cyclists can pass in a safe manner, with suitable barriers between the construction works.*
- 11.11.2.17. *Further clarity on the construction programme and working hours is required to manage traffic impacts. The possibility of work embargoes coinciding with major events, Bank Holidays and December were raised. Network co-ordination would be*



required for major events, eg The Great South Run and Bank Holiday weekend music events. Working hours were also mentioned.

- 11.11.2.18. *The Applicant has noted events and work embargoes raised by PCC in their consultation response. The FTMS (document reference: 6.3.22.1A) provides an indicative programme for construction that considers that provides details of the construction programme for the Onshore Cable Corridor, including how events and other times of year will be avoided to minimise impacts*
- 11.11.2.19. A detailed Construction Traffic Management Plan is required with a tailored CTMP produced for each phase detailing the traffic management requirements. Details of consultation with residents should also be included. The CTMP should also detail how the relationship would work with the potential for multiple contractors along the route.
- 11.11.2.20. *An FCTMP [document reference: 6.3.22.1A] has been submitted with the Application It provides an overarching plan as to how the construction traffic and site operations will be managed across the extent of the onshore components of the Proposed Development. It is proposed that individual CTMP documents will be provided to each contractor with further detail relating to their relevant work site locations. These will be prepared and agreed with PCC or HCC as relevant highways authorities as appropriate. The FCTMP sets out the parameters within which contractors will be required to work, including hours of operation, traffic routing, safe vehicular access and manoeuvring and minimising traffic impacts. The FCTMP envisages that a targeted strategy be developed to inform the community and road users of up and coming works which could be undertaken through newsletters, road signage and websites. The FTMS (document reference: 6.3.22.1A) which has been developed with the aim of minimising disruption to all road users, including pedestrians, cyclists, public transport users and car drivers also includes a communications strategy which is recognised as a vital aspect of the construction phase.*
- 11.11.2.21. PCC state that access to residents and business should be retained at all times during the construction period.
- 11.11.2.22. *Access to properties and businesses along the Onshore Cable Corridor is set out in the FTMS (document reference: 6.3.22.1A). A summary is set out here but reference is made to that document for further clarification. Pedestrian and cycle access will be maintained at all times. Vehicular access will be maintained wherever possible, albeit with different traffic management approaches applied depending on specific circumstances. Some vehicular restrictions will be required when cable installation is underway immediately outside an access. A proposed communications strategy is set out in the FTMS, residents will be informed of the construction works proposed in their area and encouraged to make alternative arrangements where possible. Where the construction zone falls on the opposite side of the carriageway to driveways access will be maintained at all times. Access to business premises will be*



*maintained using either three-way traffic signals with excavation of the trench taking place in two phases or through use of road plates. Side road access will be considered on an individual basis with traffic management used dependent on the characteristics of the road and junction. Any disruption to residential or business access will be temporary (approximately 1-2 weeks per HVDC Circuit). Chapter 3 of the ES (document reference: 6.1.3) provides more detail on cable installation methods. It is anticipated that the cable duct installation will take place in 100m sections, taking approximately five working days to complete each section per HVDC Circuit.*

### Air Quality

- 11.11.2.23. PCC is currently in receipt of ministerial directives from DEFRA with regard to the Air Quality in Portsmouth. Whilst the areas subject to these directives are not located along the proposed cabling route it is likely that the works would result in diverting trips to the other two main routes which do have a ministerial directive placed on them. A sustained period of disruption as would be caused by the proposed works has the very real potential of contributing further to the poor air quality in Portsmouth.
- 11.11.2.24. *Chapter 23 of the ES, Air Quality (document reference: 6.1.23) sets out the assessment of likely significant effects. This includes a consideration of potential impacts associated with road closures and diversions and subsequent redistribution of non-Proposed Development diverted traffic during construction of the onshore cable and the use of on-road construction vehicles as a source of exhaust gas emissions. The main air quality effects are expected to be temporary in nature and largely limited to construction effects only.*
- 11.11.2.25. *Construction effects were assessed following the Institute of Air Quality Management, 2016 guidance on the assessment of dust from demolition and construction. As has already been mentioned traffic modelling was undertaken using the SRTM model. Traffic flows relating to road closures and diversions were screened against the criteria from the IAQM planning guidance. Modelled background pollutant concentrations were obtained from the Defra Background Air Quality archive using the latest available 2017 base year maps. An average concentration for the relevant background pollutant concentrations has been taken within a 600m buffer of the Order Limits for each relevant section of the Onshore Cable Corridor. A future baseline scenario was also considered.*
- 11.11.2.26. *The assessment identified no significant environmental effects as a result of the construction, operation and decommissioning of the Proposed Development.*
- 11.11.2.27. Temporary, non-construction related traffic emissions are those resulting from the use of alternative routes as a result of temporary diversions, road closures and other traffic management for the duration of the construction programme only. These include the presence of the Air Quality Management Areas (AQMA) in the Portsmouth

area. The effects on the AQMA within the City of Portsmouth are considered negligible and the Proposed Development is not predicted to impact on the ability of PCC to meet its obligations under EU Directive 2008/50/EC (Ambient Air Quality Directive).

### **Impact on Coastal Flood Defences**

- 11.11.2.28. Concerns were raised about the cable route option 8 through the recently completed flood defence bund along Milton Common, specifically around the integrity. In addition, Phase 4 of the North Portsea Island defence scheme would be on site and under construction over the proposed period for the Proposed Development.
- 11.11.2.29. *Reference is made to the response to the Environment Agency above in relation to ground conditions. The Applicant has been engaging with the East Solent Coastal Partnership (ESCP) of which PCC is a partner with a view to utilising this route. ESCP accept the principle of works in the vicinity of the existing and proposed coastal flood defences and information has been shared between the parties to work around each proposed development. Discussions are ongoing. The assessment of coastal and tidal flooding has been considered within Chapter 20 of the ES (document reference: 6.1.20).*

### **Socio Economics/Human Health**

- 11.11.2.30. PCC would like to see a detailed assessment of the impact on individual parks, recreation, sports pitches and other areas of open space provision. A number of points were made which PCC wanted the Applicant to have regard to. For example, it was noted that there was not any mitigation or 're-provision' of open space and sports pitches during the period of works with detrimental effects on leisure/recreational provision, play facilities and interruption of tenants' allotment plots. There are potential negative impacts on the municipal golf course adjacent to Eastern Road. The loss of mature trees should be assessed.
- 11.11.2.31. *Chapter 25 of the ES (document reference: 6.1.25) considers the socio-economics effects of the Proposed Development and assesses the impact on recreational, parks and open space. It is noted that in some areas the Onshore Cable Corridors progresses through areas of open space and recreation. Refinements to the extent of the proposed Corridor have specifically been mindful of the impact on recreational areas and open space provision and this has been minimised to enable co-existence with regular activities (for example the Order Limits in Farlington Playing Fields and Bransbury Park have been reduced to minimise disruption). Worst case durations for construction activity have been proposed and activity will not encroach the whole Order Limit area for the full duration. Discussions with PCC on co-existence of activity in these areas are ongoing.*
- 11.11.2.32. *HDD is proposed under Milton Allotments and access to plots will be maintained at all times.*

- 11.11.2.33. *Trees along the Onshore Cable Corridor have been assessed and trees have been identified for retention, removal or potentially at risk in Appendix 16.3 to Chapter 16 of the ES, onshore ecology (document reference: 16.3.16.3).*
- 11.11.2.34. *Chapter 26 of the ES (document reference: 6.1.26) assesses impact on human health.*

### **Archaeology**

- 11.11.2.35. A full archaeological survey along the final route through the city should be provided. The archaeological impact of the full extent of the Onshore Cable Corridor, including the stretch through Portsmouth City, has been assessed in Chapter 21 of the ES (Document Reference: 6.1.21).

### **Ground Conditions**

- 11.11.2.36. PCC noted that there are areas of significant contamination along the identified route and areas that have been previously remediated. PCC wanted the applicant to assess available records and create a conceptual site model ('CSM') with knowledge about the ground conditions. Further sampling of ground conditions is expected and be based on the CSM. The work deviates from best practice. An assessment and remediation documents are expected to guide site working, remediation and waste disposal. Detail is required to confirm that only clean soil would be used for restoration of areas of public open space.
- 11.11.2.37. *Chapter 18 of the ES (document reference: 6.1.18) reports the outcome of the assessment of likely significant effects on ground conditions. This includes an assessment of exposure of contaminated soils and removal of contaminated soils during construction and operation. The assessment methodology is based upon guidance presented within BS10175:2017 and CLR11. A review of in-house records at PCC has been undertaken and this information has been incorporated into the ES. A CSM for each section of the Onshore Cable Corridor has been created and can be found in Appendix 18.1 (document reference: 6.1.18.1). It is not intended to carry out a further stage of ground investigation for contamination assessment ahead any grant of the DCO. The ES will inform the design development including the need for additional ground investigation. Requirement 13 of the dDCO (document reference: 3.1) relates to contaminated land and groundwater and proposes controls for submission of written schemes to be submitted, in certain circumstances, for approval by the relevant planning authority in consultation with the Environmental Agency (and MMO where relevant) before phases can commence.*
- 11.11.2.38. *The Onshore Cable Corridor includes the potential to progress through Milton Common. Additional mitigation measures are proposed for Milton Common within the assessment during the construction stage.*

### 11.11.3. HAVANT BOROUGH COUNCIL (HBC)

11.11.3.1. HBC responded on the issues set out below.

#### Site Selection

11.11.3.2. HBC agreed with the Applicant's assessment that landfall on Hayling Island would be more technically challenging and complex and that the cable route in that location would be likely to lead to a significant adverse impact on the highway network.

11.11.3.3. However, HBC requested that the Applicant work with developer Grainger through the West of Waterlooville Major Development Area (MDA) regarding the potential for the cable to be accommodated within the site. HBC proposed two alternative routes, Option A, cross-country and Option B, West of Waterlooville MDA although acknowledged that no survey work had been undertaken to whether Option A was feasible. This issue was also raised by elected members during the meeting on 10 September 2019.

11.11.3.4. HBC considered that Option A would avoid the need to utilise the A3, and go cross-country in order to get to the Lovedean sub-station.

11.11.3.5. *Chapter 4 of the ES, Alternatives (document reference: 6.1.3), describes the consideration of alternative routes including the Waterlooville MDA and explains why the cable corridor proposed in the Application is preferred. The Applicant has worked with Grainger to discuss this option, ultimately Grainger consider the risks to their programme delivery would be unacceptable to allow the Applicant to utilise its land. The proposed "countryside" route have been considered by the Applicant. WCC also proposed a route in a similar area and the two routes have been considered together. There are a number of constraints identified within the route which are considered in Chapter 4 of the ES. The countryside routes suggested are not considered to be a reasonable alternative, having a more significant environmental effect than the highway route proposed during the statutory consultation and taken forward as the Proposed Development for the Application.*

#### Traffic and Transport

11.11.3.6. *The Applicant has continued to engage with the relevant Highway Authority for the HBC's jurisdiction, HCC, and as has been described above in responses to PCC, the Applicant has undertaken modelling using the (SRTM) which has informed the Transport Assessment (document reference: 6.3.22.1), in particular to help verify baseline traffic conditions, provide a robust indication of future growth in traffic flows and identify where traffic redistribution is most likely to take place during the temporary works. The model was based on a worst case scenario and has considered other committed developments which were agreed with HCC (and PCC), including the West of Waterlooville, MDA. The FTMS the Onshore Cable Corridor from B2150 Hambledon Road between Denmead and Waterlooville and Burnham*

*Road to Farlington, a total length of 6.7 km. The FTMS has split this into sub-sections and has considered potential traffic management strategies for each section, this includes consideration of programme constraints and in some areas, that not more than one construction gang is working on the Proposed Development on construction in a location at once and opportunities for weekend and/or night time working have been identified in locations to minimise disruption.*

11.11.3.7. HBC requested that the Applicant seek early engagement and that coordination of programmes should be had with HBC and the Highway Authority to reduce delays to any committed projects. HBC listed committed developments in their response.

11.11.3.8. *The Applicant met with HBC after the consultation ended who confirmed they would be relying on HCC, as the highway authority for traffic and transport matters. The Applicant also met with elected members on 10 September 2019 to discuss the Proposed Development. From this engagement, the Applicant has a good understanding of committed and future schemes and has had regard to them when agreeing appropriate committed development for the SRTM model. HBC, including elected members, raised concerns about the cumulative impact of the development, including the West of Waterlooville MDA. The Applicant has had regard to these concerns which are addressed through the FTMS, FCTMP and the construction programme.*

### **Noise and Vibration**

11.11.3.9. HBC raised concerns about impact on residents in terms of noise and vibration disruption. HBC noted that any proposed mitigation measures for noise and vibration impacts will be detailed in the Environmental Statement, including their method of delivery, such as through a Construction Environmental Management Plan ('CEMP') (document reference: 6.9) and mitigation measures, as appropriate.

11.11.3.10. *Chapter 24 of the ES (document reference: 6.1.24) assesses the likely significant effects from the Proposed Development on noise and vibration. It is assumed that HBC's concerns relation to the construction impacts of the onshore cable installation within HBC's administrative boundary. Chapter 24 assesses the effects of construction (and decommissioning) noise and vibration from works to be carried out within the Onshore Cable Corridor. The construction activities have been divided into activities for trenching and cable duct installation, cable pulling and jointing and HDD and trenchless works. There are no HDD or trenchless installation works proposed in the Onshore Cable Corridor which runs through the administrative boundary of HBC. The trenching works are linear and transient in nature, trench excavation, duct installation and backfilling could occur simultaneously along 100 m section at a time. Working hours for the majority of the trenching activities will be weekdays from 07:00 to 17:00 hours. Some works may also be completed from 08:00 to 13:00 hours on Saturdays. Start-up and shut down activities may occur for up to one hour either side*



*of these core working hours, but such activities should not create any discernible noise or vibration outside of the Order Limits. There are some locations where trenching activities may need to occur outside of the adopted working hours to mitigate traffic impacts. Working hours and mitigation measures will be controlled through the Onshore Outline Construction Environmental Management Plan (“CEMP”) (document reference: 6.9) and secured by a requirement in the dDCO.*

### **Socio-Economic**

- 11.11.3.11. HBC stated that the proposed construction works are likely to temporarily disrupt businesses along the Onshore Cable Route due to potential access restrictions to roads and footways and associated reduction in vehicle traffic and footfall.
- 11.11.3.12. HBC raised concerns that it could not be assured as to what the impact will be on both businesses and residents in terms of disruption during the construction period and requested discussions regarding programming to be proactively held with the Highway Authority, local business groups and local councillors to ensure that road space conflicts are managed, and to utilise extensive local knowledge. This will ensure that any proposed traffic management systems and diversion routes are appropriate. HBC stated that access is a fundamental issue that would need resolving to ensure that the construction phase does not significantly adversely impact on the viability of businesses and residents during this period.
- 11.11.3.13. *Chapter 25 of the ES (document reference: 6.1.25) assesses the impacts of the construction of the Proposed Development on businesses along the Onshore Cable Corridor. The FTMS (document reference: 6.3.22.1) gives details of any restrictions on residential and business access whilst the 100 m construction section is progressing along the cable corridor.*
- 11.11.3.14. *Access to properties and businesses along the Onshore Cable Corridor has been considered in the FTMS and is summarised above in the response to Denmead Parish Council and PCC.*

*The Applicant met with local councillors on 10<sup>th</sup> September 2019 to discuss the Proposed Development, including the temporary nature of works, and how impacts would be mitigated through the FTMS. The FTMS and FCTMP are overarching plans. Individual plans will be provided to each contractor with further detail relating to their relevant work site locations. These will be prepared and agreed with HCC (or PCC) as relevant ahead of works commencing.*

### **Other Issues**

- 11.11.3.15. HBC also considered that without a full assessment of mitigation for issues such as traffic management and its subsequent impact on the socio, economic and environmental impacts, appropriate mitigation measures cannot be formulated. *Full assessments of these topics have been carried out and informed the Applicant’s*



approach to mitigation as set out in the relevant chapters within the ES. A schedule summarising the mitigation proposed in the ES and where it is secured in the Application is set out in the Mitigation Schedule (document reference: 6.6).

#### 11.11.4. EAST HAMPSHIRE DISTRICT COUNCIL (EHDC)

11.11.4.1. EHDC raised the issues below in its s42 response.

##### Site Selection

11.11.4.2. EHDC considered that the ES should contain evidence of the comparison of environmental effects at alternative sites, particularly Chickerell, and also a comparison of the scale of the proposal. EHDC note that the Chickerell substation is in a more urban setting and separated from the Dorset AONB by development and potentially less significant landscape impacts than the site at Lovedean, which is immediately adjacent to a National Park. *NGET discounted seven of the initial substations due to available capacity of the substation, need for infrastructure improvements and associated impacts on electricity transmission within the region. Further information on the selection process is included in Chapter 2 of the ES, Alternatives chapters within the ES (document reference: 6.1.2).*

##### Landscape and Visual Amenity

11.11.4.3. EHDC consider that the scale of the proposed Converter Station buildings would significantly change the landscape character. The council felt the Converter Station would result in an industrialised and utilitarian building, which would be in stark contrast to the rural setting and character of the landscape. They stated it would result in a deterioration of the character of the landscape through the loss of open space and the construction of a building with significant massing that is uncharacteristic of the area.

11.11.4.4. In terms of visual impact EHDC commented that the PEIR appears to provide a minimal level of mitigation relative to the level of harm. They noted that mitigation planting would take many years to establish to a level where it provides any sort of meaningful effect in breaking up views of the building. EDHC considered that design should be considered as a critical means of addressing visual impacts and it is seen as a critical way of addressing the perception of the building in its landscape setting.

11.11.4.5. EHDC commented that creative and high-quality design could better root the building in its context and better mitigate visual harm and provide further mitigation, it not interest, in the landscape than mitigation planting/landscaping alone.

11.11.4.6. *The Applicant has carried out extensive engagement with EHDC (and WCC and SDNPA) on landscape and visual amenity and converter station design. In particular, since Autumn 2018 regular workshops on Converter Station design have been held with EHDC, WCC and SDNPA. The Applicant has presented Design Principles, Parameter Plans and Landscape Mitigation Plan (discussed in more detail and set*

*out in the Design and Access Statement ('DAS'). It is proposed that the detailed design be agreed with the local planning authorities in consultation with SDNPA. The design approach has been developed through an iterative design process in consultation with WCC, EHDC and SDNPA. Design Principles have been derived from an analysis of site context and feedback from the three authorities and other stakeholders responding to the consultation. The design development has resulted in the establishment of Parameter Plans and the Design Principles which have developed alongside the progression of an illustrative design to provide tangible visual context to the design of the Converter Station and the associated equipment. The final design will be developed in accordance with the Parameter Plans, the Parameter Table and the Design Principles. These are set out in the Design and Access Statement ("DAS") (document reference: 5.5).*

- 11.11.4.7. *Landscape specialists have worked closely with ecology and arboriculture specialists on behalf of the Applicant to prepare Indicative landscape mitigation plans in consultation with WCC, EHDC and SDNPA. These include "offsite" planting in the form of existing hedgerows and hedgerow trees as well as landscaped landforms and mitigation planting. An Outline Landscape and Biodiversity Strategy has also been prepared which outlines the long-term management proposals for existing and mitigation planting. Permanent surfacing and landscaping of the access road to the Converter Station would take account of the local context and be detailed in accordance with the principles of the landscape mitigation proposals. Landscape Mitigation Proposals are also set out in the DAS.*
- 11.11.4.8. *Chapter 15 of the ES (document reference: 6.1.15) sets out the landscape and visual amenity assessment for the Proposed Application. The assessment has undertaken a more local landscape character assessment of a range of features including historic landscape features and considered the impact of the Converter Station on the setting of the SDNP. This is summarised in the ES chapter and presented in detail in Appendix 15.5 (SDNP) of the ES (document reference 6.3.15.5). Additional embedded mitigation measures have also been included within the Order Limits from that which was presented in the PEIR.*
- 11.11.4.9. *EHDC expressed concern with the proposed access track to the Converter Station from the junction of Day Lane and Broadway Lane, which it considered would appear unrelated to existing landscape features and cut across field boundaries and dissect fields, resulting in highlighting the visual prominence of the track, leaving awkward areas either side to farm/manage. EHDC stated that gates/enclosure of the track have the potential to further visually intrude on the landscape and may also impact on the potential to secure connectivity between habitats. EHDC thought that it would be highly visible from the public footpath that runs east-west to its immediate south and generally appeared contrived and convoluted. The Applicant's design team have considered the siting and landscape design of the Access road and have sought to*

*avoid its visual prominence by providing screening in the form of hedgerows and trees along the edge of the road. The nature of the permanent surface of the road and landscaping will be agreed at detailed design maintaining some flexibility to integrate it into its immediate surroundings.*

### **Converter Station Design**

- 11.11.4.10. EHDC wanted detailed design of the Converter Station in the Application (a view shared by WCC) as a matter for consideration; due to the scale of the proposal and its sensitive landscape setting, but also to allow landscape and visual impacts to be fully appreciated as part of the balancing exercise. EHDC stated that it would also better enable appropriate engagement with the public about what is proposed. *Whilst these comments are noted by the Applicant, a parameter based approach is proposed for the Converter Station with design principles. The detailed design work will be agreed post issuing of any DCO and following the appointment of contractors. This is necessary to ensure there is sufficient flexibility in the proposals to provide the appointed contractors scope for value engineering through innovative design and/or construction techniques. All design and construction techniques employed will be in accordance with the development parameters assessed and for which development consent is sought. This approach has been explained to the local authorities from an early stage.*
- 11.11.4.11. EHDC considered that the proposals for the Converter Station failed to demonstrate that the design approach adequately demonstrated an appreciation of building aesthetics and its landscape context, and relied on an un-determined cladding approach as the means to reflect the landscape character of the area / the South Downs. EHDC thought that this approach would represent an almost tokenistic response to design quality and landscape impact and would fail to conceal what would appear as an incongruous and dominant building in the area. *Feedback received from EHDC has been discussed in the Converter Station meetings and considered in the drafting of the Design Principles. The Design Principles include general principles, building design principles, landscape design principles and sustainability principles. The building design principles include that external cladding and roofing to the buildings will be pre-coated metal, or equivalent low-maintenance material. The wall cladding would be narrow vertical elements of varied colours to break up the mass of the building. Colours will be selected from a palette of autumnal colours within ranges set out. The Converter Station will not be illuminated other than in circumstances such as upon activation of an intruder alarm or maintenance or repair operations. Landscape design principles include species rich woodland glades to be created within areas of new planting and new woodland, scrub and hedgerow planting within locations broadly indicated upon indicative landscape mitigation plans.*

11.11.4.12. EHDC considered a stronger, positive set of design parameters should be adopted that achieves higher standards of design and better responds to the rural location adjacent to a designated landscape. EHDC stated that the current design approach is dominated by functionality rather than aesthetics as required by National Policy Statement EN-1. *It is acknowledged that there are certain functional requirements that influence certain dimensions and heights, but there will be ways of addressing the external form, roof scape and materials. A higher degree of comfort on design would better enable assessment of the landscape impacts and how the building would be perceived in its landscape setting. The Parameter and Design Principle approach has been explained and discussed in detail with EHDC.*

### Mitigation

11.11.4.13. EHDC considered that additional mitigation opportunities should be included such as:

- Undergrounding of overhead wires/pylons that cross the vicinity. This would mitigate the cumulative impacts of infrastructure development in the area in close proximity to a nationally designated landscape; *National Grid are responsible for the 400Kv overhead line, this is not something that the Applicant could implement. One 11kv cable close to Broadway Cottages, the entranceway and Broadway/Day Lane and running across the Access Road track into Lovedean Substation would be undergrounded as part of the Proposed Development due to a need to enable plant for the Converter Station to pass.*
- Community fund. A fund should be put aside for local environmental improvement schemes, that would result in biodiversity/landscape improvements. *It is considered that the mitigation measures are proportionate.*

11.11.4.14. A strategy for biodiversity gain should be included. Biodiversity mitigation contained in the PEIR is limited to protection measures during construction, some hedgerow planting and possible measures for protected species. That is minimal in the context of the scale of development and there are opportunities to enhance woodland and connectivity of woodland and more comprehensive biodiversity gains at the Converter Station area together with a long-term management plan. *Opportunities to maximise biodiversity have been incorporated within the indicative landscape mitigation plans (see Figures 15.48, 15.49 and 15.50 of the ES Volume 2 (document reference 6.2.15.48, 6.2.15.49 and 6.2.15.50) and the Outline Landscape and Biodiversity Strategy.*

### Traffic and Transport

- 11.11.4.15. In terms of traffic and transport, EHDC considered it questionable whether a 'negligible' impact is a reasonable reflection of the impact of a 25% increase in traffic on Lovedean Lane, albeit this is during peak construction. Lovedean Lane is a predominantly residential road and Day Lane is a rural lane with a width unable to accommodate two-way HGV flow and the impact of the additional traffic during construction is considered to be significant and under played by the PEIR. *Further assessment has been completed within the EIA and associated Transport Assessment (6.3.22.1)*
- 11.11.4.16. EHDC considered that the CTMP should include details of the Converter Station access arrangements and timing of deliveries / contractors to avoid a situation of vehicles arriving early and being parked on local roads. EHDC stated that it would like to maintain dialogue with the Applicant as these documents evolve.
- 11.11.4.17. *Reference is made to Chapter 22 of the ES, Traffic and Transport (document reference: 6.1.22) which references the Transport Assessment (document reference: 6.3.22.1). This assessed the likely impacts of construction traffic with regards to the Converter Station (and Onshore Cable installation). The FCTMP (document reference: 6.3.22.1) which provides an overarching plan as to how the construction traffic and site operations will be managed for the onshore components. The CTMP has already been introduced and discussed above in relation to responses to Denmead Parish Council, HBC and PCC.*

### Cumulative Impacts

- 11.11.4.18. EHDC stated that there were no other projects/proposals emerging in the EHDC area that were considered appropriate to be added for assessment, as no revised application had been submitted for the proposed battery energy storage system to the south of Lovedean substation. EHDC also stated that the draft Local Plan allocated land at Lovedean Lane/New Road for approximately 33 dwellings but that the draft Local Plan carries no weight at this stage (Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 and the Planning and Compulsory Purchase Act 2004). *This is noted, no response required.*

### Air Quality

- 11.11.4.19. EHDC considered that due to the clay soils in the area, ground works, drilling, levelling etc have the potential to generate significant dust deposition. EHDC stated that ecological impacts should therefore be assessed as impacts may be more wide-ranging than photosynthesis of the trees and may include impacts on ecosystems supported by the woodland.
- 11.11.4.20. EHDC noted that the Applicant stated that for trackout there was a 'medium' sensitivity arising from dust soiling, but concluded the risk is low due to there being



no receptors within 200m to the north or south of Broadway Lane. EHDC stated that there are however a number of high sensitive receptors to the south on Broadway Lane, close to the junction of Day Lane as well as receptors to the south and west of the Converter Station site area.

- 11.11.4.21. EHDC concluded that the impacts of dust on human receptors were considered to be greater than anticipated, as were the impacts on ecology in the area during construction and trackout and that mitigation measures may be secured through a Construction Environment Management Plan, but EHDC would expect to see further assessment of potential detrimental impacts arising from dust during construction on human and ecological receptors.
- 11.11.4.22. *Chapter 23 of the ES, Air Quality (document reference: 6.1.23). This assessed the dust risk due to the construction phase of the Proposed Development and proposed dust risk specific mitigation for construction activities is given in Appendix 23.1 (document reference: 6.1.23.1) and incorporated into the Onshore Outline CEMP (document reference: 6.).*

### Ecology

- 11.11.4.23. EHDC noted in its response that areas of the site are likely to have suitable habitat for reptiles and potentially, ground nesting birds and that while there are several mentions of wintering bird species (understandably mostly in the context of the landfall location) in the PEIR, there is no reference to summer migratory species. *As referenced in the PEIR further ecology surveys have been undertaken, Chapter 16 of the ES (document reference: 6.1.16) assesses the onshore ecology impacts of the Proposed Development.*
- 11.11.4.24. EHDC also considered that there should be assessment of the impacts of construction and dust, in particular, on the ecological interest of the Ancient Woodlands as National Policy Statement EN-1 states that development consent should not be granted for development that would result in the loss or deterioration of Ancient Woodland. EHDC considered the implications for the Ancient Woodland and the biodiversity they support to be unclear at this stage. *Ancient Woodland has been assigned the appropriate level of importance in the EIA, no Ancient Woodland is included in the Order Limits and no loss of Ancient Woodland will occur as part of the Proposed Development.*
- 11.11.4.25. EHDC noted that there are opportunities for meaningful mitigation and enhancement and ecological enhancements should be joined up with landscape mitigation to create habitats for example that would improve woodland, hedge connectivity, woodland buffer to Ancient Woodland, farmland bird species, and reptile and hazel dormouse habitat. *An Outline Landscape and Biodiversity Strategy has been submitted with the Application (document reference: 6.10). This strategy outlines in draft, the measures that would mitigate the effects of the Proposed Development on landscape and*



*biodiversity features and enhance the value of such features in accordance with relevant planning policies. It presents a co-ordinated approach to landscape, ecological and arboricultural requirements to minimise conflicts and maximise benefits between them.*

#### **11.11.5. WINCHESTER CITY COUNCIL (WCC)**

##### **Alternatives – Onshore Cable Route**

11.11.5.1. WCC stated that; “The final Section of the cable route past Waterlooville (excluding a short Section of the Hambledon Road) lies within the administrative area of WCC. However, WCC feels it is entitled to review the choice of the A3 up to Waterlooville as this route dictates the position where the cable route enters the WCC administrative area. In this review no preference is given to the merits of Eastney as the landfall point or of the choice of the cable route up through Portsea Island. The concern of WCC is that the PEIR document does not appear to show that any consideration has been given to any alternative other than the A3 route once past its junction with the B2177 (Portsdown Hill Road).” *Chapter 2 of the ES (Consideration of Alternatives) sets out the alternatives that have been considered.*

11.11.5.2. To this end, WCC provided an alternative “countryside route” for the Applicant to consider. *Chapter 2 of the ES (Consideration of Alternatives) (document reference: 6.1.3) sets out the alternatives that have been considered including the countryside route. Reference is made to the response to HBC on this above.*

##### **Alternatives – Converter Station**

11.11.5.3. WCC considered that “the choice of Lovedean as the location for the interconnector station needs further explanation so it is an open and transparent process. The proximity of Lovedean to the South Downs National Park and its impact when viewed from within the park, does not appear to have been a factor in the decision to choose this site over Chickerill [sic] in Dorset. The technical requirements appear to hold primacy above everything else.” *Chapter 2 of the ES (Consideration of Alternatives) (document reference; 6.1.2) sets out the alternatives that have been considered and how the Project has been developed.*

##### **Building Design**

11.11.5.4. WCC stated that: “The PEIR does not appear to contain any detail regarding the design approach for these buildings. The only reference to the design is in the Consultation Document under 2.4.13 Design Parameters. WCC has previously expressed a view that in the context of the sensitive rural location, the building design should be a specific Section in its own right within the Environmental Statement. That view is maintained in this response.” *As discussed above in the response to EHDC above. Design Principles and Parameter Plans (discussed in the DAS (document reference: 5.5) have been developed since the consultation stage and secure an*

*approach to the design of the Converter Station that was developed with WCC, EHDC and SDNPA in regular meetings since the close of the consultation.*

- 11.11.5.5. “In the view of WCC the scheme continues to lack a clear justification for the design approach that is being followed which is shown as a simple box shape building. Consideration appears to have moved onto the cladding options without any consideration of the basic outline form that the building should adopt in the context of its surroundings. WCC continues to seek engage in discussions on the overall design of the converter halls. This should include consideration of reducing ground levels and screen planting at various positions (near distance, middle distance and far distance).” *Reference is made to the response to EHDC above and the DAS (document reference: 5.5).*

### **Landscape and Visual**

- 11.11.5.6. WCC’s Landscape Officer commented that if the footprint were moved 25 m further east, existing screening could be retained and that there was an expectation that the footprint could be set at a lower level. WCC stated that the colours chosen would not blend and suggested that other palettes would be preferable. *The design will seek to integrate the surrounding topography and where practicable and subject to environmental constraints, would be cut into the hill slope to reduce local visual effects in discussions with WCC, EHDC and SDNPA. These proposals are reflected in the Design Principles set out in the DAS (document reference 5.5). A colour palette has also been set out in the design principles following discussions with WCC, EHDC and SDNPA.*
- 11.11.5.7. WCC stated that no indication had been given of how planting beyond RLB will be achieved and no indication of how vegetation relied upon in viewpoints but outside RLB will be retained and maintained. *The landscape mitigation plan has been revised since consultation, with the Order Limits extended to secure further screening planning and protect existing hedgerows.*
- 11.11.5.8. ECC stated that an opportunity exists for the concept of an Environment Fund. *To date, the Applicant has seen no evidence for the need for any financial contributions over and above the mitigation proposed.*

### **Traffic and Transport**

- 11.11.5.9. WCC commented that at the A3 (London Road) and B2150 (Hambledon Road) roundabout the cable route crosses into Winchester District before exiting part way along the Hambledon Road and then re-entering the district for the remainder of its route up to Lovedean. WCC commented that the degree of disruption on this route cannot be underestimated. *The Applicant has been engaging with HCC since the consultation close and has undertaken modelling (mentioned above) which has informed assessments of impact and traffic management measures for this area.*

*These are set out in Chapter 22 of the ES (document reference: 6.1.22) and FTMS and FCTMP (document references 6.3.22.1a and 6.3.22.2 respectively).*

#### **11.11.6. HAMPSHIRE COUNTY COUNCIL (WCC)**

11.11.6.1. HCC's response predominantly focussed around transport issues but it also included comments on alternative cable route opportunities, and points to cover in the EIA. The Applicant have met with HCC on several occasions since the end of the consultation to discuss street works, traffic management strategy, agree scope to the Transport Assessment and modelling undertaken as a result of feedback received from HCC (and PCC). These are assessed in Chapter 22 of the ES (document reference: 6.1.22). Discussions are ongoing with HCC and with all the relevant local authorities).

##### **Alternative Cable Route Opportunities**

11.11.6.2. HCC commented that there appeared to be opportunities along the route to take the cable off the highway which should be given serious consideration with evidence provided if these are not considered acceptable. HCC required clear justification on why the highway was the best option when all matters were considered. An alternative option of routing the cable through the West of Waterlooville MDA site was raised and had been raised with the project team previously. HCC stated that further specific justification was required on the route option 3c through the residential streets of Martin Avenue, Anmore Road and Mill Road when there was a more direct open land route available. *Chapter 2 of the ES, Alternatives (document reference: 6.1.2) sets out the considerations of alternatives and optioneering undertaken by the Applicant. The Applicant has held discussions with the landowner of Waterlooville Major Development Area, who have indicated that they would not welcome the Proposed Development due to uncertainties about timing affecting their development. Cable route option 3c has been discounted and does not form part of the Application. This was following consultation feedback and analysis of further work undertaken in relation to HDD under Kings Pond Meadows.*

##### **Traffic and Transport**

11.11.6.3. Impact on A3 London Road needs to be quantified. *This is fully assessed in the Transport Assessment: (document reference: 6.3.22.1).*

11.11.6.4. Details on the form of junction proposed at the Converter Station access. *Site access options have been submitted to HCC for review. The proposals are also included within the Transport Assessment (document reference: 6.3.22.1).*

11.11.6.5. Confirmation on proposed delivery mechanism for cables across Anmore Road and site access into kings Pond Meadow is required. *Details will be included within the FTMS (document reference: 6.3.22.1A) and CTMP (document reference: 6.3.22.2). Access.*

- 11.11.6.6. Section 4 – need to subdivide to account for the length of the section and varying highway characteristics. *Section 4 has been subdivided accordingly in the FTMS which details the proposed traffic management for each sub-section.*
- 11.11.6.7. The impact of the opportunity to take the Onshore Cable Corridor away from the A3 London road onto parallel service roads/minor residential roads (such as Hambledon Parade) have not been fully considered. *Full details of traffic management proposals for parallel service roads/minor residential roads (including Hambledon Parade) are included within the FTMS (document reference: 6.3.22.1A).*
- 11.11.6.8. Bus lane and stop closures along the A3 star corridor are considered to have a significant impact on bus journey times/reliability. Mitigation may be required such as direct funding of additional services to avoid undermining efforts of the Transforming Cities Fund. *The Applicant has met First Group who do not consider the works of particular concern compared to other undertaker's works. Mitigation will be provided where possible through the implementation of bus priority as part of the traffic management proposals. Where temporary bus stop closures are required these an alternative stop will be provided where possible. Transforming Cities Fund bids do not yet constitute committed schemes and therefore cannot be considered in the design of the cable route.*
- 11.11.6.9. Acceptability of installing cables at the roundabout with Ladybridge Road must be considered in the context of other projects. *The final Order Limit has taken account of the proposals for Ladybridge Roundabout.*
- 11.11.6.10. Measures should be used to actively reduce single occupancy car trips. *All construction traffic associated with the construction of the Converter Station will use the designated construction traffic access route included within the CTMP (document reference: 6.3.22.2). A Construction Worker Travel Plan has been developed and is included within the CTMP.*
- 11.11.6.11. Concerns regarding the ability of Lovedean Lane to accommodate HGV traffic. *A full assessment has been included within the CTMP (document reference: 6.3.22).*
- 11.11.6.12. Traffic data analysis required to confirm peak periods especially outside schools and sensitive receptors to help clarify the restrictions that should be applied to HGV movements. *Traffic modelling has been completed using the SRTM based on standard AM and PM peak periods. The CTMP (document reference: 6.3.22) includes details of construction traffic restrictions.*
- 11.11.6.13. HCC queried asset resilience and that the applicant needs to examine this further and provide suitable mitigation measures to ensure HCC is not left with a maintenance burden and the highway remains in a safe operational condition. *This has been addressed in the CTMP (document reference: 6.3.22).*
- 11.11.6.14. The Applicant should take account of the planned works on Lovedean Lane to install a pedestrian island. *Temporary removal may be required to allow access by abnormal loads.*

- 11.11.6.15. Details of internal road route should be provided to HCC to ensure it is suitable for construction traffic. *The internal road route is described in Chapter 3 of the ES, Project Description (document reference: 6.3.22).*
- 11.11.6.16. A CTMP should be produced to consider mud, turning of delivery vehicles, contractor's vehicle parking, suitability of routes to the site and mitigation measures. *Details have been included in the CTMP (document reference: 6.3.22).*
- 11.11.6.17. Details of construction site compounds and number of cable gangs will be required. *Details are included in the CTMP (document reference: 6.3.22).*
- 11.11.6.18. Confirmation of anticipated vehicular numbers and permanent access arrangements for the operational phase of the Proposed Development are requested. *Details are included in the CTMP (document reference: 6.3.22).*
- 11.11.6.19. A CTMP will be required for the decommissioning phase of the Proposed Development. *This will be subject to ongoing discussions.*
- 11.11.6.20. Confirmation of availability to access private properties during installation of the onshore cable route. *The proposals for access to residential properties, businesses and side-roads has been included within the FTMS (document reference: 6.3.22.1A) and summarised above in the response to Denmead Parish Council.*
- 11.11.6.21. Confirmation of the locations for jointing bays and link boxes are required to ensure they are not situated within highway land. *The final locations will be determined post consent and when contactors are on board. These will be in the Order Limits which could be within highway land.*
- 11.11.6.22. The Transport Assessment is not to be limited to the Order Limits but assess impacts on the adjoining network including key junctions listed. *Following discussions on scope additional traffic modelling has been conducted using the SRTM with all junctions included within the study area. Analysis of the SRTM results has been included within the EIA and Transport Assessment (document reference: 6.3.22.1).*
- 11.11.6.23. Highways England should be consulted on the A3(M) corridor. *HE have been consulted.*
- 11.11.6.24. Clarification is sought regarding how the project team have determined the sensitivity of the route. *The route sensitivity has now been superseded by full analysis of sensitive receptors as detailed within Chapter 22 of the ES (document reference: 6.1.22).*
- 11.11.6.25. A list of all roads to be assessed and on which of the four criteria they have been triggered for assessment should be provided. *The PEIR sensitivity has now been superseded by full analysis of sensitive receptors as detailed in Chapter 22 of the ES (6.1.22).*
- 11.11.6.26. An understanding of the whole construction programme and its impacts should be discussed in greater detail with relevant officers to ensure appropriate co-ordination



within the programme. *Construction programme is included within Chapter 3 of the ES (document reference: 6.1.3) and is being discussed with HCC.*

- 11.11.6.27. Details are required on the factors assumed for TEMPRO growth rates and how these have been derived. Confirmation is sought that TEMPRO can accurately assess the impact of the additional development. *Details have been provided within the TA where appropriate, however the majority of the study area has been assessed using the SRTM.*
- 11.11.6.28. No details of the TA have been provided. *A full Transport Assessment has been completed in support of the DCO with the scope and methodology agreed with HCC and PCC prior to submission. (Document reference: 6.3.22.1).*
- 11.11.6.29. Personal Injury Accident data is considered out of date. Analysis should review whether there are any patterns of accidents which would be exacerbated by construction of the Proposed Development. *Updated Personal Injury Accident data has been collected and full analysis has been included within the Transport Assessment (document reference: 6.3.22.1).*
- 11.11.6.30. Comments made on the link sensitivity assessment work with points for amendment made. *Further analysis has been included within Chapter 22 of the ES (document reference: 6.1.22), Transport Assessment (6.3.22.1) and FTMS (6.3.22.1).*
- 11.11.6.31. Comments on the traffic management categories presented in the PEIR. *The PEIR assessment has now been superseded by the Transport Assessment and ES.*
- 11.11.6.32. Any closures on the A3 London Road will likely be required at night. *Temporary closures of the A3 London Road are proposed for weekends only.*
- 11.11.6.33. A comprehensive local consultation would be required for any works on the A2030, A3 and B2177. *The FTMS (document reference: 6.3.22.1) provides full details of the communication strategy to be employed.*
- 11.11.6.34. Legal implementation of cables in the highway. *The DCO proposes to confer on the Applicant the right to carry out street works.*
- 11.11.6.35. There are a number of planned highway works within the area primarily as a result of the ongoing build out for the West of Waterlooville MDA site. This includes a significant scheme at Ladybridge Roundabout. *All committed works will be considered as part of the construction programme as appropriate.*
- Additional Highways Matters**
- 11.11.6.36. Where there is the ability to utilise verges or soft landscaping areas this should be discussed with HCC to seek views on whether future planting is a potential possibility. Impact on trees has been assessed in the arboriculture appendix to Chapter 16, onshore ecology (document reference: 6.3.16.3).
- 11.11.6.37. A key concern expressed by HCC was the impact of the cables on the ability of HCC to deliver further schemes along the key route within the network. Confirmation was required by HCC on the maximum depth the cable can be buried. *It is intended that*



*the cables could be buried by trenching to a depth of up to 1.3 m but could be deeper if utilities or other constraints require.*

### **Strategic Transport Implications**

- 11.11.6.38. HCC expressed concern about the Transforming Cities funding stream from central government. HCC and PCC have been successfully shortlisted for funding. These works would look to utilise available highway land to deliver strategic improvement. HCC indicated that it would welcome further discussions on areas of conflict in timing between the two projects, *should funding be granted. The funding announcement is due in November 2019. Noted.*

### **Planned Works**

- 11.11.6.39. HCC highlighted a number of planned works within the area including the ongoing build out of the West of Waterlooville MDA and a significant scheme at Ladybridge roundabout. The programme dates are broadly consistent with those projects. HCC stated that consideration must be given to the latter scheme and HCC would need to be satisfied that works can be delivered without prejudicing the committed scheme from the MDA. *Committed schemes were agreed with HCC (and PCC) prior to the SRTM modelling and have been taken into account in the transport assessment work. This includes the West of Waterlooville MDA and Ladybridge roundabout.*

### **Works Programme**

HCC stated that early engagement and co-ordination of programmes should be had with other stakeholders and HCC to reduce delays to any committed projects. *Noted. Discussions are ongoing with HCC.*

### **Legal implementation of cables in the Highway**

- 11.11.6.40. HCC required confirmation of the Applicant's ability to progress works in the highways as a private company. *Information on the DCO and powers to be included within it have been discussed with HCC.*

### **Environmental Impact Assessment**

- 11.11.6.41. HCC set out expectations for environmental matters to be included in the EIA. This included: information on need for the proposal with the alternatives site analysis demonstrating how environmental impacts have been taken into account and including consideration of alternative designs for above ground structures as well as different cabling techniques; detailed information on construction methodology; and specific mitigation measures. *Chapter 4 of the ES, Alternatives, (document reference: 6.1.2) describes the consideration of alternative routes. All of these matters have been considered through the EIA.*

## **11.11.7. SOUTH DOWNS NATIONAL PARK AUTHORITY**

- 11.11.7.1. The South Downs National Park Authority (SDNPA) began its response by setting out the statutory purposes of the National Park (NP):

- 11.11.7.2. To conserve and enhance the natural beauty, wildlife and cultural heritage of the area and to promote opportunities for the understanding and enjoyment of the special qualities
- 11.11.7.3. SDNPA stated that the main purpose of its response was to consider the impact of the Converter Station on the NP. The SDNPA also quoted Section 11A of the National Parks and Access to the Countryside Act 1949 (as inserted by Section 62 of the Environment Act 1995) which requires all relevant authorities, including statutory undertakers and other public bodies to have regard to these purposes.
- 11.11.7.4. SDNPA summarised its views:
- The National Grid is a Statutory Undertaker and is therefore required to have regard to the purposes of the National Park. There is no evidence of how that duty has been met in the assessment of the various sites and the selection of Lovedean.
  - The location, scale, appearance and form of the Converter Station causes significant harm to the setting of the National Park in relation to landscape character and visual amenity. The assessment of alternatives does not sufficiently take into account the impacts on the National Park.
  - The proposed mitigation is poor and likely to contribute further to the visual harm.
  - The impact on the Monarch's Way Long Distance footpath has not been sufficiently recognised.
  - The cumulative impact of the development, along with proposed development of a battery storage site to the south and an extension to the substation to the west, has not been assessed sufficiently.
  - Opportunities to deliver positive impacts have not been taken.
- 11.11.7.5. *In respect of the issues raised above, the Applicant considers that the duties placed upon National Grid are considered within their own decision-making process.*
- 11.11.7.6. *Detailed thought has been given to the landscape and design mitigation that has resulted in a comprehensive set of design principles that will be secured within the DCO to shape the detailed designs. Both the landscape and design mitigation (through the design principles) have been developed through Converter Design meetings with the steering group post consultation.*
- 11.11.7.7. *The landscape mitigation has been revised in relation to Monarch's Way, with the Order Limits extended to secure further screening planning and protect existing hedgerows.*
- 11.11.7.8. *Cumulative impacts have been assessment as part of the DCO application.*
- 11.11.7.9. *The Order Limits have been extended to incorporate enhance hedgerow planting.*

### Site Selection

- 11.11.7.10. SDNPA does not consider that NGET has demonstrated its duty to have regard to the purpose of the National Park in the Transmission Studies report. *As stated above, this is a matter for NGET.*
- 11.11.7.11. *Chickerell was discounted by NGET due to the implications on the substation and the wider reinforcement issues (with OHLs running through the Dorset AONB). This is considered briefly in Chapter 2 of the ES, Alternatives (document reference: 6.1.2).*
- 11.11.7.12. SDNPA accepts that the impacts on the National Park of siting the Converter Station at Bramley would be greater than those at Lovedean, but considers that it is likely that all locations around the Lovedean Substation will result in a detrimental and permanent impact on the setting of the National Park. SDNPA does not consider that it has had sufficient information to develop an informed view of the development as a National Park Authority. *The PEIR is preliminary information and the alternatives considered within it were reviewed with an increased level of information being considered through the EIA. The DCO documentation that forms part of the application sets out, in full, the project, how it has been developed, the likely impacts and the proposed mitigation.*

### Landscape and Visual Amenity

- 11.11.7.13. SDNPA considered that mitigation contained in the PEIR was insufficient to address likely levels of harm. The Converter Station was considered “to have a functional and utilitarian appearance which will be very prominent and, although close to the existing substation, will not be seen against a backdrop of other industrial or urban development.” The Converter Station was also considered to be “visible in both close-range views and those from higher locations within the National Park looking towards Portsmouth and the South Coast. It will also harm local views out of the National Park from its boundary to the north and the Monarch’s Way, towards points of interest such as the forts on Ports Down to the south.
- 11.11.7.14. *Chapter 15 of the ES (Landscape and Visual Amenity) (document reference: 6.1.15) undertakes an assessment of the landscape and visual setting of the SDNP within 3km of the Converter Station. This used criterion in the South Downs Landscape Background Paper to the Local Plan and considered in this context Spatial Quality 1 of the National Park. As part of this review tranquillity was considered as part of its contribution to landscape character.*
- 11.11.7.15. *Working closely with ecology and arboriculture specialists indicative landscape mitigation plans planting. Existing hedgerows and hedgerow trees which serve a baseline visual screening function within the immediately vicinity of the Converter Station Area would be retained and managed long term and this in addition to new mitigation planting would minimise impacts on immediate local receptors.*

- 11.11.7.16. *Chapter 15 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.*
- 11.11.7.17. *An Outline Landscape and Biodiversity Strategy has also been prepared which outlines the long-term management proposals for existing and mitigation planting.*
- 11.11.7.18. *The design of the Converter Station is based on a set of Parameter Plans and Design Principles derived from the analysis of site context and feedback from WCC, EHDC and SDNPA and other stakeholders. The detailed design would be approved by the relevant authority in consultation with the SDNPA. How the building design has evolved is covered in the DAS (document reference: 5.5). Consideration has been given to cladding, roofing and colour as well as impact of the building from short, middle and long-distance views.*
- 11.11.7.19. *Alternative access routes to the Converter Station and landscape and visual impacts associated with Option C and D have been explored refer to Chapter 2 of the ES (document reference: 6.1.2). The impact of the Access Road has considered as part of the assessment.*
- 11.11.7.20. *The assessment has considered the impact of the Converter Station Area on undertake a local landscape features and considered the history as well as its contribution to the setting of the SDNP. The assessment refers to three study areas for the Converter Station and two of these, the 8 km and 3km radius were agreed with the local planning authorities (EHDC and WCC) and SDNPA. A 1.2 km radius was defined for close range residential receptors and a 3km radius for the impact on the setting of the SDNP.*

The Access Track was considered to be likely to cut across historic field boundaries, negatively affect the character of Broadway Lane and prevent the re-connection of Ancient Woodland. *The detailed design of the access track will be agreed post-consent.*

### **Ecology**

SDNPA wished to see further information on invasive non-native species and reptiles. Nine species of bat are present on the site, including Barbastelle bats (a European protected species), the application should seek to preserve and increase the connective woodland and hedgerow cover on the site. *An assessment of the likely significant effects on ecology is assessed in Chapter 16 of the ES (document reference: 6.1.16) which has had regard to these comments.*

### **Woodland**

- 11.11.7.21.** *Insufficient weight has been given to the impact on woodland habitat, including impacts on hedgerows or bats, and nothing has been done to improve the resilience or condition of the already fragmented Ancient Woodland. Hedgerows that need to be removed should be replaced with a similar species mix as part of a large-scale*

habitat creation scheme resulting in net biodiversity gain. *An Outline Landscaping and Biodiversity Strategy (document reference: 6.10) has been prepared with landscape, ecology and arboriculture specialists in consultation with WCC, EHDC and SDNPA which includes indicative landscape mitigation plans including off site planting in the form of existing hedgerows and hedgerow trees as well as landscaped landforms and mitigation planting. The strategy outlines the long-term management proposals for existing and mitigation planting.*

### **Operational Noise**

- 11.11.7.22. SDNPA questioned the noise analysis, including impacts on a nearby Gypsy and Traveller site. *The Applicant's noise specialists met with the relevant Environmental Health Officers on 17 June 2019 to discuss this issue, which is now considered to be resolved.*

### **Waste and Material Resources**

- 11.11.7.23. Concerns were raised by SDNPA about use of excavated material for bunds which would be out of character and in any event, would need to be assessed for impact on drainage and should be integrated with the proposed drainage pond. *The landscaping principles set out in the DAS (document reference: 5.5) includes that "excess fill will be utilised in a sympathetic manner to create new naturalistic landforms and provide screening from sensitive receptors". Following comments from SDNPA the proposed drainage pond has been split into two to integrate more naturally into the area.*

### **Cumulative Impacts**

- 11.11.7.24. Together with other planned developments, there is the potential for significant cumulative environmental effects, which the SDNPA has not had an opportunity to comment on or consider how options may lessen or increase the negative effects. *The stated projects have been noted and assessed with regards to cumulative impact. The Cumulative Impacts assessment forms part of the ES at chapter 29 (document reference: 6.1.29).*

## **11.12. RESPONSES FROM SECTION 42(1)(D) LAND INTERESTS**

- 11.12.1.1. Of the 242 land interests (persons falling within Category 1 or Category 2 in section 44 of the PA 2008) consulted, one reply was received, from Vodafone Limited. The response treated the consultation as if it were a Stopping Up Order under the New Roads and Street Works Act 1991, rather than the PA 2008. It placed a qualifying objection to the Proposed Development subject to the safeguarding of Vodafone apparatus and the reimbursement of costs for any works necessary. As with all other utilities in the area, the Applicant will continue to minimise causing any harm or disruption to existing services by means of micrositing of cables.
- 11.12.1.2. In parallel to the Section 42 consultation, those consultees identified under Section 44 have been engaged by the Applicant's land agents, Avison Young, who have



initiated and/or engaged in negotiations with the affected parties before, during and after the period of Statutory Consultation. A phased approach has been adopted with those parties identified as holding an interest in land affected by the Development, reflecting the level of certainty about land requirements as the design and optioneering of the Development progressed towards completion and whilst also taking landowner feedback into account.

- 11.12.1.3. The Applicant has sought to engage with all persons with an interest in land in negotiations for the acquisition or use, by agreed private treaty, of the land required for the Development.
- 11.12.1.4. The Applicant, via Option Agreements, has already secured rights for some of the land required for the Development by negotiated agreement in anticipation of the Development being delivered. Negotiations with other landowners are reasonably well progressed, whilst others are currently still on-going. The Applicant is not generally pursuing the freehold/leasehold transfer of/grant of rights over land prior to the DCO being made. This approach reflects the view of many landowners who do not wish to sell land (or contract to do so) until the consenting process for the Development is completed.
- 11.12.1.5. The Applicant continues engagement with Section 44 consultees regarding their land interests and is attempting to obtain the necessary agreements by voluntary agreement in advance of the DCO being made. The approach reflects the Applicant's intention to agree by private treaty all rights in land required for the Development, and to only rely on Compulsory Acquisition powers as a last resort.
- 11.12.1.6. It is anticipated that agreements will be completed by the close of Examination.
- 11.12.1.7. Three feedback forms were received from those with an interest in the land and these are summarised below.

## **11.12.2. TUDOR SAILING CLUB**

- 11.12.2.1. Tudor Sailing Club had concerns regarding the possible routes of Section 7, as the possible routes appeared to include going through the grounds of their sailing club. The also expressed concerns of the route passing up the Broom Channel of Langstone Harbour through cruiser moorings, causing potential damage to the channel, moorings and possibly boats, depending on the time of year that the work is undertaken. *An assessment of potential impacts on recreational activities has been undertaken and is presented in Chapter 13 Shipping, Navigation and Other Marine Users (Document Ref. 6.1.13). A meeting took place with the sailing club on 22 October where the Applicant clarified that the cable route between Kendall's Wharf and the playing fields at Farlington would be installed via HDD under the Broom Channel rather than through it so there would not be any impact on the Sailing Club's moorings or vessels in the Channel. Information was also provided about the cable route south of Kendall's Wharf, which has the potential to run through a boatyard*



lease to the Sailing Club and potential mitigation measures to reduce the impact on the Club were discussed (e.g. timing of works).

### 11.12.3. **TIM GARDNER OF IAN JUDD AND PARTNERS**

### 11.12.4. **HENRY BRICE ON BEHALF OF MR J TEE**

## 11.13. **RESPONSES FROM CONSULTEES NOT PRESCRIBED UNDER SECTION 42(1)(A)**

11.13.1.1. This section summarises the responses received from non-statutory consultees who were not prescribed under Section 42(a) but were sent information about the consultation after being identified as parties who may have an interest in the proposals. A full table of feedback can be found in Table 1 of Appendix 5.1.4Z.

### 11.13.2. **BRITISH AGGREGATE MARINE PRODUCERS ASSOCIATION (BMAPA)**

11.13.2.1. BMAPA raised concerns that the PEIR provided limited assessment on areas of aggregate production and the impacts the proposal may have on these areas. The PEIR assessed impacts on existing licensed marine aggregate areas however BMAPA commented that the assessment should also assess impacts of the proposals on areas of aggregate resource that may be used in the future. *In order to minimise impacts to the aggregate industry, early engagement was undertaken with dredging companies and TCE. As a result, the cable route was refined to avoid current aggregate dredging interests such as the former Horsetail dredging area and the route was also moved closer to IFA2 to avoid rocky seabed/fishing grounds and minimise 'sterilisation' of the seabed between the two proposed cables (AQUIND Interconnector and IFA2). TCE's current leasing round does not indicate that any of the proposed leasing areas will be along the route of the Proposed Development. TCE has been consulted, and in their investigations of the potential for impact to future resource, they have not raised any concerns about potential impacts resulting from the Proposed Development. The Applicant has a signed Option Agreement and agreed Licence with The Crown Estate. Similarly, the aggregate companies consulted have not raised concerns about any impacts from the Proposed Development to future aggregate resource areas of interest.*

11.13.2.2. BMAPA also commented that there was only a limited consideration of the South Marine Plans in the PEIR and that further consideration of these should be provided in the ES. *Further consideration of the South Marine Plans has been provided in the Planning Statement (Document Ref. 5.4) submitted as part of the Application.*

### 11.13.3. **SOUTHERN INSHORE FISHERIES AND CONSERVATION AUTHORITY**

11.13.3.1. Southern IFCA recommended that non-construction activities which may impact fisheries should also be considered in the cumulative effects assessment. Although

content with the mitigation proposed in the PEIR, they requested clarification over what the proposals are where impacts cannot be avoided or mitigated against. *No significant adverse effects have been identified for the Proposed Development in relation to commercial fisheries alone or cumulatively. However, both embedded and additional mitigation measures have been identified. Chapter 12 Commercial Fisheries (Document Ref, 6.1.12) sets out the mitigation relevant to the fishing industry.*

- 11.13.3.2. It was recommended that relevant projects or organisations which support the fishing industry in the area should be considered in the assessment. The Blue Marine Foundation which supports the Solent Oyster Project was provided as an example. Southern IFCA also commented that recreational angling in the area required further consideration in the ES. *Further engagement has been undertaken to better understand the locations and current state of native oyster stocks in the Solent and this information has been used to inform the assessment including spatial data was provided by the Southern IFCA (25 July 2019). Although the Blue Marine Foundation has not been consulted to date, this comment is noted.*

#### **11.13.4. CEMEX**

- 11.13.4.1. Cemex's view, based on the charts provided, is that it is unlikely that any of their vessels would choose to routinely anchor in any area which would impact on the interconnector route. *The Applicant notes this comment and do not consider any response required.*

#### **11.13.5. RYA**

- 11.13.5.1. The RYA acknowledged the consultation, however they had no substantive comments at this stage. *The Applicant notes this comment and do not consider any response required.*

#### **11.13.6. BRITTANY FERRIES**

- 11.13.6.1. Acknowledged receipt of the documentation. They forwarded all the details through to their maritime and port ops departments for their info/comments. No further response was received. *The Applicant notes this comment and do not consider any response required.*

#### **11.13.7. UK CHAMBER OF SHIPPING**

- 11.13.7.1. The chamber was pleased to be involved with this consultation and looked forward to reading the documentation and providing input where necessary. No further response was received. *The Applicant notes this comment and do not consider any response required.*

### 11.13.8. TARMAC

- 11.13.8.1. Tarmac considered the interconnector route in relation to their aggregate dredging license areas and concluded that it is sufficiently distant from these areas so did not have any comments to make.

### 11.13.9. CACHALOT CHARTERS

- 11.13.9.1. This charter organisation identified that the area behind the Nab tower, down to the puller buoy, is the area they mainly fish in the spring, May to August. Spring is the migration pattern for Smoothhounds and Tope, also this time the seabream come into breed on Bullocks patch. They considered that the proposals could have a significant detrimental effect on the fish, and also business, of catching, for tag and release of these species. *Impacts to black seabream, and on tope and smoothhounds are considered in Chapter 9 Fish and Shellfish (Document Ref. 6.1.9) and impacts on recreational angling have been assessed within Chapter 13 Shipping, Navigation and Other Marine Users (Document Ref. 6.1.13).*

### 11.13.10. BEMBRIDGE ANGLING CLUB

- 11.13.10.1. This club advised that the planned route seems to go right across the area known as "Bullocks Patch" to the east of the deep-water shipping channel that takes large vessels past the Nab Tower. Bullocks Patch is an extremely popular angling spot from late spring to mid-summer as it is one of the few nesting areas for Black Bream between the Nab Tower & Selsey Bill. From the point of view of the members of Bembridge Angling Club, they saw no other major issues with the proposed route. *Impacts to black seabream are considered in Chapter 9 Fish and Shellfish (Document Ref. 6.1.9) and impacts on recreational angling have been assessed within Chapter 13 Shipping, Navigation and Other Marine Users (Document Ref. 6.1.13).*

### 11.13.11. CPRE HAMPSHIRE

- 11.13.11.1. CPRE Hampshire did not support the Proposed Development. Concerns focused on the landscape and visual effects of the Converter Station and the proximity to the SDNP. When viewed from the SDNP CPRE considered that, especially from Monarch's Way, the landscape would be changed from one with an essentially rural character to one which is far more industrial. *The Design Principles contained in the Design and Access Statement (DAS)(document 5.5]) have been developed since the consultation stage and secure an approach to the design of the Converter Station and the indicative landscape mitigation that was developed with input and agreement of SDNPA, EHDC and WCC.*
- 11.13.11.2. Noise from the Converter Station was also a serious concern and Monarch's Way was highlighted again as being sensitive to tranquillity. *The Design Principles (document 5.5]) have been developed since the consultation stage and secure an approach to the design of the Converter Station that was developed with input and*

agreement of SDNPA, EHDC and WCC. The impact on PRow is considered in the Socio-economics chapter of the ES (Document Reference: 6.1.25] with any impacts being temporary and the Order Limits have been increased to secure and enhance existing hedgerows.

- 11.13.11.3. CPRE stated that if the Proposed Development should succeed then it would be essential that landscaping and planting of trees should start at the very beginning of the project. CPRE also stated that screening should be provided close to the Converter Station site and also in the middle (500m) and further distance (1 – 2km away). *The Design Principles (Document Reference 5.5]) have been developed since the consultation stage and secure an approach to the design of the Converter Station and the indicative landscape mitigation that was developed with input and agreement of SDNPA, EHDC and WCC.*

#### **11.13.12. RAMBLERS ASSOCIATION – SOUTH EAST HANTS GROUP**

- 11.13.12.1. Key areas of concern to the Ramblers Association were the noise and impact on local footpaths. Measures to limit visual intrusion of the Converter Station were welcomed but concern was expressed about the operational noise, especially as the SNDP area is generally very quiet. *The Design Principles (Document Reference [5.5]) have been developed since the consultation stage and secure an approach to the design of the Converter Station that was developed with input and agreement of SDNPA, EHDC and WCC. The impact on PRow is considered in the Socio-economics chapter of the ES (document reference 6.1.25]) with any impacts being temporary and the Order Limits have been increased to secure and enhance existing hedgerows.*
- 11.13.12.2. Three footpaths were mentioned south of the Converter Station area which are likely to be affected (Denmead 19/Horndean 28, Denmead 16/Horndean 4 and Denmead 13) and as little effect on these footpaths as possible was requested during any construction work. The Ramblers Association stated that if a cable trench is needed across the footpath then an alternative route around the trench should be provided rather than closure. *The impact on PRow is considered in the Socioeconomics chapter of the ES (document reference: 6.1.25) and landscape and visual amenity chapter 15 (document reference: 6.1.15). Mitigation proposals do not include measures to link existing PRow.*

# 12. STATEMENT OF COMMUNITY CONSULTATION (SOCC)

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## 12.1. INTRODUCTION

- 12.1.1.1. This Chapter, alongside Chapter 14 of the Report, sets out the activities undertaken by the Applicant to comply with its duty to consult under Section 47 of the PA 2008. This Report seeks to provide the information relevant to formal Section 47 consultation as required in the Consultation Report under Section 37(7)(a) of the PA 2008 and the relevant parts of DCLG guidance on pre-application consultation.
- 12.1.1.2. Section 47(1) of the PA 2008 requires the Applicant to prepare a Statement of Community Consultation (SoCC). The SoCC should set out how the Applicant intends to consult the local community on the proposed application.
- 12.1.1.3. There is a duty on the Applicant to consult the relevant local authorities in respect of the content of the SoCC (Section 47(2)) because their knowledge of the local area may influence decisions on the geographical extent of consultation and the methods that will be most effective in the local circumstances.

## 12.1.2. INFORMAL CONSULTATION ON THE SOCC

- 12.1.2.1. DCLG guidance on the pre-application process (2015) (paragraph 37) states that it may be helpful to make informal contact with the local authorities in advance of formal consultation on the content of the SoCC.
- 12.1.2.2. In accordance with this guidance, the Applicant met with senior planning officers from the following identified Local Planning Authorities on 13 August 2018, to provide them with an overview of the pre-application consultation requirements of the PA 2008, including the consultation process on the SoCC:
- Hampshire County Council;
  - Portsmouth City Council;
  - Havant Borough Council;
  - East Hampshire District Council;
  - Winchester City Council; and
  - South Downs National Park Authority.<sup>7</sup>
- 12.1.2.3. Following this meeting, the Applicant undertook informal consultation on the draft SoCC for a period of 28 days commencing on 28 August 2018, inviting all relevant Local Planning Authorities and the MMO to provide their comments.

12.1.2.4. Following the informal consultation, the Applicant made a number of alterations to the draft SoCC. The main alterations made were:

- The proposed consultation period was extended from 6 to 8 weeks;
- The proposed Primary Consultation Zone (“PCZ”), which had been based on the distribution area from the January – February 2018 non-statutory consultation, was extended in the vicinity of the Lovedean/Denmead area (i.e. in the vicinity of the proposed Converter Station location);
- The number of deposit locations was increased from three to 10, and the number of public exhibition events was increased from seven to nine;
- It was agreed that posters would be placed at Amber Dock, Eastney Harbour, Langstone Harbour, Selsey Town Centre, Chichester Harbour and Bembridge Harbour; and
- Additional stakeholders were added to the list of non-statutory consultees.<sup>8</sup>

12.1.2.5. A full table of comments made by each authority during the informal consultation on the SoCC, alongside the Applicant’s response to each point, can be found in Appendix 5.1.4J. Copies of written responses received by the Applicant during the informal consultation on the SoCC can be found in Appendix 5.1.4K.

12.1.2.6. At a subsequent meeting on 11 December 2018 with the relevant local planning authorities, the Applicant outlined the alterations made to the SoCC following the informal consultation process.

### **12.1.3. FORMAL CONSULTATION ON THE SOCC**

12.1.3.1. Following review of feedback received during informal consultation on the SoCC, the Applicant undertook formal consultation on its draft SoCC for the prescribed 28-day period commencing on 12 December 2018 with:

- Hampshire County Council;
- Portsmouth City Council;
- Havant Borough Council; and
- East Hampshire District Council.

12.1.3.2. The SoCC was issued by post with a covering letter and also electronically via email to ensure receipt by the relevant LPAs. A copy of the draft SoCC issued for formal consultation can be found in Appendix 5.1.4L, whilst copies of the covering letters, covering emails and proof of postage of the SoCC are available in Appendix 5.1.4M12-1.



12.1.3.3. Table 12.1 below includes all comments made by the Local Planning Authorities during the formal consultation period on the SoCC, together with how the Applicant had regard to those comments.

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<sup>8</sup> The additional stakeholders requested by the MMO were ABP Southampton, Langstone Harbour, Chichester Harbour, DFDS, Brittany Ferries, Condor Ferries and Fawley Marine Terminal.

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**Table 12-1 - List of all comments made by Local Planning Authorities on the SoCC during formal consultation**

ID	Comment	Source	Regard had by the Applicant
1	Notwithstanding that the earlier request for a 13 week consultation period within which WCC would formally comment on the scheme was rejected, this timescale is still considered the most practical to work within. Therefore, we repeat the request again.	WCC	<p>In response to the feedback received, the proposed formal consultation period was extended from 6 to 8 weeks. This well-exceeded the requirements of the PA 2008.</p> <p>The formal consultation was well-publicised in advance and the Applicant endeavoured to accommodate council and community briefings where possible (see paragraph 7.3 of the final SoCC).</p>
2	We question if the Primary Consultation Zone referred to in paragraph 7.2.2 as set out in appendix 2 fully reflects the zone of theoretical Visibility (ZTV) particularly as referred to in the PINS Scoping response of 7 December 2018. This has implication as set out below. [See ID 9]	WCC	<p>The PCZ does not “fully” reflect the ZTV in the sense that all properties within the ZTV are thereby included within the PCZ. This is because it would be disproportionate to extend the PCZ to this extent given the likely impacts of the Proposed Development.</p> <p>However, in response to the informal feedback received the PCZ was extended around the converter station location.</p> <p>In addition, a range of measures (in addition to the direct PCZ mailing) such as the consultation website, newspaper notices and social media advertising were used to publicise the consultation to the wider local community (see paragraph 7.3 of the final SoCC).</p>
3	At 7.2.4 it is mentioned that AQUIND will consult with a wide range of stakeholders, but there are no specifics about who such interest / community groups are and I would like to see that interest groups who may not fall within the scope of being a statutory consultee are included in the consultation; such groups may include local wildlife groups, horse riding/walking groups and the Clanfield Observatory. Perhaps a list could be appended?	EHDC	<p>A database was developed by the project team which included non-statutory consultees (e.g. community groups, interest groups, hard-to-reach groups etc.) who received information about the consultation.</p> <p>The Applicant did not consider that the SoCC was the best vehicle for providing an exhaustive list of consultees but the database of non-statutory consultees referenced above was shared with planning officers and councillors at all five local authorities, in addition to Denmead, Horndean and Southwick &amp; Widley Parish Councils.</p> <p>The Applicant was grateful for the input provided regarding such groups and communities and ensured that all groups highlighted by both councillors and officers were added to the list of non-statutory stakeholders and therefore received a direct invitation to participate in the statutory consultation process, provided that contact details had been provided or were publicly available through other means (e.g. online).</p>
4	Paragraph 7.3 does not refer to the use of radio and TV as parts of the media to be used to reach out to people. They are considered to have a role if only to help raise consciousness that the project is under consideration.	WCC	It is not common practice to use radio or TV as a means of raising awareness of a DCO consultation since it is unlikely that coverage will be gained and purchasing broadcast media is an inefficient channel for targeting consultees. However, the relevant broadcast media was targeted. Any press releases and graphical/audio content could be provided upon request; however no such requests were received.

ID	Comment	Source	Regard had by the Applicant
5	<p>Reference to Social Media is limited to Facebook only which is considered restrictive. PCC has previously commented that multiple platforms should be used.</p> <p>It is disappointing that there is no offer to use Twitter as a further means by which the public can be signposted to the AQUIND website or Facebook page.</p> <p>Other parts of Local media such as radio and possibly TV may also help with the hard-to-reach.</p>	PCC	<p>DCO applications tend not to utilise social media as a primary communications channel since it can muddy the waters as to how consultation feedback is being gathered.</p> <p>However, in terms of online channels of communication, the formal consultation details were widely shared via the consultation website (see paragraph 7.3.1 of the final SoCC).</p> <p>In addition, the Applicant confirmed that it would be happy for any local authorities, parish council and other bodies to promote the formal consultation details via existing communication channels.</p>
6	<p>Introduction of the word “endeavour” adds an element of ambiguity to AQUIND’s intentions and there ought to be a commitment by AQUIND to liaise with PCC and other relevant local authorities regarding identifying such groups.</p>	PCC	<p>The Applicant amended paragraph 7.2.5 of the final SoCC to read as follows:</p> <p><i>“AQUIND will look to engage the support of local authorities as it seeks to engage with a number of groups and organisations that represent ‘hard-to-reach’ or ‘seldom heard’ groups in the local community.</i></p> <p><i>These represent demographic groups that do not usually engage in consultation activity, as well as people with disabilities who may have problems accessing the consultation information. Throughout the formal consultation, AQUIND will be offering presentations and providing information directly to such groups in order to facilitate their participation in the consultation process.”</i></p> <p>As outlined in the Applicant’s response to ID3, a database was developed by the project team which included non-statutory consultees (e.g. community groups, interest groups, hard-to-reach groups etc.) who received information about the consultation. This database was shared with the local authorities and the Applicant incorporated all suggestions provided by both officers and councillors where contact details had been provided or were publicly available through other means (e.g. online).</p>
7	<p>In 7.4.2, the list of topics upon which AQUIND is particularly hopeful to receive comments on appears somewhat restricted and it could also include social/economic, flood risk and water quality and ecological impacts/mitigation. ‘General site mitigation’ seems too broad a term.</p>	EHDC	<p>The Applicant amended paragraph 7.4.2 of the final SoCC to read as follows:</p> <p><i>“CONVERTER STATION:</i></p>

ID	Comment	Source	Regard had by the Applicant
			<ul style="list-style-type: none"> <li>• Landscaping and screening;</li> <li>• General site mitigation;</li> <li>• Construction and traffic management;</li> <li>• Noise attenuation;</li> <li>• Lighting.</li> </ul> <p>CABLE ROUTE:</p> <ul style="list-style-type: none"> <li>• Construction and traffic management.</li> </ul> <p>MARINE:</p> <ul style="list-style-type: none"> <li>• Impacts on fishing, recreational angling and shipping areas within the proposed marine cable corridor that might impact local marine users.</li> </ul> <p>PRELIMINARY ENVIRONMENTAL INFORMATION REPORT (PEIR):</p> <ul style="list-style-type: none"> <li>• Environmental impacts and mitigation (including social/economic, flood risk and water quality and ecological impacts/mitigation)”</li> </ul>
8	Paragraph 6.1.9 would be improved if there was a commitment to updating the AQUIND web site at specific intervals. Looking at the AQUIND web site it is only apparent in the News/Events folder that there are any dates to give a sense of the last time the site was updated and any chronology to actions.	WCC	The project website was updated in accordance with key milestones – this includes the Project Timeline and News pages in particular.
9	<p>Section 8 Public Exhibitions: By restricting exhibitions to libraries this seems to limit the availability to view the details in an arch across the northern part of the ZTV.</p> <p>The closest location proposed is Horndean. There needs to be some attempt to reach out to this area by some combination of individual letters or via existing bodies such as Parish Councils (letting them hold a copy for people to view) or by setting up temporary drop in exhibitions at chosen locations (Clanfield and Hambleton and possibly other venues depending on how extensive the ZTV is).</p> <p>In addition to the resident population, there is also a need to reach out to people who might only visit the area periodically (tourists &amp; walkers who are not members of formal organisations).</p>	WCC	<p>The relationship between PCZ and ZTV is discussed in the Applicant’s response to ID2.</p> <p>Due to the irregular opening hours of parish council offices, these typically do not make for the most appropriate or accessible “formal” deposit locations. “Informally”, however, the Applicant shared copies of the consultation materials with identified parish councils to display within their premises (although these displays were not listed in the SoCC as deposit locations given the practical difficulties outlined above).</p> <p>In addition, relevant parish councils were offered briefings enabling the local communities in these parishes to engage in the consultation (see paragraph 7.3.1 of the final SoCC).</p> <p>Periodic users (e.g. tourists and dog walkers) were able to view the S48 (physical) site notices (see paragraph 7.3.1 of the final SoCC).</p>
10	There were references to the Non-Technical Summary (“NTS”) being made available at public exhibitions and as part of Consultation Materials. These	PCC	The Applicant re-inserted references to the NTS and an NTS was produced as part of the consultation materials.

ID	Comment	Source	Regard had by the Applicant
	<p>references have been removed – does this mean that there is no longer the intention to provide copies of the NTS as previously stated? The NTS references should be reinstated.</p>		
11	<p>At 8.1.2 a table of public exhibitions is set out and whilst acknowledging the SOCC is in draft at this stage (and notwithstanding what is stated in 7.3.1), I would like to be assured that the times / dates of those exhibitions is appropriate.</p>	EHDC	<p>The dates, times and venues for the public exhibition were added to SoCC prior to its publication.</p> <p>All consultation events were booked with the goal of providing detailed information to the public about the project at convenient and appropriate times and locations. Particular care and attention was given to the following factors when organising the public exhibitions:</p> <ul style="list-style-type: none"> <li>• Availability of suitable venues</li> <li>• A mix of weekday and weekend events</li> <li>• A mix of evenings and weekend (daytime) events</li> <li>• Avoidance of school holidays</li> <li>• Convenient opening hours</li> <li>• Geographic location</li> </ul>
12	<p>Section 9 indicates only electronic versions of the proposal will be available to view at libraries. 9.1.4 says hard copies are only available at a cost.</p> <p>Whilst this may fall within the limits of the requirements, one hard copy should be sent to each location. When you are looking at plans on a screen, it is hard to view anything meaningful given the scale they appear at. When you enlarge and focus in you lose the wider appreciation.</p>	WCC + HBC	<p>Hard copies of all consultation materials were available to view at the deposit locations during the consultation period (see paragraph 9.1.1 of the final SoCC).</p>
13	<p>More definitive wording should read that at least one hard copy of consultation material (free of charge) “<i>will be made available to view [...] at each location</i>” rather than ambiguity of “<i>is intended to</i>”.</p>	PCC	<p>The Applicant amended paragraph 9.1.1 of the final SoCC to read as follows:</p> <p><i>“The consultation materials will be made available online at <a href="http://www.aquindconsultation.co.uk">www.aquindconsultation.co.uk</a> and to view in hard copy (free of charge) at the advertised deposit locations (see Table 2) between Wednesday 27 February 2019 and Monday 29 April 2019.”</i></p>
14	<p>The Highway Authority have previously provided informal comments on the statement. Matters relating to the consultation of planning applications however are usually a matter for the Planning Authorities to determine. The Highway Authority therefore have no formal comments on the document subject to all Planning Authorities being satisfied with the proposals.</p>	HCC	<p>The Applicant thanked HCC for providing comments during the informal stage and for confirming that it had no further comments to add.</p>

ID	Comment	Source	Regard had by the Applicant
15	At the end of section 7.5 you should set out how the comments you receive will be used. Will they eventually form part of the background information in the submission to PINS. You should also specifically set out how you intend to store and deal with peoples personal details and finally how long you will hold this information. I assume your actions are governed by the Data Protection Legislation?	WCC	<p>The Applicant added a new section regarding Data Protection to the SoCC (see paragraph 7.6 of the final SoCC).</p> <p>Consultees were made aware of Data Protection information as part of the consultation (e.g. privacy notices printed on sign-in sheets, feedback forms and relevant consultation materials)</p>
16	There was a hiatus between AQUIND carrying out early engagement on the project – when it was anticipated that the matter would be dealt with as a planning application – and the point at which the Secretary of State directed that the matter was a Nationally Significant Infrastructure Project on 30 July 2018. It would be more accurate to reword para 6.1.9 as otherwise the impression is that there has been a consistent and high level of engagement with the local community throughout all of 2018.	PCC	<p>The Applicant amended paragraph 6.1.9 of the final SoCC to read as follows:</p> <p><i>“Since this time, AQUIND has maintained communication with the local community, including key stakeholders and those who engaged in the informal consultation process, via a freephone information line, consultation email address and freepost address, while the project website has been updated at regular intervals.</i></p> <p><i>In addition, in November 2018 a mailing went out to key stakeholders and those who provided feedback during the informal consultation in January – February 2018, which included a comprehensive booklet outlining the Proposed Development and DCO planning process.”</i></p>



12.1.3.4. Copies of the responses of the Local Planning Authorities to the formal consultation on the SoCC are available in Appendix 5.1.4N.

**12.1.4. THE FINAL SOCC**

12.1.4.1. Following the formal consultation and considering all comments made by the Local Planning Authorities, the Applicant finalised and made available for public inspection a final version of the SoCC on 27 February 2019.

12.1.4.2. A copy of the final SoCC can be viewed in Appendix 5.1.4N.

**12.1.5. PUBLICISING THE SOCC**

12.1.5.1. Once finalised, the existence of the SoCC was publicised in a number of ways to ensure that the local community and stakeholders were given the opportunity to review a copy.

12.1.5.2. Adverts publicising where the SoCC could be viewed were placed in the *Portsmouth News* (on 27 February 2019), *Hampshire Chronicle* (on 28 February 2019) and *Horndean Post* (on 27 February 2019). A copy of the advert wording can be viewed in Appendix A45. A copy of the published adverts in situ can be viewed in Appendix 5.1.4.A

12.1.5.3. Posters were placed at key locations for offshore stakeholders, including Portsmouth Harbour, Camber Dock, Eastney Harbour, Langstone Harbour, Selsey Town Centre, Chichester Harbour and Bembridge Harbour. Copies of the posters in situ can be found in Appendix A47.

12.1.5.4. Hard copies of the SoCC were placed on deposit and made available to view free of charge in the following locations:

**Table 12-2 - Locations with hard copies of the SoCC available to view from 27 February 2019**

Venue	Opening Times
<b>Beddow Library, Milton Road, Milton, Portsmouth, PO4 8PR</b>	Mon, Tue & Fri: 09:30 – 17:00 Wed & Thu: 09:30 – 18:00 Sat: 10:00 – 15:30
<b>Waterlooville Library, The Precinct, Waterlooville, PO7 7DT</b>	Mon, Tue, Wed & Sat: 9:00 – 17:00 Thu & Fri: 09:00 – 19:00

<b>Horndean Library, 12 Fiveheads Road, Horndean, Waterlooville, PO8 9NW</b>	<p>Mon &amp; Thu: 14:00 – 17:00</p> <p>Wed: 10:00 – 13:00 &amp; 14:00 – 17:00</p> <p>Friday: 14:00 – 19:00</p>
<b>Portsmouth City Council, Civic Offices, Guildhall Walk, Portsmouth, PO1 2AL</b>	Mon – Fri: 09:00 - 16:00
<b>Havant Borough Council, Public Service Plaza, Civic Centre Road, Havant, PO9 2AX</b>	Mon – Fri: 09:00 – 17:00
<b>Winchester City Council, City Offices, Colebrook Street, Winchester, SO23 9LJ</b>	<p>Mon – Thu: 08:30 – 17:00</p> <p>Fri: 08:30 – 16:30</p>
<b>Hampshire County Council, The Castle, Winchester, SO23 8UJ</b>	Mon – Fri: 08:30 – 18:00
<b>Central Library, Portsmouth City Council, Guildhall Square, Portsmouth, PO1 2DX</b>	<p>Mon &amp; Fri: 09:30 – 17:00</p> <p>Tue, Wed &amp; Thu: 09:30 – 18:00</p> <p>Sat: 10:00 – 15:30</p>
<b>Cosham Library, Spur Road, Cosham, Portsmouth, PO6 3EB</b>	<p>Mon, Tue &amp; Thu: 09:30 – 18:00</p> <p>Wed &amp; Fri: 09:30 – 17:00</p> <p>Sat: 10:00 – 15:30</p>

- 12.1.5.5. Copies of the SoCC at the above noted locations were in situ for the full February – April 2019 consultation period, running from 27 February 2019 to 29 April 2019. Copies of the SoCC at all deposit locations were clearly labelled with a ‘Reference Copy – Do Not Remove’ sticker to ensure the SoCC was not removed from the location.
- 12.1.5.6. In the event of the SoCC being removed, all deposit locations were provided with the contact details of the project team and were asked to request a new copy from the project team if it was removed. In the event, the SoCC was not removed from any of the deposit locations during the February – April 2019 statutory consultation period.
- 12.1.5.7. The SoCC and Section 47 notice were also made available to view and download on the project consultation website [www.aquindconsultation.co.uk](http://www.aquindconsultation.co.uk) from 26 February

2019. In addition, the website was updated with relevant information about the forthcoming consultation period, including details set out in the SoCC relating the consultation events, methods of feedback and timeframes for the statutory consultation period.

- 12.1.5.8. A full overview of how the Applicant carried out the Section 47 consultation in accordance with the proposals outlined in the SoCC is included in Appendix 5.1.4P.

# 13. STATUTORY CONSULTATION: PUBLICITY UNDER SECTION 48 OF THE PA 2008

## 13.1. INTRODUCTION

13.1.1.1. This Chapter of the Report sets out the activities undertaken by the Applicant to comply with its duty to publicise the Proposed Development under Section 48 of the PA 2008.

13.1.1.2. It provides the information relevant to Section 48 publicity as required under Section 37(7)(a) of the PA 2008, together with relevant parts of DCLG guidance regarding the pre-application process.

## 13.2. PUBLICATION OF THE NOTICES

13.2.1.1. In accordance with Section 48 of the PA 2008 and Regulation 4(2) of the APFP Regulations, a notice was prepared by the Applicant and published:

- For two successive weeks in three local newspapers circulating within the vicinity in which the proposed development would be situated;
- Once in a national newspaper;
- Once in the London Gazette; and
- As the proposed application relates to offshore development –
  - Once in Lloyds List; and
  - Once in Fishing News.

13.2.1.2. The following table sets out the publications and dates of the published notices.

**Table 13-1 - List of Section 48 notice publications and timings**

Date	Publication
27 February 2019	The Guardian
27 February 2019 & 6 March 2019	Portsmouth News
27 February 2019 & 6 March 2019	Horndean Post
27 February 2019	Lloyds List
28 February 2019	Fishing News
28 February 2019 & 6 March 2019	Hampshire Chronicle

Date	Publication
28 February 2019	London Gazette

- 13.2.1.3. A copy of each of the published notices is included in Appendix 5.1.4A.
- 13.2.1.4. In accordance with DCLG pre-application guidance, the publication of the first of the local newspaper notices occurred in parallel with consultation under Section 42 and 47.

### 13.3. CONTENT OF THE NOTICE

- 13.3.1.1. In accordance with Section 48(2) and Regulation 4(3) of the APFP Regulations, the published notice included a stated deadline for responses to the consultation not less than 28 days following the date when the Section 48 notice was last published. The published notice stated a deadline of “no later than midnight on Monday 29 April 2019”, with an acknowledgement that “postal responses will be acceptable up to three working days after this deadline.”
- 13.3.1.2. This ensured that the period permitted for online responses was 54 days, with postal responses permitted for 57 days following the last appearance of the final notice in the relevant publication, as outlined in this Chapter.
- 13.3.1.3. This deadline was consistent across Section 42, 47 and 48 publicity.
- 13.3.1.4. A copy of the wording of the Section 48 notice is provided in Appendix 5.1.4A.

#### Infrastructure Planning (Application: Prescribed Forms and Procedure) Regulations 2009 (“APFP Regulations”)

- 13.3.1.5. The Table below sets out the requirements for publicising a proposed application in Regulation 4 of the APFP Regulations and confirms how the Applicant complied with those requirements. Further information and a copy of the notices in situ, can be found in Appendix 5.1.5G.

**Table 13-2 - Regulation 4 of the APFP Regulations 2009 compliance table**

Detail	Compliance				
<b>(2) The applicant must publish a notice, which must include the matters prescribed by paragraph (3) of this regulation, of the proposed application—</b>	<p>The Applicant published the Section 48 notice in line with these requirements. The table below shows the dates and respective required publications that the notice appeared in.</p> <table border="1" data-bbox="670 1702 1460 1848"> <thead> <tr> <th>Date</th> <th>Publication</th> </tr> </thead> <tbody> <tr> <td>27 February 2019</td> <td>The Guardian</td> </tr> </tbody> </table>	Date	Publication	27 February 2019	The Guardian
		Date	Publication		
27 February 2019	The Guardian				

<p><b>(a) for at least two successive weeks in one or more local newspapers circulating in the vicinity in which the proposed development would be situated;</b></p> <p><b>(b) once in a national newspaper;</b></p> <p><b>(c) once in the London Gazette and, if land in Scotland is affected, the Edinburgh Gazette; and</b></p> <p><b>(d) where the proposed application relates to offshore development—</b></p> <p style="padding-left: 20px;"><b>(i) once in Lloyd’s List; and</b></p> <p style="padding-left: 20px;"><b>(ii) once in an appropriate fishing trade journal.</b></p>	27 February 2019 & 6 March 2019	Portsmouth News
	27 February 2019 & 6 March 2019	Horndean Post
	27 February 2019	Lloyd's List
	28 February 2019	Fishing News
	28 February 2019 & 7 March 2019	Hampshire Chronicle
	28 February 2019	London Gazette
<b>(3) The matters which the notice must include are:</b>	The Section 48 Notice included all of the elements listed under Regulation 4(3).	
<b>(a) the name and address of the applicant;</b>	<p>The name and address of the Applicant were included as per below:</p> <p><i>Notice is hereby given that AQUIND Limited of OGN House, Hadrian Way, Wallsend, NE28 6HL (hereafter referred to as "AQUIND") intends to apply to the Secretary of State under section 37 of the Planning Act 2008 (the "Act") for a Development Consent Order ("DCO") to authorise the construction and operation of a new High Voltage Direct Current ("HVDC") marine and underground electric power transmission link between the south coast of England and Normandy in France, with the capacity to</i></p>	



	<p><i>transmit up to 2,000 MW of electricity between France and Great Britain ("AQUIND Interconnector").</i></p>
<p><b>(b) a statement that the applicant intends to make an application for development consent to the Secretary of State;</b></p>	<p>The Section 48 Notice states that the Applicant proposes to apply to the Secretary of State under Section 37 of the PA 2008 for the DCO. As noted above, the following wording was included on the notice:</p> <p><i>Notice is hereby given that AQUIND Limited of OGN House, Hadrian Way, Wallsend, NE28 6HL (hereafter referred to as "AQUIND") intends to apply to the Secretary of State under section 37 of the Planning Act 2008 (the "Act") for a Development Consent Order ("DCO") to authorise the construction and operation of a new High Voltage Direct Current ("HVDC") marine and underground electric power transmission link between the south coast of England and Normandy in France, with the capacity to transmit up to 2,000 MW of electricity between France and Great Britain ("AQUIND Interconnector").</i></p>
<p><b>(c) a statement as to whether the application is EIA development;</b></p>	<p>The Section 48 Notice states that the project is a development requiring environmental impact assessment. The notice includes the following wording:</p> <p><i>The Proposed Development is not of a type that is detailed within either Schedule 1 or Schedule 2 to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. However, due to the environmental and human sensitivities within and surrounding the Proposed Development, AQUIND has decided to voluntarily undertake an Environmental Impact Assessment ("EIA").</i></p> <p><i>A Preliminary Environmental Information Report ("PEIR") has been produced based on information compiled to date on the likely environmental impacts of the Proposed Development and is being consulted as part of the suite of consultation documents. AQUIND will submit an Environmental Statement ("ES") and a</i></p>

	<p><i>Non-Technical Summary in support of its application for a DCO to set out the findings of the EIA in due course.</i></p>
<p><b>(d) a summary of the main proposals, specifying the location or route of the proposed development;</b></p>	<p>The Section 48 Notice states that the proposed DCO would, amongst other things, authorise:</p> <p><u>UK onshore elements:</u></p> <ul style="list-style-type: none"> <li>a. <i>works at the existing National Grid Lovedean substation near Lovedean in Hampshire where AQUIND Interconnector will connect to the existing Great Britain electricity grid;</i></li> <li>b. <i>high voltage alternating current ("HVAC") underground cables, connecting the Lovedean substation to a new converter station;</i></li> <li>c. <i>the construction of a converter station located to the west of Lovedean village, comprising a mix of buildings and outdoor electrical equipment;</i></li> <li>d. <i>underground high voltage direct current ("HVDC") cables together with a fibre optic cable from the converter station near Lovedean to the proposed landfall site in Eastney (near Portsmouth), approximately 20 kilometres in length; and</i></li> </ul> <p><u>UK offshore elements:</u></p> <ul style="list-style-type: none"> <li>e. <i>four submarine cables approximately 100 kilometres in length between England and the border of the Exclusive Economic Zone with France, which can be bundled in pairs, and small diameter fibre optic cables for data transmission.</i></li> </ul>
<p><b>(e) a statement that the documents, plans and maps showing the nature and location of the proposed development are available for inspection</b></p>	<p>The Section 48 Notice states that copies of the details of the proposals, environmental reports, plans, maps and other documents may be inspected free of charge from Wednesday 27 February 2019 until midnight on Monday 29 April 2019 at the locations and times set out below:</p>

<p>free of charge at the places (including at least one address in the vicinity of the proposed development) and times set out in the notice;</p>	<p><b>Venue</b></p>	<p><b>Opening Times</b></p>
	<p><b>Beddow Library, Milton Road, Milton, Portsmouth, PO4 8PR</b></p>	<p>Mon, Tue &amp; Fri: 09:30 – 17:00 Wed &amp; Thu: 09:30 – 18:00 Sat: 10:00 – 15:30</p>
	<p><b>Waterlooville Library, The Precinct, Waterlooville, PO7 7DT</b></p>	<p>Mon, Tue, Wed &amp; Sat: 9:00 – 17:00 Thu &amp; Fri: 09:00 – 19:00</p>
	<p><b>Horndean Library, 12 Fiveheads Road, Horndean, Waterlooville, PO8 9NW</b></p>	<p>Mon &amp; Thu: 14:00 – 17:00 Wed: 10:00 – 13:00 &amp; 14:00 – 17:00 Friday: 14:00 – 19:00</p>
	<p><b>Portsmouth City Council, Civic Offices, Guildhall Walk, Portsmouth, PO1 2AL</b></p>	<p>Mon – Fri: 09:00 - 16:00</p>
	<p><b>Havant Borough Council, Public Service Plaza, Civic Centre Road, Havant, PO9 2AX</b></p>	<p>Mon – Fri: 09:00 – 17:00</p>
	<p><b>Winchester City Council, City Offices, Colebrook Street, Winchester, SO23 9LJ</b></p>	<p>Mon – Thu: 08:30 – 17:00 Fri: 08:30 – 16:30</p>
	<p><b>Hampshire County Council, The Castle,</b></p>	<p>Mon – Fri: 08:30 – 18:00</p>

	<p><b>Winchester, SO23 8UJ</b></p>		
<p><b>(f) the latest date on which those documents, plans and maps will be available for inspection (being a date not earlier than the deadline in subparagraph (i));</b></p>	<p>The Section 48 Notice states that copies of the details of the proposals, environmental reports, plans, maps and other documents may be inspected free of charge from 27 February 2019 until midnight on 29 April 2019.</p> <p>The notice states that:</p> <p><i>The documents, plans and maps showing the nature and location of the Proposed Development, including the PEIR (with a non-technical summary) ("Consultation Documents") are available to view free of charge during the consultation, which will run from Wednesday 27 February 2019 until</i></p>	<p><b>Central Library, Portsmouth City Council, Guildhall Square, Portsmouth, PO1 2DX</b></p> <p>Mon &amp; Fri: 09:30 – 17:00 Tue, Wed &amp; Thu: 09:30 – 18:00 Sat: 10:00 – 15:30</p>	<p><b>Cosham Library, Spur Road, Cosham, Portsmouth, PO6 3EB</b></p> <p>Mon, Tue &amp; Thu: 09:30 – 18:00 Wed &amp; Fri: 09:30 – 17:00 Sat: 10:00 – 15:30</p>
	<p><b>Petersfield Library, 27 The Square, Petersfield, GU32 3HH</b></p>	<p>Mon, Tue, Thu &amp; Sat: 09:00 – 17:00 Wed &amp; Fri: 09:00 – 19:00</p>	<p>Copies of the Consultation Documents were also stated to be available to view and download on the consultation website at <a href="http://www.aquindconsultation.co.uk">www.aquindconsultation.co.uk</a> and may be requested from the e-mail or postal addresses below or by phone on 01962 893869.</p>

	<p><i>midnight on Monday 29 April 2019 at the locations and times set out [in the table above].</i></p>
<p><b>(g) whether a charge will be made for copies of any of the documents, plans or maps and the amount of any charge;</b></p>	<p>The Section 48 notice states that copies of the consultation documents can be requested and that information can be provided free of charge on a USB device. Hard copies of the documents can be provided upon request, subject to printing and delivery costs.</p> <p><i>Copies of the Consultation Documents are also available to view and download on the consultation website at <a href="http://www.aquindconsultation.co.uk">www.aquindconsultation.co.uk</a> and may be requested from the e-mail or postal addresses below or by phone on 01962 893869. Where copies of the Consultation Documents are requested, they can be provided free of charge on a USB Memory Stick. Hard copies of the consultation documents can be provided on request (subject to printing and delivery costs).</i></p>
<p><b>(h) details of how to respond to the publicity; and</b></p>	<p>The Section 48 notice states that:</p> <p><i>Responses or other representations in respect of the Proposed Development should be sent in writing to AQUIND by e-mail to <a href="mailto:aquindconsultation@becg.com">aquindconsultation@becg.com</a> or via freepost to 'AQUIND CONSULTATION'.</i></p> <p><i>All responses must (i) be received by AQUIND on no later than midnight on Monday 29 April 2019, (ii) be made in writing (e-mail or letter format), (iii) state the grounds of the response or representation, (iv) indicate who is making the response or representation, and (v) give an address to which correspondence relating to the response or representation may be sent. Postal responses will be accepted up to three working days after this deadline and responses received after this date will not be taken into consideration. Please note that responses or other representations may be made public.</i></p>

<p><b>(i) a deadline for receipt of those responses by the applicant, being not less than 28 days following the date when the notice is last published.</b></p>	<p>The Section 48 notice stated the following, which resulted in a period of 54 days for online comments, or 57 days for postal comments:</p> <p><i>All responses must (i) be received by AQUIND on no later than midnight on Monday 29 April 2019... Postal responses will be accepted up to three working days after this deadline and responses received after this date will not be taken into consideration.</i></p>
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### 13.3.2. THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

13.3.2.1. Regulation 11 relates to the procedure to facilitate the preparation of environmental statements. *Regulation 13 relates to pre-application publicity under section 48 and states:*

*Where the proposed application for an order granting development consent is an application for EIA development, the applicant must, at the same time as publishing notice of the proposed application under [section 48\(1\)](#), send a copy of that notice to the consultation bodies and to any person notified to the applicant in accordance with [regulation 11\(1\)\(c\)](#).*

13.3.2.2. Regulation 3(1) defines "the consultation bodies" as:

*(a) a body prescribed under section 42(1)(a) (duty to consult) and listed in column 1 of the table set out in Schedule 1 to the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 where the circumstances set out in column 2 of that table are satisfied in respect of that body;*

*(b) each authority that is within section 43 (local authorities for purposes of section 42(1)(b)); and*

*(c) if the land to which the application, or proposed application, relates or any part of that land is in Greater London, the Greater London Authority*



- 13.3.2.3. In accordance with this, a copy of the Section 48 notice was included in the Section 42 mailing to prescribed consultees, the MMO, the relevant local planning authorities (including Portsmouth City Council, Havant Borough Council, East Hampshire District Council, Winchester City Council, Hampshire County Council) and all persons identified falling within s42(1)(d) of the PA 2008.
- 13.3.2.4. A copy of the covering letter sent to the consultation bodies is included in Appendix 5.1.6A.
- 13.3.2.5. In addition, over 80 hard copies of the Section 48 notice were displayed in locations in or close to publicly accessible open space including parks, recreation areas/sports fields and public footpaths. Care was taken to identify appropriate locations for site notices along the route. Members of the project team checked that the notices were in place on a weekly basis throughout the consultation period.

# 14. STATUTORY CONSULTATION: RESPONSES UNDER SECTION 47/48 OF THE PA 2008

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## 14.1. INTRODUCTION

- 14.1.1.1. This chapter of the Consultation Report sets out the activity undertaken during formal consultation under Section 47 of the PA 2008 for the Proposed Development.
- 14.1.1.2. This chapter also provides evidence of the Applicant's compliance with its duty under Section 49 of the PA 2008 to have regard to consultation responses received under Section 47 and Section 48 of the PA 2008.
- 14.1.1.3. Information relating to responses received under Section 42 of the PA 2008, and the regard had by the Applicant under Section 49 of the PA 2008, is included in Chapter 11.

## 14.2. SCOPE OF THE CONSULTATION

- 14.2.1.1. In accordance with the SoCC, consultation took place from Wednesday 27 February 2019 until Monday 29 April 2019. Documentation was available online and via USBs and hard copy at the public exhibition events, 10 deposit locations and upon request from the project team.
- 14.2.1.2. As set out in Chapter 11.4 of this Report, Paragraph 1.4.2 of the Consultation Document (Appendix 5.1.5A) described the changes to the Project following the January – February 2018 consultation, including the changes made as a result of feedback and Paragraph 1.4.3 clarified the scope of the consultation:

*“As a result, the Proposed Development now being consulted on identifies:*

- *A refined marine cable corridor;*
- *A preferred Landfall at Eastney;*
- *An onshore cable corridor for the HVDC underground cables from the Landfall to the Converter Station, which currently includes an additional number of potential route options which are still under consideration and which views are sought on as part of this consultation; and*
- *A single preferred location for the Converter Station, with greater detail about its proposed design and measures to mitigate its impact on the surrounding environment.”*

- 14.2.1.3. Further detail on the Scope of consultation and how it was presented to consultees can be found in Chapter 11.4.
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### 14.3. UNDERTAKING CONSULTATION

14.3.1.1. In line with the details set out in the SoCC, the Applicant undertook statutory consultation between Wednesday 27 February 2019 and Monday 29 April 2019.

14.3.1.2. The Applicant used a wide variety of tools aimed at Section 47 consultees to provide information about the proposals and the consultation process in an accessible way to encourage feedback. These tools included:

- Community consultation newsletter;
- Consultation Document;
- Feedback Form;
- Public exhibitions events;
- Posters;
- Website; and
- Social media adverts.

#### 14.3.2. LAUNCH OF FEBRUARY – APRIL 2019 STATUTORY CONSULTATION

14.3.2.1. To commence the February – April 2019 statutory consultation period, the Applicant publicised the consultation in a number of ways in addition to the methods noted in paragraph 12.1.5 to publicise the SoCC.

14.3.2.2. **Newsletter:** The Applicant issued a 4-page newsletter to 16,592 households and businesses in the vicinity of the Proposed Development. A copy of the newsletter can be found in Appendix 5.1.5E, and a summary of its contents is included in Chapter 11.5.

14.3.2.3. The newsletter was issued to those homes and businesses the Applicant believed to be the most likely to be affected by the Proposed Development, and was distributed by Royal Mail post on 23 February 2019. Maps illustrating the distribution area can be found in the SoCC in Appendix 5.1.4O.

14.3.2.4. The distribution area incorporated households and business within approximately 100m of the proposed onshore underground cable route, those within a 500m radius of the proposed Landfall locations, and those properties within the vicinity of the Converter Station.

14.3.2.5. In addition, the newsletter was also distributed to all non-statutory consultees via Royal Mail post (where postal addresses were available) on 23 February 2019, and via email on 27 February 2019. Additional non-statutory consultees who provided their contact details after the February – April 2019 statutory consultation period had begun, together with a small number of other non-statutory consultees that were not on the original mailing, were contacted via email on 28 March 2019. An example of this email can be found in Appendix 5.1.4R.

- 14.3.2.6. An email was also issued on 19 February 2019 to angling stakeholders informing them of the public events. This email can be found in Appendix 5.1.4S.
- 14.3.2.7. Following detailed review of the mailing area and additional due diligence, a further 359 direct invitations were issued to households and businesses on 30 March 2018 when it was discovered that access to these properties *may* be directly affected during construction. Those invitations issued as part of this mailing provided the recipients with a 28-day period to respond to the consultation, in line with the requirements of the PA 2008.
- 14.3.2.8. These households received a copy of the same newsletter distributed to the addresses outlined in paragraph 14.3.2.2, which is available at Appendix 5.1.6E.
- 14.3.2.9. **Press Release:** To ensure the wider community was aware of the consultation, in addition to the statutory notices published in the relevant newspapers (see Chapter 12 for further details on Section 47 notices), a detailed press release was issued to the *Portsmouth News* (circulation: 34,960), *Horndean Post* (circulation: 6,574), and *Hampshire Chronicle* (circulation: 7,973) on 27 February 2019. The press release contained the following information:
- An overview of the Proposed Development;
  - Background to the Applicant;
  - Details of the public exhibition events;
  - Details of the deposit locations;
  - Details about the deadline for responses; and
  - The Applicant's contact information including the freephone information line and the website address.
- 14.3.2.10. A copy of the press release is available in Appendix 5.1.4T.
- 14.3.2.11. Following the issue of the press release, a number of articles were published relating to the Proposed Development in the local media. Copies of the coverage obtained can be viewed in Appendix 5.1.4U.
- 14.3.2.12. **Facebook Adverts:** To raise further awareness of the February – April 2019 statutory consultation and encourage the local community to provide their feedback, the Applicant published a Facebook advert that was viewable by approximately 320,000 individuals living within the area potentially affected by the Proposed Development. A map of the distribution area can be found in Appendix 5.1.4V
- 14.3.2.13. The advert directed users to the dedicated UK consultation website where they could find more information on the public exhibition events and consultation process, as well as the deadline for feedback.

- 14.3.2.14. The advert ran for 62 days from Wednesday 27 February to Monday 29 April 2019 inclusive, reaching 115,114 individuals and directing 2,106 users to the UK consultation website.
- 14.3.2.15. A copy of the Facebook advert and distribution area is available in Appendix 5.1.4V.
- 14.3.2.16. **Posters/Site Notices:** Posters/site notices providing details of the public exhibition events, deposit locations, feedback methods and contact details were placed at key locations in the vicinity of the area affected by the Proposed Development, including at intervals along the indicative underground cable route and in the vicinity of both the Landfall and Converter Station locations. In line with the commitments of the SoCC, notices publicising the public exhibitions were placed at key locations for the fishing community including at Portsmouth Harbour, Camber Dock, Eastney Harbour, Langstone Harbour, Selsey Town Centre, Chichester Harbour and Bembridge Harbour.
- 14.3.2.17. Copies of the notices and posters in situ can be found in Appendices 5.1.5G.

### 14.3.3. CONSULTATION MATERIALS

- 14.3.3.1. Chapter 11.5 sets out the consultation materials made available during the statutory consultation period and provides an overview of their contents. These were:
- Consultation Document, providing a detailed explanation of the proposals and the key issues to be considered during the consultation;
  - Preliminary Environmental Impact Report (“PEIR”) and Technical Appendices;
  - Non-Technical Summary of the PEIR;
  - Red line plans;
  - The Consultation Newsletter; and
  - Feedback form.

These materials were made available at the public exhibition events, on the Proposed Development website, and at the Deposit Locations noted below.

### 14.3.4. PUBLIC EXHIBITION EVENTS

- 14.3.4.1. The Applicant hosted nine public exhibition events to display plans for the Proposed Development. Details of each event are outlined in Table 14.1 below:

**Table 14-1 - Details of public exhibition events**

<b>Date</b>	<b>Venue</b>	<b>Address</b>	<b>Opening Times</b>
<b>7 March 2019</b>	Broad Oak Sports & Social Club	Airport Service Road, Portsmouth, PO3 5PB	16:00 – 20:00
<b>8 March 2019</b>	Eastney Community Centre	Bransbury Park, Bransbury Road, Eastney, Portsmouth, PO4 9SU	16:00 – 20:00
<b>14 March 2019</b>	Jubilee Hall	Crouch Lane, Horndean, Waterlooville, Hampshire, PO8 9SU	16:00 – 20:00
<b>16 March 2019</b>	The Drayton Centre	238 Havant Road, Portsmouth, PO6 1PA	10:00 – 14:00
<b>21 March 2019</b>	Waterlooville Community Centre	10 Maurepas Way, Waterlooville, PO7 7AY	16:00 – 20:00
<b>22 March 2019</b>	Acorn Community Centre	3 The Kestrels, Wecock Farm, Waterlooville, Hampshire, PO8 9UX	16:00 – 20:00
<b>23 March 2019</b>	Deverall Hall	84 London Road, Purbrook, Waterlooville, PO7 5JU	10:00 – 14:00
<b>30 March 2019</b>	Milton Village Community Hall	182 Milton Road, Southsea, PO4 8PR	11:30 – 15:30
<b>5 April 2019</b>	Denmead War Memorial Hall	Hambledon Road, Denmead, PO7 6PW	16:00 – 20:00



- 14.3.4.2. The nine venues selected were chosen due to their close proximity to the proposed onshore underground cable route, Converter Station and Landfall locations. The date and timings of the events were intended to encourage maximum participation from the local community, whilst all venues had disabled access.
- 14.3.4.3. Each public exhibition event gave the local community the opportunity to view plans for the Proposed Development, speak with the project team and provide their feedback.
- 14.3.4.4. The nine public exhibition events were attended by a total of 709 individuals. Photos of each public exhibition event can be found in Appendix 5.1.4W. A set of public exhibition information boards were produced and available to view at each of the public exhibition events. These boards contained the following information:
- Information about the Applicant;
  - Overview of the Proposed Development;
  - Benefits of AQUIND Interconnector;
  - Evolution of the proposals;
  - Elements that feedback was being sought on;
  - Information on the location, equipment, construction, operation design and landscape principles of the proposed UK Converter Station;
  - Proposed UK onshore underground cable route, including route options in Sections 3, 5, 6, 8 and 9;
  - Information on installation of the onshore underground cables and the approach to traffic management;
  - Proposed UK landfall location;
  - UK offshore elements of the Proposed Development;
  - Information regarding the DCO planning process;
  - Anticipated project timescales;
  - How to respond to the consultation (and the deadline for responses); and
  - Contact information.
- 14.3.4.5. The exhibition boards were made available to view on the UK consultation website throughout the February – April 2019 statutory consultation period. A copy of the exhibition boards can be found in Appendix 5.1.5F.
- 14.3.4.6. Additional materials were also available at the exhibition, which included the following:
- Hard copies of the Consultation Document;

- Hard copies of the Consultation Newsletter;
- A hard copy of the PEIR;
- Hard copies of the Non-technical summary of the PEIR;
- Hard copies of the SoCC;
- Hard copies of the Red Line Boundary overview;
- Hard copies of the Red Line Boundary Sections;
- Hard copies of the Section 47 notice;
- Hard copies of the Section 48 notice;
- Customisable acetate sheets illustrating the onshore underground cable route options in Sections 3, 5, 6, 8 and 9;
- Indicative Sections of the onshore underground and marine cables and protective ducting;
- Feedback forms (normal and large-print), containing information on the deadline for response;
- iPads, for registering attendance;
- Freepost envelopes, to return completed feedback forms;
- A ballot box to deposit completed feedback forms;
- An A4 copy of the press advert;
- A hard copy of the distribution area for the invitation newsletter;
- Directional signage to lead attendees into the venue; and
- An opportunity to request further information.

### **14.3.5. DEPOSIT LOCATIONS**

14.3.5.1. As detailed in the SoCC, the consultation documents were made available online at [www.aquindconsultation.co.uk](http://www.aquindconsultation.co.uk) and in hard copy (free of charge) at the deposit locations listed below between Wednesday 27 February 2019 and Monday 29 April 2019.

14.3.5.2. At the advertised deposit locations, the following consultation documents were made available:

- Consultation newsletter;
- Consultation Document;
- PEIR;
- Non-technical summary of the PEIR;

- Feedback forms (with freepost envelopes); and
- USB memory sticks (containing the full suite of consultation documents).

14.3.5.3. A hard copy of the SoCC and Section 48 notice were also available at the deposit locations, together with contact information cards.

14.3.5.4. The list of deposit locations is as follows:

**Table 14-2 - List of deposit locations**

Venue	Opening Times
Beddow Library, Milton Road, Milton, Portsmouth, PO4 8PR	Mon, Tue & Fri: 09:30 – 17:00 Wed & Thu: 09:30 – 18:00 Sat: 10:00 – 15:30
Waterlooville Library, The Precinct, Waterlooville, PO7 7DT	Mon, Tue, Wed & Sat: 9:00 – 17:00 Thu & Fri: 09:00 – 19:00
Horndean Library, 12 Fiveheads Road, Horndean, Waterlooville, PO8 9NW	Mon & Thu: 14:00 – 17:00 Wed: 10:00 – 13:00 & 14:00 – 17:00 Friday: 14:00 – 19:00
Portsmouth City Council, Civic Offices, Guildhall Walk, Portsmouth, PO1 2AL	Mon – Fri: 09:00 - 16:00
Havant Borough Council, Public Service Plaza, Civic Centre Road, Havant, PO9 2AX	Mon – Fri: 09:00 – 17:00
Winchester City Council, City Offices, Colebrook Street, Winchester, SO23 9LJ	Mon – Thu: 08:30 – 17:00 Fri: 08:30 – 16:30
Hampshire County Council, The Castle, Winchester, SO23 8UJ	Mon – Fri: 08:30 – 18:00
Central Library, Portsmouth City Council, Guildhall Square, Portsmouth, PO1 2DX	Mon & Fri: 09:30 – 17:00 Tue, Wed & Thu: 09:30 – 18:00 Sat: 10:00 – 15:30
Cosham Library, Spur Road, Cosham, Portsmouth, PO6 3EB	Mon, Tue & Thu: 09:30 – 18:00 Wed & Fri: 09:30 – 17:00

Venue	Opening Times
	Sat: 10:00 – 15:30
Petersfield Library, 27 The Square, Petersfield, GU32 3HH	Mon, Tue, Thu & Sat: 09:00 – 17:00 Wed & Fri: 09:00 – 19:00

14.3.5.5. All deposit locations were provided with the contact details of the project team and told to request additional documentation if supplies of any of the consultation documents were running low. One request was received from Cosham Library on 5 March 2019 for additional feedback forms and USBs, which were delivered on 7 March 2019.

### 14.3.6. COUNCIL AND COMMUNITY BRIEFINGS

14.3.6.1. As outlined in the SoCC, the Applicant undertook a number of community briefings with groups and stakeholders who expressed an interest in such a meeting. At each briefing, the project team gave a presentation detailing the Proposed Development that the Applicant was consulting on as part of the February – April 2019 consultation period, whilst attendees were also given the opportunity to ask questions. Details of all community briefings undertaken are detailed in the table below:

**Table 14-3 - List of Community Briefings**

Date	Organisation	Main topics of discussion
6 March 2019	Denmead Parish Council	<ul style="list-style-type: none"> <li>Onshore underground cable route</li> <li>Traffic management</li> <li>Converter Station (noise, visual impact, landscaping, location)</li> <li>DCO process</li> <li>Project finance</li> <li>Maintenance</li> <li>Health impacts</li> </ul>

Date	Organisation	Main topics of discussion
7 March 2019	East Southsea Neighbourhood Forum	<ul style="list-style-type: none"> <li>• Landfall</li> <li>• Consultation</li> <li>• Need for interconnectors</li> <li>• The Applicant's background</li> <li>• Traffic management</li> </ul>
20 March 2019	Milton Neighbourhood Forum	<ul style="list-style-type: none"> <li>• Onshore underground cable route</li> <li>• Construction</li> <li>• Health impacts</li> <li>• Traffic management</li> </ul>
26 March 2019	Winchester City Council – Elected Member and Senior Planning Officers	<ul style="list-style-type: none"> <li>• Converter Station (design principles, visual impact)</li> <li>• Onshore underground cable route</li> <li>• Consultation</li> </ul>
2 April 2019	Hampshire Astronomical Group	<ul style="list-style-type: none"> <li>• Converter Station (lighting)</li> </ul>
8 April 2019	Horndean Parish Council	<ul style="list-style-type: none"> <li>• Converter Station (design principles, visual impact)</li> <li>• Traffic management</li> <li>• Construction</li> <li>• Health impacts</li> <li>• Project timescales</li> </ul>

#### 14.3.7.

#### 14.3.8. WEBSITE

14.3.8.1. Throughout the February – April 2019 statutory consultation period, the UK consultation website, hosted at [www.aquindconsultation.co.uk](http://www.aquindconsultation.co.uk), contained the following information:

- Information on the Proposed Development;

- Information on the Applicant;
- Copies of all consultation documents;
- An online version of the feedback form;
- Project FAQs;
- News and events;
- Information about the pre-application consultation process;
- Project timeline, and details on the deadline for submission of feedback to the consultation;
- Information on the Project of Common Interest ('PCI') designation; and
- Contact details.

14.3.8.2. Throughout the February – April 2019 statutory consultation period, the website was viewed by a total of 4,667 users.

14.3.8.3. The Project FAQs and timeline were updated prior to the start of the consultation period on 27 February 2019 to cover a range of likely questions relating to the consultation, as well as providing further information contained within the various consultation documents.

## **14.4. FEEDBACK MECHANISMS**

### **14.4.1. HARD COPY FEEDBACK FORM (INC. LARGE PRINT)**

14.4.1.1. Members of the local community were able to provide their feedback via hard copy feedback forms, which were available at all nine public exhibition events and all 10 deposit locations. These could be filled in at the events and posted into the ballot box provided, or taken away and returned using the freepost envelopes provided, or via the project's freepost address "Freepost AQUIND Consultation" and scanned in and returned by email. An overview of the questions posed on the Feedback Form is included in Chapter 11.5.

14.4.1.2. Large print feedback forms were available at all public exhibition events, and upon request via the freephone information line and consultation email address.

14.4.1.3. Hard copy feedback forms received by post were accepted up to Thursday 2 May, three working days following the end of the February – April 2019 statutory consultation period to allow additional time for forms posted on 29 April 2019, the final day of the consultation period, to be received by the project team. All responses received by this deadline were analysed and used to refine the final plans for the Proposed Development.



14.4.1.4. In addition, two feedback responses were received subsequent to the feedback deadline, which the Applicant also had regard to when finalising the plans submitted for the Proposed Development

#### **14.4.2. ONLINE FEEDBACK FORM**

14.4.2.1. Individuals were also able to complete a feedback form on the UK consultation website, hosted at [www.aquindconsultation.co.uk](http://www.aquindconsultation.co.uk). Responses were accepted up until Midnight on Monday 29 April 2019, following which the feedback form was removed from the website.

### **14.5. ENGAGEMENT WITH HARD-TO-REACH GROUPS**

14.5.1.1. In addition to the above noted focus on general engagement with local people living within the vicinity of the Proposed Development, the Applicant sought to encourage as wide a participation to its statutory consultation as possible.

14.5.1.2. Reference to engagement and consultation with ‘hard to reach’ groups was included within the SoCC and discussed with relevant local authorities and the Marine Management Organisation (see Chapter 12). ‘Hard-to-Reach’ and ‘Seldom Heard’ Groups are defined as groups within society that are typically under-represented in the planning process or have limited capacity for involvement.

14.5.1.3. Prior to the February – April 2019 statutory consultation, the Applicant engaged with the LPAs who were formally consulted on the SoCC, together with the directly affected parish councils to identify any additional local stakeholders that should be invited to partake in the consultation, including ‘hard to reach’ groups.

14.5.1.4. The Applicant engaged with the following parish councils to discuss the local consultation and identify any ‘hard to reach’ groups within the vicinity:

- Horndean Parish Council;
- Denmead Parish Council; and
- Southwick & Widley Parish Council.

14.5.1.5. The Applicant sent invitations to all groups suggested by the above parties, where contact details were publicly available or provided by the Local Planning Authorities or parish councils. A list of all groups suggested by the LPAs and relevant parish councils to which invitations were sent is available in Appendix 5.1.4.

14.5.1.6. Briefings were offered to a number of ‘hard to reach’ community groups and stakeholders during the consultation, details of which are outlined in Chapter 5. A list of community briefings undertaken is included in Chapter 14.3.5.

14.5.1.7. Following interest from one particular elderly resident who stated that they and their neighbours had difficulty attending a public exhibition event and accessing the consultation materials via the website, the Applicant offered a briefing to the resident and their neighbours in question.

- 14.5.1.8. After speaking extensively with the project team, the resident felt that their questions, and those of their neighbours, had been suitably answered and so declined the offer of a briefing.
- 14.5.1.9. The following methods were used to inform local communities, including ‘hard to reach’ or ‘seldom heard’ groups of the opportunities to get involved with the consultation on the Proposed Development:
- Newsletters within the identified Primary Consultation Zone;
  - Newspaper adverts;
  - Letters to elected representatives, parish councils and local groups;
  - Social media adverts;
  - Posters at various locations, as outlined in the SoCC; and
  - Site notices were erected along the proposed onshore underground cable route.
- 14.5.1.10. Copies of the posters are available in Appendix 5.1.4A, whilst photos of the site notices in situ can be viewed in Appendix 5.1.5G.
- 14.5.1.11. In addition, the project team had language sheets at each event. This enabled the project team to identify any attendee’s first language (if not English) and arrange for a translator to provide the relevant information to the attendee in their chosen language. In the event, no such requests were received.
- 14.5.1.12. In preparing the consultation documents, the Applicant also attempted to minimise the dual use of red and green colouring to minimise any potential impact on members of the local community who were colour-blind.
- 14.5.1.13. All nine public exhibition event venues and all 10 deposit locations had step free access available to ensure the February – April 2019 statutory consultation was accessible to those with physical disabilities.
- 14.5.1.14. Furthermore, the Applicant ensured that the consultation documents were available through a wide range of methods, including online and in hard copy format. Members of the local community who were unable to attend a public exhibition event, visit a deposit location and did not have access to the internet were able to request a USB from the project team containing all consultation documents, which was provided free of charge. Those without internet access were also able to request hard copies of the documents to be posted to them.

## **14.6. RESPONSES FROM SECTION 47/48 CONSULTEES**

- 14.6.1.1. Chapter 8 of the Consultation Report contains a summary of the consultation undertaken, the feedback received, and the regard had to that feedback during all periods prior to the February – April 2019 statutory consultation period.

- 14.6.1.2. This extensive preliminary work that was undertaken resulted in refinements to the Proposed Development during the period leading up to the statutory consultation period. The Applicant had regard to the feedback received during the January – February 2018 non-statutory consultation and refined the proposals where possible as a result.
- 14.6.1.3. This Chapter of the Consultation Report sets out how the Applicant has complied with its duty under Section 49 of the PA 2008 to have regard to consultation responses received under Section 47 and 48 of the PA 2008. Information pertaining to Section 42 is presented in Chapter 11 of this Report.
- 14.6.1.4. Given that no responses were identified as having resulted specifically from notification under Section 48, the Applicant has decided to treat all responses not identified as those received under Section 47 within this Section, ie as dual consultees.

#### **Summary of Feedback and regard had by the Applicant**

- 14.6.1.5. Feedback was gathered from a variety of sources (explained in Chapter 14.4), and was collected, managed and stored in accordance with the General Data Protection Regulation (GDPR).
- 14.6.1.6. The feedback form was structured in a way that requested specific comment from respondents on the key areas being consulted upon, including:
- Lovedean – Converter Station Area;
  - Onshore underground cable route;
  - Landfall Location;
  - Marine Cable;
  - Construction;
  - Consultation; and
  - Any General Comments.
- 14.6.1.7. A full list of the questions posed on the form is outlined in paragraph 14.2.1.7 at the beginning of this Chapter, and a copy of the feedback form can be found in Appendix 5.1.6B.
- 14.6.1.8. Responses were received from 155 respondents, including 98 hard-copy feedback forms, 52 online feedback forms and five written responses.
- 14.6.1.1. Table 14.4 below provides a summary of the key comments made during the February to April 2019 Section 47 consultation process, together with an explanation in summary of how the Applicant has had regard to the comments.

**Table 14-4 - Summary of key consultation responses and regard had by the Applicant**

General Comment/Issue	Total Comments
Respondents noted concerns about increased traffic and disruption to highway network along the underground cable route, at the Converter Station and at Landfall.	84
No comments / No view / Not my area	60
Cable Route Option 3c is the most disruptive (impact on traffic, on residents) and is least preferable for 'Section 3' of the Underground Cable Route	39
Concerned about noise (operational and construction)	38
Concerned about visual impact of Converter Station	30
Concerned about access to properties during construction of the underground cable route corridor	17
Concerned at impacts of the summer holiday season when devising a potential construction timetable	17
Cable Route Option 3a(i) minimises disruption and is most preferable for 'Section 3' of the Underground Cable Route	15
Concerned about lighting impact during construction	14
General supportive statement about the Proposed Development	13
Cable Route Option 8c(i) minimises disruption and is most preferable for 'Section 8' of the Underground Cable Route	12
Peak times / rush hour need to be considered when developing a traffic management plan	12
Concerned at impact on marine wildlife and environment	11
Concerned about cable route affecting densely populated / residential areas (general comment)	10
Option 3a(ii) minimises disruption for 'Section 3' of the Underground Cable Route	10

General Comment/Issue	Total Comments
Desire to consider football matchdays when devising a potential construction timetable	10
Queries relating to the impact of Brexit on the Proposed Development	10
Concerned about parking	10

- 14.6.1.2. An overview of the specific issues raised in response to each key element of the Proposed Development can be found below, along with an explanation of how the Applicant had regard to the feedback received.
- 14.6.1.3. Due to the localised nature of some of the specific questions and areas for consideration, there were often number of respondents to each question that noted that either they were unable to comment as they did not know the area, or that they had no view.

**Table 14-5 - Summary of issues raised in responses to Section 47 and Section 48 consultees and regard had by the Applicant**

Summary Issue	Change? (Yes/No)	Regard had by the Applicant
<p><b>LOVEDEAN - CONVERTER STATION AREA</b></p> <p>The most frequent comments in relation to this area indicated contentment with the approach to design but raised concerns regarding the visual impact, operational noise and construction noise, lighting, as well as increased traffic during construction. Some respondents mentioned that they were concerned about the project's impact on the South Downs National Park (SDNPA).</p> <p>A full, detailed breakdown of responses related to the Converter Station Area is included in the Feedback Analysis Report, which can be found in Appendix 5.1.4Y.</p>		
<p><b>Design and landscaping</b></p> <p>Concern was raised that insufficient detail had been given on the design and planting mitigation proposed. There was a desire for the design of the Converter Station to blend in with the surrounding countryside with more screening and tree planting proposed to disguise the building. This screening should take into account the changing seasons and different colours of leaves throughout the year.</p> <p>The height and scale of the building were noted as a concern by a number of respondents, in particular, the proximity of the building to the SDNP and likely impacts. Several respondents commented that they wanted the building to be lowered or “sunk” into the ground as much as possible to minimise the height and scale of the building, especially when compared against the existing treeline and height of surrounding buildings.</p> <p>Some were in support of the use of cladding and breaking it up with colours to “camouflage” the building. A few comments were received relating to the design of the building, that it should be more ‘imaginative’ and noting that a ‘curved’ roof would not be appropriate.</p> <p>Other respondents stated that they had no issues with the design parameter approach and thought the use of a varied colour palette on cladding would reduce but not remove the visual intrusion with the landscape. Respondents also supported the proposals for further planting, using mature trees and tall species of vegetation to increase the level of screening. In particular, responses were received highlighting a desire for improved landscaping to the west/south west.</p>	<p>Y</p>	<p>The Applicant has met with WCC, EHDC and SDNPA on several occasions to discuss the Converter Station design and landscape mitigation proposals since the close of the consultation. In response to concerns over the level of detail given on the design and planting mitigation, a maximum parameter envelope was defined for the Converter Station supported by Parameter Plans, Parameter Tables and a set of Design Principles to provide flexibility but also a satisfactory level of detail. The Design Principles are secured through the Design and Access Statement (‘DAS’) (document reference: 5.5) and a requirement in the draft DCO (document reference 3.1). This covers general, building design, landscape design and sustainability principles. The detailed design of the Converter Station will need to adhere to the Design Principles and would be subject to approval by WCC, EHDC in consultation within the South Downs National Park Authority.</p> <p>The Design Principles make specific reference to integrating the Converter Station sympathetically into its surroundings, the use of colour to complement the surrounding landscape and minimise visual impacts as well as the retention and enhancement of existing surrounding vegetation, and the introduction of new vegetation to serve a visual screening function.</p> <p>The Design Principles seek, where practicable and subject to environmental constraints, to ensure that the construction platform will be cut into the hill slope to reduce the building’s ridge level with naturalistic landforms providing further screening in response to concerns over visual impacts, particularly in relation to immediate residents and recreational users and its proximity to the SDNP.</p> <p>In response to comments, curved corners, cladding, colour and the gradation of colours across the building are proposed in the Design Principles, softening and breaking up the building’s mass and reducing its visual impact.</p>



Summary Issue	Change? (Yes/No)	Regard had by the Applicant
		<p>Indicative landscape mitigation plans to support the Landscape and Visual Amenity Chapter have been prepared alongside landscape design principles drawing on comments from respondents. Further tree planting has been introduced particularly to the west / south west in the form of woodland planting and scrub, and measures sought to enhance existing hedgerows where practicable.</p>
<p><b>Visual effects</b></p> <p>Linked to the above many expressed general concern about the visual impact, from SDNP, local residences near the building and views from the surrounding area.</p> <p>The most frequent responses (from 13 respondents) relating to the Converter Station noted a general concern about the visual impact of the Converter Station.</p>		<p>The detailed design of the Converter Station will be approved by the relevant local planning authority in discussions with the South Downs National Park Authority.</p> <p>The design of the building must adhere to a set of Design Principles which accompany the Application and are referred to in the Design and Access Statement. The Design Principles seek to minimise the visual impact of the Converter Station. The following have been considered where practicable and subject to environmental constraints:</p> <ul style="list-style-type: none"> <li>• The Converter Station will integrate sympathetically into the surrounding topography.</li> <li>• The construction platform will be cut into the hill slope to reduce the building's ridge level and excess fill used to create naturalistic landforms to increase visual screening.</li> <li>• The surfacing and landscaping of the Access Road will be considered in detailed design to minimise its visual impact.</li> <li>• The building design will reduce / soften visual impact considering cladding, roofing, colour and mass.</li> <li>• Surrounding existing vegetation will be retained to screen immediate views of the Converter Station.</li> <li>• New planting will be introduced to provide screening for immediate residents and recreational users.</li> </ul> <p>It is considered that the visual impact of the Converter Station will reduce with distance and due to intervening vegetation, built form and topography, with limited impacts from middle and distant views.</p>
<p><b>Noise</b></p> <p>Some responses raised concern with both operational and construction noise of the Converter Station.</p>	Y	<p>Residential receptors within approximately 1 km of the Converter Station have been assessed for operation, and within 300 m for construction. The assessment methodology and criteria have been agreed with the local planning authorities and are in accordance with the relevant British Standards (BS4142:2014 for converter station operation and BS5228-1:2009+A1:2014 for converter station construction).</p>

Summary Issue	Change? (Yes/No)	Regard had by the Applicant
<p>Some stated that they wanted to be sure that the operational noise would be no louder than the existing NGET substation. The potential for a “hum” was also raised with one response expressing concern about this for people with hearing aids.</p> <p>For construction noise a handful of responses asked about the potential for compensation for the impacts.</p> <p>Various comments requested clarity on timing of construction and that noise should only be permitted between 8am and 6pm, Monday to Friday, with no night working and restrictions during the summer period.</p> <p>The issue of weather conditions was also raised by some respondents to ensure that this is taken into account when assessing noise at the site (for example westerly winds may carry noise further afield).</p> <p>One respondent was concerned about the proximity of the Converter Station to the Ancient Woodland and potential disruption due to noise to species that depend on them.</p>		<p>For the operational assessment, the noise modelling prediction methodology assumes a reasonable worst-case with respect to wind speed and direction (i.e. the converter station is upwind of the sensitive receptors and the wind speed is 1-5 m/s).</p> <p>Tonal characteristics (e.g. hums) from the operational converter station have been considered through an assessment of the noise levels across different frequencies (known as octave bands). This methodology was discussed and agreed with the local planning authorities who had particular focus on ensuring low frequency noise from the Converter Station was adequately and robustly assessed.</p> <p>During operation, negligible effects are predicted for all but one receptor where a minor effect is predicted during the night-time. Additional mitigation has been considered which reduces the effect to negligible.</p> <p>During all aspects of the Converter Station construction, best practise noise and vibration mitigation measures will be employed to minimise impacts. Direct, temporary, short-term minor (not significant) effects and direct, temporary medium-term negligible (not significant) effects are identified at receptors in the Converter Station study area during construction...</p> <p>Construction hours for the proposed Converter Station are Monday to Friday 0800 to 1800, and Saturday 0800 to 1300.</p> <p>Chapter 16 of the ES assesses ecology (document reference: 6.1.16) and this does consider impact on species and Ancient Woodland and concludes a negligible effect.</p>
<p><b>Construction Traffic</b></p> <p>The use of construction vehicles (HGVs) on the narrow lanes around the substation was raised as a concern by local residents, in particular along Lovedean Lane, Day Lane and Broadway Lane.</p> <p>Some expressed preference for the construction traffic to use the A3M rather than local roads to get to the site or that it should be split between Horndean and Waterlooville (B2150) however, concern was also raised by some respondents about the ability of those roads to cope with construction traffic, in terms of quality of road and capacity.</p>	Y	<p>Management and routing of construction traffic for the Converter Station and traffic impacts during the installation of the onshore cable has been carefully considered. A Transport Assessment (document reference: 6.3.22.1) has been prepared by the Application with scope agreed with the highways authorities of HCC and PCC.</p> <p>The Framework Traffic Management Strategy ('TMS') (document reference Appendix 22.1 – 6.3.22.1A) will be approved by the Highway Authority post consent. This will help manage road safety for all road users along Lovedean Lane, Day Lane and Broadway Lane, including temporary traffic signals and temporary speed limits in locations agreed with the Highway Authority.</p>

Summary Issue	Change? (Yes/No)	Regard had by the Applicant
<p>Individual responses also raised concern about impact to horseriders, cyclists and pedestrians along the route.</p> <p>Access to properties during the construction period was also raised in the context of understanding whether access would be maintained.</p> <p>Some respondents noted the desire to avoid construction deliveries during weekends and at peak hours to avoid impacts on local traffic.</p> <p>One respondent also questioned the environmental impact of construction traffic emissions.</p>		<p>The Framework Construction Traffic Management Plan (Document Reference Appendix 22.2) states at paragraph 1.3.1.1 that individual CTMPs will be provided to each contractor and will be agreed with the relevant Highway Authority. The CTMPs will contain, amongst other things, details of vehicle routing plans, highway condition surveys and any alterations to the highway to enable construction including temporary and permanent.</p> <p>Where construction works do obstruct a footway a minimum unobstructed width of 1.0 m will be provided alongside the construction corridor and where this is not possible a safe alternative route will be provided. This will include provision of suitable crossing facilities where required, including temporary replacement of existing pedestrian crossings that may need to be closed to facilitate construction.</p> <p>Where there are shared-use paths or cycleways impacted by the works these will be kept open if possible, or a suitable diversion route provided.</p> <p>Where full closure of cycle route is necessary and diversion routes are unsuitable temporary cycle facilities will be provided past the construction corridor where possible, such as on the Eastern Road shared-use path. This could be completed as part of a full lane closure or through provision of a temporary off-road route. The width of these temporary routes will be 2.5 m where possible, with a minimum of 1.5 m. If the temporary route is provided over unmade ground, then footway boards will be used to provide a formal surface.</p> <p>For horseriders and users of the Public Rights of Way network, there is the potential for the route to be closed temporarily during construction for safety purposes. To mitigate this disruption, an alternative route will be provided along with signage in advance of the temporary closure.</p> <p>The FTMS (document reference: 6.3.22.1 and the DCO (document reference 3.1) itself limits working hours for construction traffic for the Converter Station, this will ensure avoiding conflict with peak hour traffic and at weekends.</p> <p>Access to properties and businesses along the Onshore Cable Corridor has been considered in the FTMS (document reference: 6.3.22.1A). Access to residential properties will be maintained where possible but some vehicular restrictions will be required when cable installation is underway immediately outside an access. This will impact individual properties for a maximum of 1-2 weeks per circuit, during which time</p>

Summary Issue	Change? (Yes/No)	Regard had by the Applicant
		<p>pedestrian and cycle access will be retained at all times. More detail is provided in the FTMS</p> <p>The Framework Construction Worker Travel Plan (FCWTP) (document reference Appendix 22.2 Appendix 6) submitted with the application will have a number of benefits including less vehicle congestion on local roads and improved local air quality (paragraph 1.2.1.1.2)</p>
<p><b>Site Selection</b></p> <p>Concern was raised about the appropriateness of the location for the Converter Station.</p> <p>Some questioned why a brownfield/ industrial site could not have been found and preferred the location to be off agricultural land.</p> <p>Some however, noted that if another convertor station was required, then to situate it in the proposed location was appropriate.</p>	<p>N</p>	<p>Following the identification of the Lovedean Substation as the agreed grid connection point, and optioneering exercise was undertaken to consider the siting of the Converter Station. Using a criterion based approach (see ES Chapter 2, Alternatives for further detail) which included a minimum site area, a requirement to site the Converter Station within 2 km of Lovedean Substation (due to and increased transmission losses over greater distances), good highway access and avoiding areas of high environmental or public amenity.</p> <p>In considering these criteria, there were no suitable previously developed (brownfield or industrial) sites within the search area. Additional consideration of the proximity of Lovedean Substation to the South Downs National Park, statutory environmental designations and the urban areas of Horndean, Cowplain and Denmead further restricted the area of search. Within this refined area of search, a number of potential Converter Stations locations were further considered with regards to their environmental, social and economic, and engineering impacts which resulted in the identification of the preferred Converter Station Location (Option B(i)) which was considered to present the least level of impact within the existing environmental constraints. This preferred option has been further considered with regards to the impact on established trees and hedgerows resulting in an additional (microsited) option (Option B(ii)) being included within the Application.</p>

Summary Issue	Change? (Yes/No)	Regard had by the Applicant
<p><b>EMF/Public Health</b></p> <p>Three respondents raised specific concerns about EMF and potential impacts to public health.</p> <p>In particular, a few respondents queried whether any issues related to EMF would be increased due to the proximity to NGET's substation.</p> <p>Specific concerns were raised in relation to impact on hearing aids and medical equipment (e.g. spinal cord stimulators).</p>	N	<p>Due to the earthed shielding of the HVAC Cables and HVDC Cables there will be no electric field present along the Onshore Cable Route. There will also be no AC electric field outside of the Converter Station due to the earthed perimeter fence.</p> <p>The assessed components of the Proposed Development produce field strengths for which are less than the public exposure limit contained within the International Commission on Non-Ionizing Radiation Protection ('ICNIRP') guidelines (endorsed by the UK Health Protection Agency, the World Health Organisation and the UK Government) in areas where the time of exposure to the general public is considered significant.</p> <p>With specific regard to the HVDC cables, the component of the proposed development in closest proximity to residential dwellings and businesses, the HVDC cables have a predicted peak magnetic flux density of 23 microtesla (<math>\mu\text{T}</math>) at 1 m above ground, which corresponds to 0.06 % of the public exposure limit for DC magnetic fields. This magnetic field decreases rapidly with distance from the cable and is about <math>2\mu\text{T}</math> at 10 m from the cable.</p> <p>This does not include the earth's geostatic field which varies with inclination, latitude, longitude and elevation; ranging between from 25 to 65 <math>\mu\text{T}</math> at the earth's surface.</p> <p>The ICNIRP guideline indicate that some interference to implanated medical devices from low-intensity devices has been recognised; however, it qualifies this by stating that 'in general, the operation of these devices is not adversely affected by static fields below 500 <math>\mu\text{T}</math>[1]' significantly below the cautionary guideline level directly above the cable.</p>
<p><b>Lighting</b></p> <p>The majority of respondents that commented on lighting made a general statement about seeking to ensure that there would be no impact from night-time lighting on the Clanfield Observatory and SDNP Dark Skies policy. This included a response from the Observatory.</p>	Y	<p>Converter Station will not be lit at night – Lighting will only be turned on at night during exceptional circumstances, such as urgent maintenance activities that are rare events, and there will be no permanent nocturnal lighting of the Converter Station. This will avoid indirect disturbance impacts associated with the Converter Station's operation on ecological features (e.g. bats).</p> <p>Discussions have been held with Clanfield Observatory who gave some suggestions for types of lighting, these comments have been noted. Details of lighting are proposed to be agreed with the relevant local authority before construction post DCO consent.</p>



Summary Issue	Change? (Yes/No)	Regard had by the Applicant
<p><b>Energy Policy</b></p> <p>In addition to comments on specific elements and environmental impacts of the Proposed Development a number of respondents expressed views relating to UK energy policy and queried the need for the Proposed Development.</p> <p>A few responses asserted that the UK should be developing an independent power policy for the UK with each country developing its own supply. Others wanted more domestic renewable energy development, and further investment in nuclear.</p>	N	<p>Changing nature of consumer electricity demand (for example from electric vehicles, electric heating and air conditioning) means that the total demand for electricity in the UK is expected to grow in the future. Alongside this, decarbonisation is driving shift in generation mix towards renewable energy, to which wind and solar generation are intermittent. Both factors are driving a need for a stronger electricity transmission network to enable electricity to flow from generation sources to the final users. Electricity interconnectors are a key part of this.</p> <p>Specifically, interconnectors help integrate renewables by providing an import route at times of low intermittent generation and export route at times of excess intermittent generation thus reducing overall carbon emissions.</p> <p>AQUIND Interconnector has been awarded the status of a Project of Common Interest by the European Commission and approved by the European Parliament which recognises that the Project will:</p> <ul style="list-style-type: none"> <li>• have a significant positive impact on energy markets and market integration;</li> <li>• boost competition on energy markets; and</li> <li>• help the EU's energy security and contribute to climate and energy goals by integrating renewables.</li> </ul>
<p><b>Other Comments raised</b></p> <p>Other comments raised by consultees included:</p> <p><b>Security:</b> One respondent asked what the security arrangements would be for the Converter Station, and whether there would be manned security.</p> <p><b>Groundwater:</b> One respondent highlighted concerns about the impact in the local water table and subsequent issues with drainage and flooding.</p> <p><b>House prices:</b> Three responses referenced a concern that the Proposed Development would impact house prices.</p> <p><b>Air Quality:</b> One response mentioned a lack of information about the emissions from the Converter Station.</p>	N	<p><b>Security:</b> The Converter Station will be located within a securely fenced compound. The Converter Station is designed for unmanned operation, but will include a small maintenance team on 24/7 callout.</p> <p><b>Groundwater:</b> Groundwater level monitoring was undertaken during 2018 and assessed against Environment Agency and Portsmouth City Council data, which has been used to inform the identified mitigation measures to avoid or reduce significant effects of drainage and flooding.</p> <p><b>House Prices:</b> The impact of a proposed development on house prices are not a material planning consideration.</p> <p><b>Air Quality:</b> Operational effects at the Converter Station (emissions, odour and traffic) were scoped out of the ES as the interconnector table and Converter Station do not</p>



Summary Issue	Change? (Yes/No)	Regard had by the Applicant
<p><b>Community Benefits:</b> A few responses questioned whether some benefit or compensation would be available for the disruption caused. One response suggested building a visitor centre at the Converter Station to increase understanding of the Proposed Development.</p> <p><b>Vibration:</b> The requirement to implement vibration control during construction was raised to avoid any wider impacts to the surrounding area.</p>		<p>cause emissions to air, do not provide odorous emissions, and traffic associated with maintenance is not expected to be significant.</p> <p><b>Community Benefits:</b> Discussions are ongoing with relevant authorities in this regard, however it is considered that mitigation proposed is appropriate and proportionate to mitigate the impacts of the Proposed Development and to date it has not been evidenced how any of the proposed enhancements requested would satisfy the relevant legislative tests to be valid planning obligations.</p> <p><b>Vibration:</b> Vibration has been assessed in accordance with British Standard BS 5228 with regards to the construction of the Proposed Development. All vibration inducing activities are to be undertaken during daytime periods only with the exception of HDD-4 under the railway line in Farlington. Impacts of vibration during construction were found to be negligible to minor.</p>
<p><b>ONSHORE UNDERGROUND CABLE ROUTE</b></p> <p>The most frequent comments noted that the onshore underground cable would have significant impact on traffic and the existing highways network.</p> <p>Of the cable route options presented as part of the consultation, the feedback received indicated that options 3a(i), 3a(ii), 5c, 6a, 8c(i), and 9b(i) are preferred by the local community (within their respective Cable Corridor Sections).</p> <p>In terms of developing a traffic management plan to minimise disruption during the installation of the onshore underground cables, the main factor that respondents believed the Applicant should take into consideration was that the route will cause significant disruption to the existing highways network, and that rush hour/peak times will need to be considered.</p> <p>Where respondents were asked to provide further comments in relation to the onshore underground cable route, the most frequent comment received was in relation to concerns about access to properties.</p> <p>A full, detailed breakdown of responses related to the Onshore Underground Cable Route is included in the Feedback Analysis Report, which can be found in Appendix 5.1.4Y.</p>		
<p><b>Route selection - general</b></p> <p>Many respondents expressed concern about taking the cable route through the urban areas in Portsmouth, in particular along Eastern Road and Milton Road and the fact of locating the landfall in Portsmouth at all.</p>	N	<p>Alternative cable routes and the reason for their discounting are included within ES Chapter 2, Alternatives (document reference: 6.1.2).</p>

Summary Issue	Change? (Yes/No)	Regard had by the Applicant
<p>Some asked why the cables could not be routed through Hayling Island, through Langstone Harbour, via water up to Milton Common or via water to Farlington Marshes with the aim of keeping the route out of residential areas as much as possible.</p> <p>Individual responses also highlighted concern along Hambledon Road, in particular from Maurepas Way to Milton Road. Concern was also expressed about the use of London Road through Purbrook, asking if consideration could be given to the proposed southern access road that will connect the West of Waterlooville development to Purbrook Heath Road. Some also suggested alternative routes utilising the A27 and A3, Portsdown Hill Tunnels).</p> <p>Of those who expressed “support” in response to Q3a of the feedback form (Do you agree with the approach to the onshore underground cable route?), comments included supporting use of bus lanes and hard shoulders to minimise delays on the A3 through Purbrook up to Waterlooville and recognising that the cable “has to go somewhere”.</p> <p>Other comments received included concerns about the impact of cable laying and associated works for the Proposed Development on PCC coastal defences.</p> <p>Others noted a concern about the impacts on air quality and pollution levels during construction and cable laying.</p>	<p>N</p> <p>Y</p> <p>N</p>	<p>Hayling Island considered a number of alternative options but was discounted due to a lack of a suitable crossing to the mainland.</p> <p>The options through Langstone Harbour (including up to Milton Common and Farlington Marshes) were discounted due to engineering restrictions associated with the limited access into Langstone Harbour, being too narrow for cable installation vessels, and further restricted by the environmental designations (SAC, SPA, SSSI, Ramsar) and likely resultant impacts.</p> <p>The concerns raised with regards to the impact of the Proposed Developments on the B2150 (Hambledon Road), A3 (London Road) and A2030 (Eastern Road) have been considered in the refinement of the proposed development. Where possible the Onshore Cable Route will seek to utilise highway verges, bus lanes and cycle paths to reduce impacts on vehicular traffic. The application is further supported by an outline Traffic Management Strategy which seeks to ensure the uninterrupted use of the highway by vehicular traffic where possible.</p> <p>Consideration was given to the use of the access roads within the West Waterlooville Major Development Area (MDA), however due to the proposed timing of the construction of the Proposed Development and the delivery programme of the MDA, providing strategic housing and employment, the route was not considered a feasible alternative to the use of the A3 London Road. More information on this is set out in Chapter 2 of the ES, Alternatives (document reference: 6.1.2)</p> <p>The Applicant has carried out consultation with East Solent Coastal Partnership with regards to the interactions of the Proposed Development and the coastal defences. The Proposed Development has had due regard to the existing and proposed coastal defence works, and will be subject to ongoing consultation as part of the discharge of Requirements.</p> <p>Air quality and pollution has been assessed with regards to the Proposed Development (see ES Chapter 23, Air Quality for further detail (document reference: 6.1.23) and the associated impacts from changes to traffic flows on the local highway network. Mitigation is included within the Outline Onshore CEMP and identify a negligible impact in terms of local air quality, with a negligible beneficial effect associated with construction traffic.</p>

Summary Issue	Change? (Yes/No)	Regard had by the Applicant
	N	Negligible beneficial, negligible adverse, slight adverse and moderate beneficial impacts are associated with the impact on traffic flow changes within the local highway network.
<p><b>Traffic Management</b></p> <p>In response to the question asking for views on any specific factors that should be taken into account to aid the development of the Traffic Management Plan (question 3g of the feedback form), a large amount of feedback was received. A full, detailed breakdown of responses is included in the Feedback Analysis Report, which can be found in Appendix 5.1.4Y</p> <p>Responses highlighted the need to avoid the football season, festivals and special events (with the Victorious Festival, Munity Festival, Bank Holidays and the Great South Run being specifically mentioned).</p> <p>Avoiding school term time on Farlington Avenue (due to location of schools in Eveleigh Road) was also a key consideration.</p> <p>The potential to allow night working and work at weekends and avoiding rush hour was also raised by some respondents.</p> <p>Avoiding impacts on Bransbury Park was noted by some respondents.</p> <p>Avoiding impacts on Milton Road and Eastern Road was also a feature of the feedback received.</p> <p>Using bus lanes to minimise disruption, especially along the A3 was proposed by a number of respondents.</p>	Y	<p>The Applicant has noted the events suggested raised by consultees. The FTMS (document reference 6.3.22.1A Appendix 22.2 Appendix 6) provides an indicative programme for construction that considers environmental constraints, major events, school terms and interaction between adjacent or nearby locations to minimise impact where possible.</p> <p>The Applicant has been engaging with HCC, PCC (and COLAS who contractually undertake the network duty of coordination of third parties/statutory undertakers on the public highway acting as local highway) authority to understand the constraints. Proposed working hours are set out in Chapter 3 of the ES, Project Description (Document reference: 6.1.3). This proposes a 10 hour shift (07.00 – 17.00) Monday to Friday with typically a 5 hour shift on Saturdays 08.00 to 13.00. There are exceptions to this in some areas where up to 24 hour and weekend working are envisaged to minimise impacts.</p> <p>The FCTMP (document reference Appendix 22.2 Appendix 6) sets out the parameters within which contractors will be required to work, including hours of operation, traffic routing, safe vehicular access and manoeuvring and minimising traffic impacts. The FCTMP envisages that a targeted strategy be developed to inform the community and road users of up and coming works which could be undertaken through newsletters, road signage and websites. The FTMS (document reference: 6.3.22.1) which has been developed with the aim of minimising disruption to all road users, including pedestrians, cyclists, public transport users and car drivers also includes a communications strategy which is recognised as a vital aspect of the construction phase.</p> <p>The Applicant has listened to the feedback from consultees and has significantly reduced the potential for disruption including the use of HDD under Milton Allotments. Whilst it is acknowledged that some level of disruption will occur this will be temporary and the Applicant has sought to minimise the impacts where practicable.</p>

Summary Issue	Change? (Yes/No)	Regard had by the Applicant
<p>As with traffic management on the construction of the Converter Station, respondents asked that the Applicant carefully consider the time of year for construction to avoid disruption as far as possible (including the busy summer months). However, as noted above, other respondents however asked that construction be limited as far as possible to summer holidays to minimise disruption to local schools.</p> <p>It was requested (as with the Converter Station construction) that road closures and construction operations should only be permitted overnight (between 10pm and 6am) to minimise disruption as far as possible.</p> <p>It was requested that the Applicant engage with utilities companies to coordinate construction works where possible. In a similar vein, respondents suggested that the Applicant liaise with public transport companies to align bus timetables for example with likely periods of disruption or road closures. Further cumulative impacts could be avoided by further engagement and co-ordination between the Applicant and other local projects likely to be undertaking construction in a similar timeframe (e.g. Carpenter's Field in Denmead).</p> <p>Other comments included the need to install traffic calming measures to prevent vehicles speeding on local roads, as well as co-ordinating temporary traffic light sequencing with existing signals and 'smart' traffic management systems to minimise delays and disruption.</p> <p>Maintaining access for disabled individuals and the need to avoid total road closures wherever possible were also raised by certain respondents.</p> <p>Responses also requested that the Applicant provide regular updates to local communities about construction timescales and schedules to help inform them of the potential disruption as far in advance as possible.</p> <p>The potential disruption from Anmore Road flooding was also raised within the consultation feedback.</p>	<p>Y</p> <p>Y</p>	<p>Use of bus lanes along the A3 is envisaged where practicable. The Applicant has engaged with First Group buses and discussed with HCC.</p> <p>The Applicant has minimised impact on Eastern Road but has retained some flexibility in the Milton Common area. Whilst it is anticipated that the Cable Route would progress through Milton Common and this is considered potentially practicable, given the nature of the ground conditions associated with its former landfill use flexibility has been maintained with two alternative routes either along Eastern Road or the western edge of Milton Common to Moorings Way. If one of these two alternative routes was used, the verge and cycle path east of Eastern Road would be used where possible.</p> <p>Pedestrian and cycle routes along the Onshore Cable Route will be maintained wherever possible, with full closure considered as a last resort, such as where it would prevent a full closure of a major road. In all cases the construction works will ensure that pedestrians and cyclists can pass in a safe manner, with suitable barriers between the construction works. Particular attention will also be paid to the needs of people with mobility and visual impairments to ensure their safety and free movement is retained. Where construction works do obstruct a footway a minimum unobstructed width of 1.0m will be provided alongside the construction corridor and where this is not possible a safe alternative route will be provided. In some locations a footway closure may be required without a suitable alternative route, in these instances a pedestrian route will be provided within the carriageway. Where there are shared-use paths or cycleways impacted by the works these will be kept open if possible, or a suitable diversion route provided. Where full closure of a cycle route is necessary and diversion routes are unsuitable temporary cycle facilities will be provided past the construction corridor where possible, such as on the Eastern Road shared-use path.</p> <p>The FTMS (document reference 6.3.22.1A (Appendix 22.1 – Appendix D) will be approved by the relevant local Highway Authority post consent. This will help manage road safety for all road users and would include measures such as temporary traffic signals and temporary speed limits in locations agreed with the relevant local Highway Authority.</p> <p>Reference is made to the FTMS (document reference 6.3.22.1A) gives details of what is proposed regarding access to properties. A communication plan is set out within the</p>



Summary Issue	Change? (Yes/No)	Regard had by the Applicant
		<p>FTMS (and CTMP) which would be used to update and inform the local community of the construction activity from the Proposed Development in their area in advance.</p> <p>Surface Water and Flood risk has been assessed in chapter 20 of the ES (document reference 6.1.20). Any potential impacts can be managed and flood risk across the Proposed Development has been assessed.</p>
<p><b>Construction programme and events/frequently used areas and amenities to be aware of</b></p> <p><i>Q6a of the feedback form asked if there were any local events or seasonal activities which take place in the community that the Applicant should be aware of when devising a potential construction timetable.</i></p> <p>As partially noted above, responses included many local and regional events that the Applicant should take into consideration. These included:</p> <ul style="list-style-type: none"> <li>• The Victorious Festival,</li> <li>• Great South Run,</li> <li>• School term times,</li> <li>• Daily opening hours for businesses,</li> <li>• Portsmouth football matches,</li> <li>• Summer and bank holidays,</li> <li>• Watersports in Langstone Harbour,</li> <li>• Sports events at playing fields in Furze Lane ground,</li> <li>• Activities around Baffins Pond Association,</li> <li>• Sporting activities at Great Salterns,</li> <li>• Various shows and events in Denmead throughout the year (including Summer Party in mid-June, a Gin Festival in July, a Summer Fayre in August, an Autumn Fayre in September, an Autumn Apple Day, normally early October, A Remembrance Day parade where roads are closed in November, a Christmas Fair in December, a Spring Fayre in April and a Chicken run at Easter),</li> <li>• Clanfield Observatory open evenings,</li> <li>• Christmas and Bank holiday traffic,</li> <li>• Brent geese migration period over the winter,</li> </ul>	Y	<p>All events have been noted by the Applicant. The FTMS (document reference: 6.3.22.1A). Consideration has been given to avoiding major events in the vicinity of the Onshore Cable Corridor. An indicative construction programme has been prepared which considers management of construction activities. At sensitive locations, consideration has also been given to extended and night-time working hours to minimise the period of disruption as far as practicable. Further detail is provided within Chapter 25 of the ES, Socio-economics (Doc. Ref: 6.1.25)</p> <p>Chapter 16 of the ES, onshore Ecology (document reference 6.1.16) sets out proposed mitigation for environmental constraints, in particular for brent geese in the Portsmouth area.</p>

Summary Issue	Change? (Yes/No)	Regard had by the Applicant
<ul style="list-style-type: none"> <li>• Walking and cycling routes along the shoreline from Kendall's Wharf to Milton and Eastney,</li> <li>• Bus route on Furze Lane,</li> <li>• Daily use of Milton Common and use of the car park at the landfall during the summer period especially for the beach,</li> <li>• Use of slipways at Eastney,</li> <li>• Use of bridle paths and lanes by ramblers and horse riders,</li> <li>• University open days,</li> <li>• Use of Portsmouth University sports pitches,</li> <li>• Southsea Food Festival.</li> <li>• Forest Road Military Show; and</li> <li>• Denmead Village Shows.</li> </ul>		
<p><b>Other comments on cable route</b></p> <p><i>Q3h asked for further comments on the cable route and gave construction impacts, noise, parking and access to properties as examples.</i></p> <p>Numerous respondents raised questions related to access to properties with people wanting to know whether vehicular access to their properties would be possible whilst consultation was outside their property and that they would need plenty of notice in advance.</p> <p>Many were concerned about where they would park if access was restricted to their drive or on-street parking outside their properties and asked about displacement parking.</p> <p>Access to businesses and concern over disruption to trade was also raised.</p> <p>Some responses expressed concern about the ability of the emergency services, in particular ambulances, to access properties and also impact that the congestion/disruption would have on these services. In a similar vein, concern over the need to maintain access for waste vehicles was also raised.</p> <p>Some respondents feared a negative impact on tourism as a result of disruption during cable laying.</p> <p>There were a number of comments requesting that the ground above the laid cables be reinstated as quickly as possible and to the same standard as prior to cable laying.</p>	Y	<p>Pedestrian access will be maintained to all residential properties and businesses. Vehicular access to properties will be restricted for a period of one to two weeks over the construction phase (depending on where a property sits within a 100 m construction stretch (installation proposed at 100 m per week in urban areas including reinstatement). As mentioned above this is set out in the FTMS and construction methodology in Chapter 3 of the ES, Project Description (6.1.3). The FTMS includes for a communication strategy to allow stakeholders (including residents and businesses) up to date with construction works. Due to the temporary nature of vehicular access restrictions and the short construction length, no provision for displacement parking is proposed.</p> <p>Impacts associated with disruption to businesses and trade is considered in</p> <p>ES Chapter 25, Socio-economics (document reference: 6.1.25). As with residential properties, restrictions are anticipated to be for a period of one to two weeks. Potential disruption to tourism is also considered as above, with a wider assessment completed in association with traffic related effects.</p> <p>The Transport Strategy also includes measures to continue to provide access to/for emergency services adjacent to the Order Limits.</p> <p>The HVAC cables will be laid within ducts which provide protection to the cables. In addition, the ducts will be covered with a protection slab and buried warning tape providing addition protection to the cables.</p> <p>Consideration has been given to potential impacts of construction on residential amenity. Anticipated working hours for the Onshore Cable installation are 0700 to 1700.</p>



Summary Issue	Change? (Yes/No)	Regard had by the Applicant
<p>There were also comments relating to the need to ensure sufficient safeguard to prevent damage to the cables once laid by other contractors/utility companies/future construction.</p> <p>In residential areas, there were also concerns raised about the noise impacts of generators operating during the night, and the request for minimal construction during the night time.</p> <p>As with the feedback on the Converter Station, some respondents raised concerns over potential health impacts due to EMF.</p> <p>One respondent suggested that temporary car parking in schools could be utilised overnight.</p>		<p>Construction hours are subject to ongoing consultation with the local planning and highway authorities with regards to locations where night working or weekend working is proposed to reduce traffic impacts and this is proposed in some locations. Construction hours form a Requirement of the DCO, with Requirement 18 of the draft DCO (document reference: 3.1) requires works outside the proposed hours to be agreed with the local planning authority. The Requirement also identifies the locations where night working is proposed.</p> <p>An Onshore EMF report is submitted with the DCO (document reference 6.1.3) Appendix 3.9) and concludes that due to the grounded shielding of the HVAC and HVDC Cables that there will be no electric field present along the cable routes. The assessed components of the Proposed Development are also deemed to comply with the public exposure guidelines for electric and magnetic fields.</p>
<p><b>Route Options - Section 3 – Denmead.</b></p> <p><i>Four route options were presented in this Section, which covered the area around Denmead and Kings Pond Meadow. Three of the options related to various methods of taking the cable route between Anmore Road at Kings Pond and Hambledon Road.</i></p> <p><i>A mix of HDD and trenching installation techniques were considered. At the time of the consultation HDD was being explored to cross this area. Further assessment of feasibility for HDD was underway and discussions were being held with Natural England and the Environment Agency in relation to sensitivities relating to aquifer and botanical features. Pending the outcome of this work and engagement a fourth option was a “highways route” taking the cables route along Anmore Road and down Martin Avenue and Mill Road (one circuit per road).</i></p>		<p>The Applicant completed technical work which established that HDD was possible and safeguarded the aquifer/source protection zones between Kings Pond to Hambledon Road. Discussions with Natural England have identified concerns around the sensitivity of the area the proposed southern HDD compound within the southernmost field of Denmead Meadows (south of Kings Pond SINC and north of Hambledon Road).</p> <p>Mitigation has been proposed to address the concerns however there remains potential to locate a compound on the land to the south of Hambledon Road. Further refinement of the northern HDD compound has reduced the area of the SINC retained within the Order Limits for the trenching to Anmore Road (again, mitigation is proposed for the trenching though Kings Pond SINC). Discussions with Natural England are ongoing.</p>

Summary Issue	Change? (Yes/No)	Regard had by the Applicant
<p>The highways route was the least favoured option, resulting in only 8 out of 113 responses in support (62 not supporting and 43 expressing no view). The preferred option was 3a(i), with 42 out of 116 supporting (27 not supporting and 47 holding no view), with option 3a(ii) as the next preferred (35 out of 111 supporting, 28 not supporting and 48 holding no view).</p> <p>Comments made in relation to this Section included the need to minimise any impact on the Site of Importance for Nature Conservation (SINC) and impacts to wildlife.</p> <p>A number of respondents made general comments relating to the preference to avoid Denmead/this area altogether, find an alternative route, or to utilise HDD as far as possible. Some suggested utilising the B2177, Southwick Road, B2150 and following the existing route of overhead lines.</p> <p>For Option 3c, respondents raised concerns over the impacts to parking and a negative impact on local businesses and shops.</p>		<p>Flexibility has been retained in the area north of Anmore Road where trenching is proposed and the Proposed Development envisages a route straight across Anmore into the Kings Pond Area or progressing along Anmore Road for a short stretch before entering the Kings Pond Area.</p> <p>The suitability of the HDD, and the weight applied to the traffic impacts of the highway options through Denmead, has resulted in these options being removed from the Order Limits.</p>
<p><b>Route Options – Section 5</b></p> <p><i>Six options were presented in this Section, four of which were minor variations that utilised differing combinations of minor roads adjacent to Farlington Avenue in order to minimise the impact.</i> The preferred option was 5c, however respondents only expressed a slight preference for this over the remaining five options.</p> <p>Comments received in relation to this question included numerous comments raising concern about the potential disruption caused in this location, and suggestions for alternative landfall and routing options (including via Langstone Harbour and along the A3M).</p> <p>There was a request to minimise impact on local schools, and for the Applicant to ensure that anticipated road closures are communicated clearly.</p> <p>Maintaining access to driveways was also mentioned, as well as for emergency vehicles and disabled persons.</p> <p>Some respondents specifically requested that Farlington Avenue be kept open and</p>		<p>The area is a predominantly residential area and concerns on disruption associated with the proposed cable installation works have been considered with regards to traffic impact and residential amenity.</p> <p>The matter of alternative landfall and routing options is covered above in ‘route selection – general’, with further detail within ES Chapter 3, Alternatives.</p> <p>Further assessment was undertaken to progress Option 5C to remove the HVDC cables from Farlington Avenue, however, due to a number of existing utilities this option was found to be undeliverable.</p> <p>As a result flexibility has been maintained within the Order Limits, retaining Options 5A – Havant Road and Farlington Avenue and 5B(iv) Havant Road, Scoutlands and Eveleigh Road. The potential impacts in the close proximity on Solent Infant (and to a lesser extent Solent Junior) Schools during term time is acknowledged. Reference is made to the FTMS (document reference: 6.3.22.1A) with regards to the potential timing or construction works to avoid school term time</p>

Summary Issue	Change? (Yes/No)	Regard had by the Applicant
<p>suggested that the verges along Portsdown Hill Road could be utilised to avoid impacting the carriageway.</p>	Y	<p>Access to properties is discussed in the FTMS and does consider access being given in emergencies.</p>
<p><b>Route Options - Section 6</b></p> <p><i>Two options were presented in this Section, one that utilised Zetland Field and one that did not.</i></p> <p>Whilst the majority of respondents indicated that they had no preference (no view), Option 6a, which avoids Zetland Field, was marginally more popular by those respondents that answered the question.</p> <p>Minimising the impact to wildlife on Zetland Field or Farlington marshes was noted as a preference for a number of respondents to this question.</p>	Y	<p>The flexibility in the vicinity of Zetland Field has been retained within the Order Limits. Whilst there is a preference to route the HVDC Cables within Zetland Field, discussions are ongoing with PCC with regards to the associated impacts on Eastern Road and Zetland Field.</p> <p>The Order Limits did not include Farlington Marshes at the time of the statutory consultation, and remain outside the Order Limits. No impact on ecology is anticipated.</p>
<p><b>Route Options - Section 8</b></p> <p><i>Four options were included in this Section, with three (8b, 8c(i) and 8c(ii)) aiming to reduce the impact on Eastern Road by routing the cable either through or around Milton Common.</i></p> <p>Option 8c(i) was the most popular option by a significant margin, with 27% stating this route (utilising the footpath along the sea defences) had their support.</p> <p>Specific comments in relation to this Section of the proposed cable route corridor included some stating a general desire not to affect the sea defences in the area, with others specifically noting that it would be beneficial to install the cable along the existing sea defences to minimise disruption.</p> <p>Some respondents requested specific areas be avoided, such as Locksway Road, Eastern Road and Moorings Way.</p> <p>Impact to Moorings Way was specifically noted by a number of respondents who were concerned about impacts on properties caused by vibrations from construction vehicles (which has reportedly happened previously).</p>	Y	<p>Option 8C(i) is the Applicants preferred route within Section 8, which seeks to reduce the impact of cable installation on Eastern Road. Discussions with East Solent Coastal Partnership have confirmed that the route is acceptable with regards to the impact on the coastal defences.</p> <p>Due to the nature of the ground conditions (former landfill), flexibility is maintained with Options 8C(ii) and 8B (with the exception of Shore Avenue and Salterns Avenue), should contamination render Option 8C(i) to be undeliverable.</p> <p>Options 8C(i) and (ii) retain Moorings Way within the Order Limits for flexibility, however it is anticipated that the cables would be installed within the grass verge to the south of Milton Common and north of Moorings Way.</p> <p>Chapter 18 of the ES, Ground Conditions (document reference: 6.1.18) includes an assessment of exposure of contaminated soils and removal of contaminated soils during construction and operation. The ES will inform the design development including the need for additional ground investigation. Requirement 13 of the dDCO (document reference: 3.1) relates to contaminated land and groundwater and proposes controls for submission of written schemes to be submitted.</p>

Summary Issue	Change? (Yes/No)	Regard had by the Applicant
<p>Concerns were also raised in relation to the potential disruption of bus services along Moorings Way, which could affect elderly residents' ability to access important services.</p> <p>It was also noted by some respondents that Moorings Way has poor drainage that frequently becomes blocked.</p> <p>A respondent requested that work be undertaken during the summer months to avoid impacts on the Brent Geese Season.</p> <p>There were also some concerns about the potential impacts on Milton Common and the contaminated waste that is contained within it.</p> <p>A small number of respondents also raised concerns on local parking impacts during cable laying.</p>		<p>The Applicant has met with First Group buses to discuss disruption to the bus service along Furze Lane and in the area. First Group would treat the Applicant as any other utility with consideration being given to this post any consent once contactors are on board.</p> <p>The north-easternmost area of Milton Common is positive for records of Brent Geese and Solent Waders, and associated consideration of the phasing of construction works is considered within the outline CEMP (Construction Environmental Management Plan) (document reference 6.9).</p> <p>Noted. Surface Water and Flood Risk has been assessed in Chapter 20 of the ES (document reference 6.1.20). Reference is also made to the outline CEMP (6.9).</p> <p>The Brent Geese season has been considered in the onshore Ecology chapter 16 (document reference 6.1.16) and mitigation including programme constraints are proposed.</p> <p>Chapter 18 of the ES (document reference 6.1.18) assesses ground conditions. The Applicant has carried out ground investigations and viewed records at PCC and has proposed mitigation to manage any contaminated land risk.</p> <p>Any impacts on parking will be discussed with PCC. There will be loss of car park space at the fort Cumberland Carpark at the Landfall for several months whilst works in relation to the HDD, Transition joint bay and construction of the ORS. Consideration has been given to whether some car park space can exist in this car park during the construction period. Discussions are ongoing with PCC. Reference is made to chapter 25 socio economics (document reference: 6.1.25)</p>
<p><b>Route Options - Section 9</b></p> <p><i>Six options were presented in Section 9, which were also designed to minimise the impact on major roads in the Milton and Eastney area. Option 9b(i), which utilises Furze Lane, was the most popular, supported by 26% of respondents.</i></p> <p>Respondents made a number of specific comments and suggestions in relation to this area of the proposed underground cable route.</p> <p>Some respondents suggested utilising the footpath alongside Eastern Road to minimise local impacts.</p>	Y	<p>Further to consideration of the statutory consultation responses and further engineering assessments, Options 9B(i) and an alternative routing through the playing fields to the east of the University of Portsmouth Langstone Campus have been progressed within the Order Limits.</p> <p>Eastern and Milton Roads (Option 9A) and Locksway Road, Ironbridge Road and associated residential streets (Options 9C) are no longer being progressed.</p> <p>Furze Lane is subject to a number of TPOs to its western edge, and with ongoing discussions with PCC regarding the impact on this route on the trees and the bus route, the playing fields provide an alternative option.</p>



Summary Issue	Change? (Yes/No)	Regard had by the Applicant
<p>Another suggested using the route along the old canal.</p> <p>Some responses focused on concern regarding potential disruption to the allotment plots. Issues relating to the stability of ground underneath the allotments was also raised (as demonstrated by previous issues with Southern Water works). Similar concerns about ground stability were also raised about Ironbridge Lane, which was the site of an old canal.</p> <p>As with Section 8, some respondents raised concerns over disrupting access for emergency vehicles, and the impact on elderly residents if bus routes were disrupted.</p> <p>As with other Sections, some respondents requested that all efforts should be made to avoid any disruption to local schools. Disruption to trade of local businesses was also raised in a few responses.</p> <p>Avoiding the mature trees in Bransbury Park was also raised by a number of respondents.</p>		<p>The Proposed Development includes for a HDD under Milton Allotments, with the proposed depth having no impact on ground stability.</p> <p>Further detail on the Cable Route Options and the reasons for discounting these are included in ES Chapter 2, Alternatives.</p> <p>Where the Order Limits run through Bransbury Park, they have been aligned to the west of the treed path between Ironbridge Lane and Bransbury Road. As such there will be no impact on the trees within Bransbury Park.</p>
<p><b>LANDFALL LOCATION</b></p> <p>The most frequent comments regarding the Landfall Location cited general concerns about environmental protection of the landfall area or the project's impact on wildlife, as well as a disapproval of the landfall location itself.</p>		
<p>The largest number of respondents (18) stated that they had no view or did not comment on this topic.</p> <p><b>Environment</b></p> <p>Of those that did comment, the issue of environmental protection for the landfall area, particularly the area of natural heathland was the most frequently raised, with six respondents highlighting this as a priority. Concerns related to environmental impacts during construction, and post-construction.</p> <p>Respondents were keen to reduce impacts to wildlife at landfall, and specifically noted the desire to avoid disruption to nesting winter birds. It was suggested that a suitable timeframe for this work to take place would be between March and June to avoid bird nesting season. Suggestions for close working with Hampshire &amp; Isle of Wight Wildlife Trust were also made.</p>		<p>The landfall area has been refined following the statutory consideration, taking into account comments received and additional assessment work undertaken by the Applicant.</p> <p>The Works Plans (application document 2.4) and DCO Work No.5 identify the Onshore Connection Works. This proposed the HDD and TJB associated with the onshore connection works is to be located in the Fort Cumberland Car Park, a hard-surfaced area.</p> <p>The HDD installation will result in no direct impact on the areas of natural heathland (Land West of Fort Cumberland SINC) or other environmental designations in the vicinity of the Landfall.</p>

Summary Issue	Change? (Yes/No)	Regard had by the Applicant
		<p>ES Chapter 16, Ecology, found no residual effects associated with the proposed Landfall site at Eastney. As such there are no proposals to discuss the landfall with Hampshire and Isle of Wight Wildlife Trust, discussions will however be ongoing with Portsmouth City Council as the local planning authority.</p>
<p><b>Landfall Location</b></p> <p>A number of comments were made relating to why Eastney had been chosen as the Landfall location in the first place, with several alternative landfall locations being proposed, including Langstone Harbour and various locations along the south coast such as Fawley, Fraser Range, and Budds Farm in Havant.</p>	N	<p>Detailed consideration of the landfall location is included within ES Chapter 3. Eastney was identified as the preferred landfall location based on a number of engineering and environmental considerations, including associated impacts with the routing options for the Onshore Cable.</p> <p>The alternative locations are addressed in ES Chapter 3, but at a high level were discounted due to the impact on environmental designations within Langstone Harbour (also relevant to Budds Farm), Fawley being remote from the approved grid connection point (with associated environmental designations impacted by any onshore cable route), Fraser Range being subject to a site allocation and planning application for housing resulting in a lack of available space.</p>
<p><b>Construction Times</b></p> <p>Comments were made relating to suitable work times and periods of the year to minimise disruption locally. It was suggested that work should only take place between 10am and 4pm to minimise impacts on local roads at peak hours. Working between late March and June would also reduce impact on visitors to Southsea Caravan Park (and nesting bird season).</p>	N	<p>Comments on working hours, and seasons have been noted and considered with regards to the Proposed Development with anticipated working hours identified in table 3.7 of ES Chapter 3, Description of the Proposed Development (Doc. Ref: 6.1.3).</p> <p>The working hours have informed an indicative construction programme that considered a number of constraints and assumptions, being subject to ongoing discussions with statutory undertakers (including the local planning and highway authorities) to seek to mitigate impacts on local residents and the environment.</p> <p>Construction hours are also subject to a Requirement within the DCO, to be agreed with the relevant local planning authority.</p>
<p><b>Access</b></p> <p>Access to various locations was also highlighted by respondents, including the desire to retain beach access throughout the process, and to ensure that access to available parking (especially during summer periods) is important. Keeping Fort Cumberland Road was also noted as important.</p>	Y	<p>Pedestrian access will be maintained to all residential properties and businesses. Where public rights of way or off-road cycle routes need to be closed and alternative route will be provided.</p> <p>The Proposed Development will not prevent access to Eastney beach, however, the</p>



Summary Issue	Change? (Yes/No)	Regard had by the Applicant
		<p>HDD installation proposed at the Fort Cumberland Road will result in parking restrictions during installation (anticipated up to 44 weeks).</p> <p>Vehicular access to Fort Cumberland Road is anticipated to be maintained, subject to single lane closures and shuttle working.</p>
<p><b>ORS building</b></p> <p>The dimensions and positioning of the ORS building was queried by a number of respondents. Comments were received on the appearance of the ORS buildings, with the desire for them to be blended into the surroundings as much as possible recorded in some responses.</p>		<p>Details of the anticipated dimensions of the fibre optic cable infrastructure (the ORS buildings) were included in the statutory consultation, including the Consultation Document. A parameter plan approach has been proposed with the detailed design to be agreed with PCC post consent, providing opportunity for design sympathetic to the surroundings.</p> <p>Work No. 6 of the DCO includes for the installation of the ORS and associated works, and include the details to be approved by the discharging authority as a Requirement.</p> <p>Consultation is ongoing with PCC with regards to the scale and design of the proposed ORS buildings.</p>
<p><b>Other Comments</b></p> <p>Some respondents recorded that they felt that not enough information on Landfall was available during the consultation.</p> <p>The need to undertake archaeological surveys on the Landfall area was also raised within the responses.</p> <p>A few respondents also raised concern about the impact on the activities of Eastney Naturists.</p>		<p>Information was provided on the landfall within the PEIR and Consultation Document presented at the statutory consultation. Additional information has been provided within the Application on the extent of the proposed works and duration of construction activity at Landfall.</p> <p>A set of parameter plans for the proposed ORS buildings which will form a permanent structure within the Fort Cumberland Road car park.</p> <p>Regarding archaeology, at Landfall survival may be higher as geotechnical investigations recorded made ground to depths between 0.3–1.2 mbgl, with the potential archaeological remains below. A Written Scheme of Investigation forms a requirement of the Order, to be discharged by the relevant planning authority.</p> <p>There is no direct impact on Eastney beach and the activities of Eastney Naturists. Indirect impacts may result from the proposed works within the Fort Cumberland Car Park due to the reduced availability of car parking during the Landfall construction works.</p>
<p><b>MARINE CABLE</b></p>		

Summary Issue	Change? (Yes/No)	Regard had by the Applicant
<p>Most respondents believed that they were not qualified enough to comment on the marine cable in the UK. However, some asked about how the marine cable would impact shipping, as well queries about the impact on marine life and wildlife.</p>		
<p><b>Marine Environment</b></p> <p>In comparison to other Sections of the proposals, the marine elements received a lesser level of attention from respondents. Of those that did respond to this question with substantive feedback, the most comments were received in relation to the impact on the marine environment and ecology.</p> <p>Concerns relating to pollution from construction, EMF and the detrimental effect of vibrations on marine wildlife were raised.</p>		<p>Chapters 6-14 of the Environmental Statement ('ES') report the outcomes of the assessments of likely significant effects arising from the Proposed Development upon the marine environment including marine ecology, commercial fisheries, shipping, navigation and other marine users.</p> <p>From all the assessments undertaken, no potentially significant effects are predicted to arise as a result of the construction, decommissioning and operation (including repair and maintenance) of the Proposed Development both alone or cumulatively with other projects. In addition, no significant transboundary effects for the Proposed Development were identified. The following chapters have considered the potential effects, where relevant, from pollution, EMF and vibration on marine wildlife as part of the Scoping and Environmental Impact Assessment ('EIA') processes;</p> <ul style="list-style-type: none"> <li>• Chapter 7 Marine Water and Sediment Quality;</li> <li>• Chapter 8 Intertidal and Benthic Habitats;</li> <li>• Chapter 9 Fish and Shellfish;</li> <li>• Chapter 10 Marine Mammals and Basking Sharks; and</li> <li>• Chapter 11 Marine Ornithology.</li> </ul> <p>The Habitats Regulation Assessment ('HRA') Report (Document Ref. 6.8) and the Marine Conservation Zone ('MCZ') assessment (Appendix 8.5) also present assessments of likely significant effects on European Natura 2000 and MCZs respectively. No significant adverse effects on designated sites have been identified from these assessments.</p>
<p><b>Impacts on marine users</b></p> <p>Consideration of impacts on marine and recreational sea users, such as sailing clubs was also noted as a key issue by a number of respondents. For example, there was a concern raised about the potential impact on Tudor Sailing Club's activities and assets, depending on the construction timetable.</p> <p>Disruption to sailing races in the Solent during the summer was also noted as a concern. Impacts to the Solent anchorage was also raised.</p> <p>One respondent suggested that the Applicant should ensure that the cable corridor be included on admiralty charts to reduce the likelihood of accidental damage by anchors. Consideration of protective measures to prevent accidents was also noted, as was the need to ensure that the Applicant has regard for other marine cables (such as the construction of Cross Channel Fibre telecoms cable).</p>		<p>Chapter 13 Shipping, Navigation and Other Marine Users assesses the potential likely significant effects on shipping, navigation and other marine users including recreational activities including recreational stakeholders including sailing and anglers.</p> <p>As part of the baseline investigations numerous consultations were undertaken with marine users (including communications with local ports, harbours, recreational stakeholders and other subsea cable owners).</p> <p>The assessments undertaken within Chapter 13 and Appendix 13.1 have not identified any significant effects to other marine users.</p> <p>The UK Hydrographic Office (as well as other with government agencies including Maritime Coastguard Agency ('MCA') and Trinity House) will be informed of works so as to make amendments to nautical charts, and Notice to Mariners and Kingfisher Bulletins will be issued to inform marine users of the works as a requirement of the</p>

Summary Issue	Change? (Yes/No)	Regard had by the Applicant
		<p>Deemed Marine Licence ('dML'). In addition, mitigation measures have been proposed which include;</p> <ul style="list-style-type: none"> <li>• Circulation of information to relevant local sailing clubs along the south coast to increase the likelihood that sailors are made aware of the temporary works; and</li> </ul> <p>Scheduling of any marine cabling works to avoid significant races (e.g. Cowes Week, Round the Island Race) if possible</p>
<p><b>Other comments</b></p> <p>It was suggested that the cable be laid in the Channel Tunnel, rather than in this location by two respondents.</p> <p>Finally, it was noted by one respondent that consideration must be had for the impacts of decommissioning at the end of the Proposed Development's lifecycle.</p>		<p>Chapters 6-14 have considered that should all the cabling be required to be removed at the end of the Project lifespan, the decommissioning works will essentially be similar in nature and result in the same or lesser impacts than those impacts assessed for the construction stage of the Proposed Development.</p> <p>From all the assessments undertaken, no potentially significant effects are predicted to arise as a result of the construction, decommissioning and operation (including repair and maintenance) of the Proposed Development both alone or cumulatively with other projects.</p> <p>Decommissioning activities will be determined more formally by the relevant legislation and guidance available at the time of decommissioning. Options for decommissioning at this point in time include consideration of leaving the Marine Cables <i>in situ</i>, removal of the entire Marine Cables, or removal of sections of the Marine Cables.</p> <p>Prior to decommissioning, options will be evaluated, and the final decommissioning plan will be agreed with the relevant authorities and appropriate permissions sought (e.g. a Marine Licence application).</p>
<p><b>CONSULTATION</b></p> <p>The majority of respondents were made aware of the consultation via the invitation newsletter (as evidenced in the response analysis to Question 7b of the Feedback Form (see Appendix 5.1.5B). The most well attended event was the Denmead War Memorial Hall (5<sup>th</sup> April) exhibition.</p> <p>The Consultation Document and Red Line Plans were the most viewed consultation documents during the consultation process.</p>		
<p><b>Information available</b></p> <p>A number of respondents noted that they did not feel that adequate information was provided on certain elements of the Proposed Development (such as details of the Converter Station, or Landfall location).</p>		<p>The statutory consultation provided a large amount of detail, and was summarised in a consultation document. At the time of the statutory consultation a number of options were still being considered, and this was clarified as part of the consultation.</p>

Summary Issue	Change? (Yes/No)	Regard had by the Applicant
<p><b>LIQ Process</b></p> <p>A few respondents noted their discontent with the Applicants approach to the LIQ process.</p>		<p>Aquind was required by law to conduct an LIQ, and the concerns raised were acknowledged and, working alongside Portsmouth City Council, a further clarification letter was issued.</p>
<p><b>GENERAL COMMENTS</b></p> <p>In terms of further comments, the most frequent comments expressed support for the project, queried the impact of Brexit, stated concerns about traffic, and opposed the project. Many expressed that they thought the public exhibitions were very informative and that the exhibition staff were extremely helpful.</p>		
<p><b>General Support</b></p> <p>The most frequent specific comment was a general supportive statement about the Proposed Development.</p>		<p>The general public support for the Proposed Development is noted.</p>
<p><b>Compensation</b></p> <p>A number of respondents raised the issue of compensation. Ideas included financial contributions or payments, new playground equipment, new bus shelters, benches, tree planting along the cable route, school equipment, creation/maintenance of wildlife corridors, community theatre, donations to local charities, community fund, footpath improvements, improvements to cycling and pedestrian infrastructure.</p>		<p>Discussions are ongoing with relevant authorities in this regard, however it is considered that mitigation proposed is appropriate and proportionate to mitigate the impacts of the Proposed Development and to date it has not been evidenced how any of the proposed enhancements requested would satisfy the relevant legislative tests to be valid planning obligations</p>
<p><b>Communication</b></p> <p>Some respondents noted a request for the Applicant to maintain open lines of communication with residents during the construction phase.</p>		<p>External Communication has been considered within the Outline CEMP and includes for the identification of a Public Relations Officer role by the Principal Contractor to ensure interested parties (including statutory authorities, other stakeholders and the public) are informed when works are due to commence.</p>
<p><b>Terrorism</b></p> <p>Some respondents highlighted concerns that the Proposed Development may be a target for terrorist activity.</p>		<p>The above ground structures (Converter Station, Telecommunications Buildings, Optical Regeneration Stations) associated with the Proposed Development will be located within secure compounds.</p>
<p><b>Financial</b></p> <p>Some respondents raised concerns about potential funding issues causing delays during the construction period. Some queried how the Proposed Development would be financed.</p>		<p>The Proposed Development, and more broadly the Project, is to be funded through project finance funded and secured against the operational profits (revenues) of the Project.</p>

Summary Issue	Change? (Yes/No)	Regard had by the Applicant
<p><b>Political</b></p> <p>A few comments were raised querying the potential impacts of Brexit on the Proposed Development. There were also some concerns over the changing relationship between Britain and France, and the relationship between the Conservative Party and the Proposed Development promoters.</p>		<p>From an economic perspective, the trade in electricity will still be very beneficial for both UK and France. Border tariffs on electricity are not normally applied anywhere in the world.</p> <p>There is also a strong opinion in the GB and EU energy industry, that as GB is a vital element of the pan-European energy system and an important contributor to the overall security of supply and climate goals strategy, the country should remain in the Internal Energy Market irrespectively of the Brexit scenario.</p>
<p><b>General objection</b></p> <p>A number of respondents made general statements in opposition to the Proposed Development.</p>		<p>It is considered that the responses to the summary issues within this table address the general statements of opposition to the Proposed Development.</p>
<p><b>Carbon reduction and energy supply</b></p> <p>Some respondents enquired about the differences in carbon emissions between energy imported via an interconnector, and energy generated in the UK. Further queries about the amount of energy supplied to the UK via interconnectors were also made. One respondent also questioned whether the National Grid would be able to cope with the interconnector operating at maximum capacity. (Respondent noted that first wind farms had to be switched off/turned down as the grid could not handle the additional input)</p>		<p>The energy sector in France has lower carbon emissions than the UK, and would support the UK mix. Interconnector capacity within the UK is currently 4 GW.</p> <p>National Grid assessed the potential grid connection points at a number of substations within the southeast of England, which included an assessment of capacity. Lovedean substation was identified by National Grid as the preferred grid connection point.</p>
<p><b>Impacts on existing utilities and services</b></p> <p>Some respondents queried the impacts on existing utilities and services, such as water, TV and broadband.</p>		<p>The Order Limits ensure sufficient flexibility for the installation of the Onshore Cables to be carried out around existing utilities. This includes the potential to increase installation depths to avoid existing utility assets.</p>



# 15. TARGETED CONSULTATION

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## 15.1. INTRODUCTION

- 15.1.1.1. After the statutory consultation ended on 29 April 2019, the Applicant continued to refine the Proposed Development in response to the consultation responses and as more information became available from on-going survey works and dialogue with consultees, in particular the local planning and highway authorities.
- 15.1.1.2. As a result of having regard to those responses and the additional work whilst developing and refining the proposals for the Proposed Development, it became necessary to add some small additional areas of land to the Order Limits. As this land was not included in the Order Limits for the purpose of the statutory consultation it was necessary to consult with the persons with an interest in that land pursuant to sections 42 and 44 of the PA 2008.
- 15.1.1.3. In the case of the highwayland, 74 “slivers” of highway land were identified which appeared to be the result of discrepancies in areas of unregistered land that was not within the highway boundary. These slivers were within highway for which PCC and HCC are the respective highway authorities and thus have responsibility for. The Applicant updated HCC and PCC about this in meetings held prior to the start of the Targeted Consultation. The Applicant consulted HCC and PCC on the 74 areas in letters sent on [2 September 2019].
- 15.1.1.4. Other additional land was required to:
- Enable satisfactory access to the proposed Converter Station site;
  - Enable the undergrounding of the existing overhead line to the south of the proposed Converter Station in connection with the construction of the access road;
  - Allow for off-site landscape mitigation and an area for potential laydown of cable ducts and equipment during the construction of the Onshore Cable.
- 15.1.1.5. The SoCC did not expressly refer to any additional consultation, as it was not foreseen or considered necessary at the time the SoCC was produced. However, the DCLG “Planning Act 2008: Guidance on the pre-application process” March 2015 states:
- 73. Applicants are not expected to repeat consultation rounds set out in their Statement of Community Consultation unless the project proposals have changed very substantially. However, where proposals change to such a large degree that what is being taken forward is fundamentally different from what was consulted on, further consultation may well be needed. This may be*
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*necessary if, for example, new information arises which renders all previous options unworkable or invalid for some reason. When considering the need for additional consultation, applicants should use the degree of change, the effect on the local community and the level of public interest as guiding factors.*

*74. Where a proposed application changes to such a large degree that the proposals could be considered a new application, the legitimacy of the consultation already carried out could be questioned. In such cases, applicants should undertake further re-consultation on the new proposals, and should supply consultees with sufficient information to enable them to understand the nature of the change and any likely significant impacts (but not necessarily the full suite of consultation documents), and allow at least 28 days for consultees to respond.*

*75. If the application only changes to a small degree, or if the change only affects part of the development, then it is not necessary for an applicant to undertake a full re-consultation. Where a proposed application is amended in light of consultation responses then, unless those amendments materially change the application or materially changes its impacts, the amendments themselves should not trigger a need for further consultation. Instead, the applicant should ensure that all affected statutory consultees and local communities are informed of the changes.*

*76. In circumstances where a particular issue has arisen during the pre-application consultation, or where it is localised in nature, it may be appropriate to hold a non-statutory, targeted consultation. A developer's Statement of Community Consultation should be drafted so that it does not preclude this approach. A more bespoke approach can be adopted, which may allow developers to respond with more agility to the issue at hand. If adopting this approach, the emphasis should be on ensuring that relevant individuals and organisations are included.*

*77. Consultation should also be fair and reasonable for applicants as well as communities. To ensure that consultation is fair to all parties, applicants should be able to demonstrate that the consultation process is proportionate to the impacts of the project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities.*

- 15.1.1.6. Taking that guidance into account and in the context of the scheme as a whole, the Applicant decided that the changes did not necessitate a further full stage of consultation. This was because the additions of those small areas of land did not change the proposals to such a degree so that what is being taken forward is fundamentally different from what was consulted on. The additions of those small

areas of land did not materially change the application and did not materially change its impacts. Rather, the Proposed Development with those additions as was fundamentally the same as what had previously been consulted on and the application and expected impacts were not changed in any substantive way.

- 15.1.1.7. Accordingly, the following targeted consultation actions were undertaken;
- The Applicant verbally updated the relevant local authorities, including SDNPA in meetings, as well as relevant landowners, to advise them of the forthcoming proposed targeted consultation, including its extent, before the consultation commenced.
  - The Applicant formally consulted under Section 42(1)(d) of the PA 2008 any person who has an interest in land in the new areas. The Applicant issued a letter (see details below) referring to the full consultation materials and explaining the reason for the additional targeted consultation, providing 28 days to respond.
  - The Applicant informed any other statutory consultees considered to have an interest in the change (which included the relevant local authorities, and for example the Environment Agency and Natural England). The Applicant also notified the SoS and PINS of the proposed further consultation prior to this taking place.
  - No other further consultation was undertaken as it was not considered necessary given the relatively minor nature of the changes in relation to the scheme as a whole.
  - Consequently, the Applicant considers that the approach to targeted consultation above fully accords with the DCLG Guidance stated above.
- 15.1.1.8. 59 targeted consultation letters were sent out on 3 September 2019, with a response requested by 11:59pm on 3 October 2019. Each letter clearly stated the basis upon which the consultation was being conducted, the location and amount of land required for the DCO, the purpose to which the land would be used and the likely impacts of the use. A sample copy of the letters sent out can be found in Appendix 5.16A which included the location of the land being consulted and reference made to the statutory consultation.
- 15.1.1.9. Of the parties consulted with as part of the targeted consultation, eight had not been previously consulted. Five of these were identified as holding rights over new land, one company was identified as a mortgagee / holding a registered charge over new land and the SoS for Transport was identified as the beneficiary of an Agreement for Sale over new land. This new land was introduced into the updated Order Limits following further investigation into Land Registry data.

15.1.1.10. Lastly, two companies listed on the Land Registry brought in by the updated Order Limits were dissolved. Despite efforts made through desktop research and publicly available sources online it was not possible to find a current successor for these assets, in which case they have transferred to the Bona Vacantia Division of the Government Legal Department (GLD). This was confirmed to be the case in GLD's response, below.

**Table 15-1 - Summary of Targeted Consultation responses and regard had by the Applicant**

<b>Consultee</b>	<b>Summary of response</b>	<b>Change Y/N</b>	<b>Regard had to response (Section 49)</b>
<b>Landowner A</b>	Letter from Government Legal Department requesting confirmation of landownership details for a land registry title.	N	<i>The Applicant responded to the GLD with the information required.</i>
<b>Landowner B</b>	<ul style="list-style-type: none"> <li>• Concerns about shared access and number of HGVs as well as road safety of Broadway Lane</li> <li>• Condition of road surface</li> <li>• Duration of works and working hours</li> <li>• Possible creation of a separate (not shared) access</li> <li>• Consideration of timescales for work to SSE cables</li> </ul>	N	<i>These matters have been considered. A TMS will be agreed with HCC and will manage traffic on the network, including number of HGVs. Condition surveys will be undertaken and roads/walls left in same or better condition. Ongoing discussions are being held with SSE.</i>
<b>Landowner C</b>	<ul style="list-style-type: none"> <li>• Encroachment will result in loss of field and therefore income</li> <li>• Risk to animal welfare from planting and machinery</li> <li>• Nuisance and maintenance costs</li> <li>• Compensation</li> </ul>	N	<p><i>Hedgerows are a native mix which include oak and maple which may be poisonous to horses, however the planting palette covers the whole site and can be refined at detailed design to omit specific species where necessary.</i></p> <p><i>New hedgerow will be protected by post and wire fencing to enable their establishment and be offset from the edge of planting to ensure livestock do not graze the new planting. Where new planting is</i></p>

Consultee	Summary of response	Change Y/N	Regard had to response (Section 49)
			<p><i>introduced into existing hedgerows these would be protected by spiral guards.</i></p> <p><i>Depending on the location hedgerows will be maintained to a height of between 2 to 4 months.</i></p>
<b>Virgin Media</b>	Require payment to release response to consultation	N	<i>Contact with utilities will continue post submission.</i>
<b>Vodafone</b>	Object to stopping up order	N	<i>As made clear in the targeted consultation letter, the Applicant's application is made under the PA 2008 and is not for a stopping up order.</i>
<b>PCC</b>	Reserve all rights in relation to your proposal until further details are received in regards of the construction term, type & length together with details of your requirements regarding the future access in respect of maintenance. Query whether some PCC tenants have been consulted.	N	<i>Noted and confirm that Hants and IoW Wildlife Trust were consulted in the statutory consultation.</i>

# 16. POST FEBRUARY – APRIL 2019 CONSULTATION AND ENGAGEMENT

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## 16.1. INTRODUCTION

16.1.1.1. This Chapter of the Consultation Report sets out the consultation and engagement undertaken by the Applicant following the February – April 2019 statutory consultation activities as prescribed by the PA 2008 and described in previous chapters of this Consultation Report.

## 16.2. UPDATING THE LOCAL COMMUNITY

16.2.1.1. To update the local community immediately following the February – April 2019 statutory consultation, on 21 May 2019 a community update newsletter was mailed to all those that attended a public exhibition event, provided feedback or registered for updates via the consultation website.

16.2.1.2. The newsletter was also uploaded to the UK consultation website on 23 May 2019 to coincide with the date which the newsletter was delivered by post to the consultees outlined above.

16.2.1.3. The newsletter provided information regarding the February – April 2019 consultation, including a summary of the feedback received, along with detail regarding next steps and the DCO planning process.

16.2.1.4. A copy of the community update newsletter is included in Appendix 5.17A.

16.2.1.5. The project email, freephone information line and freepost address remained live throughout the post-consultation period, with the Applicant continuing to respond to queries received as per the procedure set out in Chapter 5.3.

16.2.1.6. The UK consultation website was continually updated with additional information as and when it became available.

16.2.1.7. In addition, the Applicant added a 'ChatBot' to the UK consultation website on 18 May 2019. The ChatBot provided answers to questions asked by users, and helped to ensure members of the community could be provided with immediate answers to their questions outside of normal working hours (9:00am to 5:30pm, Monday to Friday).

16.2.1.8. Where the ChatBot was unsure of the correct response to provide, it referred website users to the Applicant's consultation email and freephone information line.

## 16.3. ENGAGEMENT WITH STAKEHOLDERS

16.3.1.1. Following the conclusion of the February – April 2019 statutory consultation period, the Applicant sought to maintain the clear lines of communication that had previously been established with local stakeholders.

- 16.3.1.2. Following the local elections held on 2 May 2019, the Applicant issued introductory letters to relevant new Cabinet and ward members at East Hampshire District Council, Havant Borough Council, Portsmouth City Council and Winchester City Council on 10 June 2019 which provided an overview of the project and contained the offer of a meeting with the project team. This letter was also issued to the Leaders of those Local Planning Authorities. A copy of the letter can be found in Appendix 5.1.7B. Hampshire County Council did not have an election, so no letter was issued.
- 16.3.1.3. Subsequently, meetings were requested and held with the elected members and officers at the relevant local authorities. These meetings are listed in Table 16.1 below.

**Table 16-1 - Meetings with elected members and officers Stakeholders**

Date	Attendees	Main topics of discussion
15 July 2019	Portsmouth City Council: Elected Members and senior officers	<ul style="list-style-type: none"> <li>• February – April 2019 consultation;</li> <li>• Onshore underground cable route; and</li> <li>• Construction impacts.</li> </ul>
2 August 2019	Penny Mordaunt MP and office staff	<ul style="list-style-type: none"> <li>• Consultation;</li> <li>• Potential compensation for businesses;</li> <li>• Impact upon residential properties;</li> <li>• Engagement with PCC; and</li> <li>• Project timescales</li> </ul>



Date	Attendees	Main topics of discussion
<b>19 August 2019</b>	Winchester City Council, Denmead Parish Council and Hampshire County Council: Elected Members	<ul style="list-style-type: none"> <li>• Consultation;</li> <li>• Overview of DCO process;</li> <li>• Onshore underground cable route;</li> <li>• Marine cable route;</li> <li>• Landfall location;</li> <li>• Timescales for French elements of the project;</li> <li>• Benefits;</li> <li>• Converter Station; and</li> <li>• Funding.</li> </ul>
<b>4 September 2019</b>	Portsmouth City Council: Elected Members and senior officers	<ul style="list-style-type: none"> <li>• 9 August electricity blackout;</li> <li>• Benefits;</li> <li>• Landfall location;</li> <li>• Onshore underground cable route;</li> <li>• Construction process and timescales;</li> <li>• Air quality;</li> <li>• Traffic;</li> <li>• Impact on public transport;</li> <li>• Milton Common;</li> <li>• DCO process;</li> <li>• Brexit; and</li> <li>• Converter Station.</li> </ul>

Date	Attendees	Main topics of discussion
<b>10 September 2019</b>	Havant Borough Council and Newlands Parish Council: Elected Members	<ul style="list-style-type: none"> <li>• Onshore underground cable route;</li> <li>• Construction Traffic Management Plan;</li> <li>• Construction process and timescales;</li> <li>• EMF;</li> <li>• DCO process;</li> <li>• Brexit;</li> <li>• Consultation; and</li> <li>• Rochdale Envelope principle.</li> </ul>
<b>17 September 2019</b>	Winchester City Council: Elected Members and senior officers	<ul style="list-style-type: none"> <li>• Converter Station;</li> <li>• Onshore underground cable route;</li> <li>• DCO process;</li> <li>• Construction process and timescales;</li> <li>• French planning process; and</li> <li>• Brexit.</li> </ul>

Date	Attendees	Main topics of discussion
8 October 2019	Winchester City Council: Elected Members and senior officers	<ul style="list-style-type: none"> <li>• Onshore underground cable route;</li> <li>• Construction process and timescales;</li> <li>• Traffic management;</li> <li>• Converter Station;</li> <li>• Employment and skills opportunities;</li> <li>• Community benefits; and</li> <li>• Environmental impact.</li> </ul>
24 October 2019	Winchester City Council: Elected members and senior officers	<ul style="list-style-type: none"> <li>• Converter Station;</li> <li>• Mitigation measures;</li> <li>• Community benefits;</li> <li>• Employment and skills opportunities;</li> <li>• Environmental impact; and</li> <li>• DCO process.</li> </ul>

## 16.3.2. ENGAGEMENT ON ONSHORE RESPONSES TO FEEDBACK RECEIVED TO STATUTORY CONSULTATION

- 16.3.2.1. Following the end of the February – April 2019 statutory consultation the Applicant continued discussions with consultees to address the responses received, progress the EIA and refine the design to evolve the proposals to the Application as submitted. The ongoing discussions have directly influenced the evolution of the Proposed Development and relevant mitigation measures proposed. Key meetings are summarised below. These meetings included specific workshops on Converter Station design and landscape mitigation to progress the draft design principles and landscape principles submitted with the Application, and additional traffic modelling undertaken as a result of comments made by PCC and HCC.
- 16.3.2.2. It is intended to progress these discussions after submission of the Application and to progress Statements of Common Ground with consultees as appropriate.

### Portsmouth City Council

- 16.3.2.3. The Applicant has held regular meetings with PCC since the close of the consultation. These meetings have been attended by planning officers, members of the PCC transport team, public open space, communications and property teams. Separate engagement has taken place between the Applicant's EIA specialists and PCC officers responsible for contaminated land, landscape, air quality and arboriculture. This is in addition to the meetings with elected members and senior officers referenced above.
- 16.3.2.4. The Applicant has kept PCC abreast of progress of the ongoing technical work and EIA as the work evolved and Application preparation progressed.
- 16.3.2.5. Topics of particular discussion focused around traffic impact, feasibility of cable route options, eg around Milton Common, under the allotments, activity at landfall and the Optical Regeneration Buildings ("ORS"), impact on areas of public open space and recreation (and mitigation) and construction management of activity around other development. PCC also re-emphasised their concerns around air quality. PCC are also members of the East Solent Coastal Partnership and were present at meetings with that partnership, discussing cable installation through Milton Common and interaction with the ESCP's Phase 4 coastal works.
- 16.3.2.6. A key concern for PCC has been the potential effects on traffic due to the onshore cable installation. As is discussed in the Chapter 22 of the ES (Document Reference 6.1.22) the Applicant agreed the proposed methodology with both HCC Highways and PCC Highways for assessing the impacts of the Proposed Development and Onshore Cable installation in a Transport Assessment Scoping Note.
- 16.3.2.7. In addition, as a direct result of comments raised in both PCC and HCC's consultation responses concerning construction impacts on the wider road network the Applicant undertook modelling to inform the Transport Assessment using the Solent Transport Sub-Regional Transport Model ("SRTM"). This model is a multi-modal strategic transport model for Hampshire, the Isle of Wight and Portsmouth and includes public transport networks and the strategic and local highway networks. It is operated by a consultancy called SYSTRA under contract to Solent Transport. The scope of the modelling and assumptions used were shared with and agreed by both HCC and PCC before modelling commenced.
- 16.3.2.8. The Applicant shared initial results of the SRTM modelling with both PCC and HCC. The consultation responses from PCC and generally, together with feedback received in ongoing engagement, has informed the content of the draft Framework Traffic Management Strategy ("FTMS") and draft Framework Construction Traffic Management Strategy submitted with the Application. Discussions on the potential for night-working along Eastern Road was also discussed to minimise impacts further, this being something PCC has undertaken previously.

- 16.3.2.9. Principles of the draft Framework Traffic Management Strategy and have been discussed with PCC, including communications strategy for local community prior to any onshore cable construction start. Discussions on both documents will be ongoing post Application submission.
- 16.3.2.10. Discussions on the design and location of the ORS buildings proposed at the landfall location were also discussed. A parameter based approach to the ORS buildings has been proposed providing the opportunity for the design to be discussed and agreed with PCC post consent. Landscaping and flood risk for the buildings has also been discussed with officers.
- 16.3.2.11. Contaminated land and proposals for mitigation, in particular for Milton Common, have been discussed with the contaminated land officer. Comments and information from records reviewed have informed the EIA.
- 16.3.2.12. In meetings with PCC elected members the Applicant responded to questions on the need for the Proposed Development and optioneering. In particular elected members requested that the Applicant considered funding or installation a bridge over the A27 for cyclists and pedestrians with the cable being hung underneath as an alternative to HDD under the A27. In addition, the Applicant was encouraged to minimise impact on Eastern Road as much as possible, with suggestions to use the golf-course adjacent to Eastern Road. These have been considered the Applicant and information on this is set out in Chapter 2 of the ES (Document Reference document reference 6.1.22).
- 16.3.2.13. The Applicant also updated PCC of the Targeted Consultation, proposed further land referencing and DCO process.
- Hampshire County Council**
- 16.3.2.14. The Applicant has had several meetings and had telephone calls with members of the HCC highways team regularly in the period since the close of the consultation. The methodology for the Transport Assessment was shared and agreed with HCC (as with PCC) as was the scoping note for the SRTM modelling undertaken to respond to HCC and PCC feedback on the statutory consultation where a requirement for a wider scale assessment was identified.
- 16.3.2.15. The approach to traffic management was discussed and a detailed discussion of the proposed Onshore Cable Corridor was undertaken with the HCC Street Works team to explain the approach to cable installation and constraints to be considered.
- 16.3.2.16. The approach to street works and powers proposed in the DCO was explained together with a discussion on how the Applicant might work with the street works team prior to construction start.
- 16.3.2.17. The Applicant shared initial results from the SRTM modelling with both PCC and HCC. The consultation responses from HCC and generally, together with feedback received in ongoing engagement, have informed the content of the draft Framework

Traffic Management Strategy (“FTMS”) and draft Framework Construction Traffic Management Strategy submitted with the Application. Discussions on the potential for night-working on the A3 was also discussed to minimise impacts further.

- 16.3.2.18. Principles of the traffic management strategy have been discussed with HCC, including communications strategy for local community prior to any onshore cable construction start. Discussions on both documents will be ongoing post Application submission.
- 16.3.2.19. Drawings and indicative design in relation to the access to the Converter Station at Broadway Lane and Day Lane were shared with HCC which took on board comments raised in their consultation approach and feedback was requested.
- 16.3.2.20. The Applicant also updated HCC of the Targeted Consultation, proposed further land referencing and DCO process.

**Winchester City Council, East Hampshire District Council and South Downs National Park Authority**

- 16.3.2.21. A series of dedicated Converter Station design meetings have been held between the above authorities in relation to the design and landscaping for the Converter Station. Separate meetings were also held with WCC planning officers, EHDC officers (for example Environmental Health Officers regarding noise) and SDNPA to discuss their specific responses and concerns.
- 16.3.2.22. Meetings specifically with EHDC were held with environmental health officers on noise to progress the EIA and their consultation response.
- 16.3.2.23. A meeting with SDNPA was held to discuss their consultation response, in particular in relation to impact on Monarch’s Way and approach to landscape assessment and mitigation. Discussions were then progressed through the Converter Station design meetings.

**Havant Borough Council**

- 16.3.2.24. A meeting was held with HBC following the consultation close to discuss HBC’s consultation response. HBC confirmed that HCC highways were leading on the highway input. Recommendations to speak to local councillors were progressed by the Applicant and an update on Application progress provided to HBC.

**Natural England**

- 16.3.2.25. Meetings have been held with NE to discuss onshore ecology, in particular in relation to mitigation around Denmead Meadows for the HDD compound at entry and exit points. Technical proposals for HDD under Denmead Meadows were shared and discussed.



### Environment Agency

16.3.2.26. The Applicant has met with the Environment Agency and engaged with them on several occasions since the consultation together with Portsmouth Water. More detail of discussions are set out in the ground water, surface water chapters of the ES (document references: 6.1.19 and 6.1.20 respectively).

### Highways England

16.3.2.27. A response was not received from Highways England to the February – April 2019 statutory consultation.

16.3.2.28. The Applicant had previously met with Highways England in 2018 and contacted them after the consultation period and arranged a meeting with them on 31 May 2019. Highways England did not express a concern regarding the cable route as it was off the Strategic Road Network, but did ask to meet with an engineer to discuss the proposals for HDD under the A27M and potential impact on structures in their ownership.

16.3.2.29. Due to modelling on the wider road network being undertaken in response to consultation responses from PCC and HCC, Highways England were present at a meeting with HCC on 13 September 2019. Further information on design of the HDD and HDD contractors was requested and subsequently provided by the Applicant. *Technical studies on the proposed HDD have been forwarded to Highways England and ongoing engagement is underway.*

**Table 16-2 - Summary of key stakeholder meetings May 2019 – October 2019**

<b>Date</b>	<b>Attendees</b>	<b>Main topics of discussion</b>
<b>15/05/19</b>	ESCP	Update on progress and consultation responses. Milton Common proposals and design of sea defences. Phase 4 ESCP works and the Proposed Development.
<b>29/05/19</b>	Portsmouth Water and EA	Discussions in relation to land adjacent to Farlington Avenue.
<b>31/05/19</b>	Highways England	General project update and scope of Transport Assessment.
<b>12/06/19</b>	SDNPA	SDNPA consultation response and consultation feedback. Further landscape work being

Date	Attendees	Main topics of discussion
		<p>undertaken, including landscape impact of Converter Station when viewed from Monarch's Way.</p> <p>Design constraints due to technical requirements.</p> <p>Access track.</p>
12/06/19	EHDC, HBC	<p>EHDC and HBC consultation response and consultation feedback. Update on further landscape work to be carried out.</p> <p>Access track impact on Day Lane (fundamental concern to EHDC). Technical constraints</p> <p>Countryside route proposed by EHDC and HBC and constraints.</p> <p>Use of West of Waterloo Major Development Area.</p> <p>Community fund.</p>
12/06/19	PCC (contaminated land officer)	Review of historical records of contaminated land.
13/06/19	WCC	<p>WCC consultation response and consultation feedback.</p> <p>Update on additional landscape work being undertaken and further development of design.</p> <p>Optioneering for Converter Station and Onshore Cable Corridor.</p> <p>Community fund – a legacy fund</p>
17/06/19	WCC, EHDC, (Environmental Health Officers)	Noise assessment. Update and discussion on approach to construction of onshore cable.
20/06/19	HCC	Transport Assessment scope.
21/06/19	WCC, EHDC, SDNPA	3 <sup>rd</sup> Converter Station Design meeting.
03/07/19	PCC	<p>Onshore Cable Corridor update on technical work.</p> <p>Transport Assessment scope.</p>

Date	Attendees	Main topics of discussion
		Transport SRTM scoping note (methodology and assumptions)
05/07/19	HCC	Onshore Cable Corridor and street works. Ability of Applicant to undertake works in highway. Traffic management measures.
06/07/19	PCC (Landscape)	Viewpoints, visualisations and mitigation requirements for ORS buildings at landfall.
10/07/19	WCC, SDNPA	4 <sup>th</sup> Converter Station Design meeting.
17/07/19	NE	Indicative landscape mitigation plans including initial off-site mitigation. Updates to ecological survey results. Mitigation proposals for Denmead Meadows discussed and effects on Milton Common SINC.
23/07/19	EA, Portsmouth Water, PCC, HCC <del>and ESCP</del>	Flood risk workshop. Update on Proposed Development. Flood risk profile within the Order Limits. Surface water resources and flood risk assessment permitting requirements. Potential constraints at Converter Station. The crossing of the ESCP flood defences.
06/08/19	EHDC, HBC, PCC (Environmental Health Officers)	Construction noise and vibration – Onshore Cable Corridor.
06/08/19	WCC (Heritage and archaeology)	Geophysical surveys results and proposed strategy for mitigation.
13/08/19	WCC	Converter Station. Alternatives. Application preparation.

<b>Date</b>	<b>Attendees</b>	<b>Main topics of discussion</b>
		Ecology surveys.
<b>20/08/19</b>	WCC, SDNPA, EHDC	5 <sup>th</sup> Converter Station Design meeting
<b>22/08/19</b>	PCC	Onshore Cable Corridor – optioneering update. ORS buildings at landfall. DCO process.
<b>22/08/19</b>	First Group Buses	Impact on Furze Lane bus route.
<b>23/08/19</b>	HCC	Initial results from SRTM modelling.
<b>28/08/19</b>	NE	Denmead Meadows and mitigation.
<b>30/08/19</b>	ESCP, PCC	Progression of discussions regarding Milton Common and Phase 4 ESCP works.
<b>10/09/19</b>	PCC	ORS buildings at landfall. Utilities and groundwater. Outcome of SRTM modelling. Individual junctions discussed.
<b>13/09/19</b>	HCC, Highways England	Update. Proposals for HDD under A27. Street works.
<b>25/09/19</b>	PCC	Project update – discussion of progress on Order Limits, ORS at landfall and DCO process.
<b>08/10/19</b>	WCC	Project update.
<b>24/10/19</b>	Langstone Harbour Authority	Intertidal birds and seasonal restrictions to construction works to minimise disturbance to wintering birds and intertidal habitats avoided through HDD.
<b>27/10/19</b>	HBC	Application update.

### 16.3.3. ENGAGEMENT ON MARINE RESPONSES TO FEEDBACK RECEIVED ON PEIR CHAPTERS 6-14 – JUNE TO SEPTEMBER 2019

- 16.3.3.1. Following the end of the February – April 2019 statutory consultation the Applicant continued discussions with marine consultees to address responses received and progress the EIA.
- 16.3.3.2. The table below lists the various meetings undertaken, with further specific detail about the issue discussed contained in the Sections below.

**Table 16-3 - Meetings with Marine Consultees**

<b>Date</b>	<b>Attendees</b>	<b>Main topics of discussion</b>
<b>7 May 2019</b>	MMO, Cefas, Natural England and the JNCC	To discuss the approach to dredge and disposal activities during seabed preparation works.
<b>27 June 2019</b>	Natural England	Meeting to discuss Natural England's PEIR comments. A briefing note outlining how the Applicant proposed to address Natural England's comments was provided ahead of the meeting and formed the basis of the discussions. (See Section 16.3.3.3 below).
<b>18 July 2019</b>	MMO	Meeting to discuss the MMO's PEIR comments. A briefing note outlining how the Applicant proposed to address the MMO's comments was provided ahead of the meeting and formed the basis of the discussions. (See Section 16.3.3.3 below).
<b>25 July 2019</b>	Natural England	To discuss feedback on the draft dML (See Section 16.3.7 below).
<b>1 August 2019</b>	MMO	To discuss feedback on the draft dML. (See Section 16.3.7 below).

Date	Attendees	Main topics of discussion
<b>30 September 2019</b>	Natural England	To discuss feedback on the draft HRA Report. The draft HRA Report was provided for comment prior to the meeting and Natural England's comments were received by Natural Power 20 September 2019.
<b>9 October 2019</b>	Langstone Harbour Board	To discuss the Landfall works for the Proposed Development and possible impacts to vessel access to and from Langstone Harbour. (See Section 16.3.2 below).

16.3.3.3. Natural Power prepared 'briefing notes' outlining responses to comments received from key stakeholders during the Section 42 consultation. Briefing notes were issued to the stakeholders outlined in Table 16.4.

16.3.3.4. These briefing notes provided a platform for ongoing engagement with consultees. Table 16.4 outlines the consultees who briefing notes have been agreed with and these notes will form the basis of the Statements of Common Ground with consultees to be developed post submission of the Application.

**Table 16-4 - Stakeholders issued with briefing notes outlining responses to comments received on PEIR**

Stakeholder	Date issued/method	Briefing note agreed?
<b>Natural England</b>	Issued via email on 24 June 2019.  Meeting took place to discuss responses on 27 June 2019. Outcomes of meeting were incorporated into briefing note (Appendix 5.1.7C).	Yes, agreed via email on 19 July 2019.
<b>MMO</b>	Issued via email on 9 July 2019. Meeting took place to discuss responses on 18 July 2019. Outcomes of meeting were	Yes, agreed via email on 19 September 2019.



Stakeholder	Date issued/method	Briefing note agreed?
	incorporated into briefing note (Appendix 5.1.7D.	
<b>Environment Agency</b>	Issued via email on 28 July 2019 (Appendix 5.1.7E.	Yes, agreed via email on 20 August 2019.
<b>JNCC</b>	Issued via email on 2 August 2019 (Appendix 5.1.7F.	Yes, agreed via email on 13 August 2019.
<b>Historic England</b>	Issued via email on 2 August 2019 (Appendix 5.1.7G.	Yes, minor comments received via email on 27 August 2019.
<b>Southern IFCA</b>	Issued via email on 28 August 2019 (Appendix 5.1.7H	No response received at time of writing.
<b>British Marine Aggregates Producers Association</b>	Issued via email on 13 September 2019 (Appendix 5.1.7I.	No response received at time of writing.

#### 16.3.4. HORIZONTAL DIRECTIONAL DRILLING PORTSEA ISLAND TO MAINLAND UPDATE – JUNE 2019

- 16.3.4.1. Further to an action resulting from the meeting held in January 2019 with the MMO, and subsequent email correspondence in March 2019, further advice was requested from the MMO in relation to whether the HDD works between Portsea Island and the mainland to be undertaken could be considered as an exempt activity.
- 16.3.4.2. This request was posed because the bored tunnel will travel from a location above MHWS from Portsea Island to a location above MHWS on the mainland. Natural Power provided a design drawing to the MMO of the proposed HDD works in this regard.
- 16.3.4.3. The MMO responded on 4 June 2019 via email that based on the information provided, and assuming the activity meets the conditions listed in Article 35 of the Marine Licensing (Exempt Activities) (Amendment) Order 2019, these works would be considered exempt and not require a marine licence.

#### 16.3.5. CONSULTATION ON THE DRAFT DEEMED MARINE LICENCE – JULY 2019

- 16.3.5.1. A draft dML was drafted by Herbert Smith Freehills LLP (the Applicant’s legal advisor) and Natural Power and distributed to consultees on 1 July 2019 for consultation.

- 16.3.5.2. Table 16.5 lists the stakeholders who were consulted and the methods of consultation.
- 16.3.5.3. Meetings were held with Natural England and the MMO to discuss their feedback in more detail. All the feedback received from stakeholders then informed an updated revision of the dML for submission (document reference 3.1).

**Table 16-5 - Stakeholders consulted on draft dML**

<b>Stakeholder</b>	<b>Date issued/method</b>	<b>Feedback received?</b>
<b>MMO</b>	1 July 2019 via email. A meeting was also held on 1 August 2019 to discuss MMO feedback.	Yes. Written feedback from the MMO was received on 31 July 2019 which formed the basis for discussion in the meeting held on 1 August 2019.
<b>Natural England</b>	1 July 2019 via email. A meeting was also held on 25 July 2019 to discuss Natural England feedback.	Yes. Written feedback from Natural England was received on 17 July 2019 which formed the basis for discussion in the meeting held on 25 July 2019.
<b>JNCC</b>	1 July 2019 via email.	Yes. Written feedback was received from JNCC on 24 July 2019.
<b>Environment Agency</b>	1 July 2019 via email.	Yes. Written feedback was received from the Environment Agency on 31 July 2019.
<b>Historic England</b>	1 July 2019 via email.	Yes. Written feedback was received from Historic England on 24 July 2019.
<b>MCA</b>	1 July 2019 via email.	Yes. Written feedback was received from MCA on 9 August 2019.
<b>Trinity House</b>	1 July 2019 via email.	Yes. Written feedback was received from Trinity House on 30 July 2019.

### **16.3.6. SOUTHERN IFCA CONSULTATION ON NATIVE OYSTERS – JUNE 2019**

- 16.3.6.1. On the advice of Natural England (PEIR feedback), Natural Power engaged with Southern IFCA via email (12 June 2019), to enquire about figures relating to native oyster stocks and where oyster beds are located in and around the Solent.
- 16.3.6.2. On 27 June 2019, Southern IFCA provided a report on the Oyster Stock Survey 2018 and links to a Management Plan. This was followed up with the provision of shapefiles identifying known oyster beds in the Solent to inform shellfish assessments in the EIA.

### **16.3.7. CONSULTATION ON APPROACH TO CUMULATIVE EFFECTS ASSESSMENT – AUGUST 2019**

- 16.3.7.1. Natural Power engaged with the MMO for advice on the approach taken to assess the cumulative effects for the Proposed Development. Natural Power provided the MMO with a draft cumulative effects assessment via email on 19 August 2019 and asked whether the MMO considered the approach to be satisfactory.
- 16.3.7.2. The MMO responded on 2 October 2019, advising that they were satisfied with the approach taken and the long list of projects considered but the Southsea Coastal Defence scheme should also be included in the cumulative effect assessments. This project has now been incorporated into the cumulative effects assessments.

### **16.3.8. CONSULTATION ON DRAFT TEMPLATE FOR STATEMENT OF COMMON GROUND – AUGUST 2019**

- 16.3.8.1. In order to begin drafting Statements of Common Ground ('SOCG') with relevant consultees, Natural Power sought feedback from the MMO (via email 30 August 2019) and both NE and JNCC (via email on 22 August 2019) on the draft SOCG template produced by Natural Power, based on recommendations on structure provided by consultees in previous meetings. Feedback was received from NE via email on 11 September 2019 which will be used to inform the development of the SOCG post submission.
- 16.3.8.2. Natural Power informed the MMO, NE and JNCC via email on 7 October 2019 of the revised approach to SOCG. The approach is now to develop these documents with the relevant consultees post-submission of the Application as this will provide more time to consult on the documents as they are being developed.

### **16.3.9. CONSULTATION ON APPROACH TO HERRING AND SANDEEL ASSESSMENTS – AUGUST/SEPTEMBER 2019**

- 16.3.9.1. Following the meeting to discuss the MMOs feedback on the PEIR (18 July 2019), Natural Power continued to engage with the MMO (and their scientific advisors Cefas) on the approach to herring and sandeel assessments in the ES.

16.3.9.2. On 2 August 2019, Natural Power consulted the MMO on the revised approach to herring and sandeel assessments. Feedback was received by the MMO on 26 September 2019 confirming that the MMO are broadly content with the revised approach.

#### **16.3.10. CONSULTATION WITH STAKEHOLDERS ACCESS TO LANGSTONE HARBOUR – SEPTEMBER/OCTOBER 2019**

16.3.10.1. Natural Power provided an update via email to the NAB User Group meeting attendees held on the 5 September 2019. The minutes of this meeting revealed that Langstone Harbour raised concerns about the proximity of landfall works to the entrance to Langstone Harbour and potential impacts on the approach and departure of dredger vessels operating to and from Langstone Harbour.

16.3.10.2. In response to these concerns, Natural Power provided Langstone Harbour with additional information regarding the landfall works on 18 September 2019. This information included different scenarios of placement of plant/vessels associated with landfall works, depending on differing works alignments, which will be advised by contractors once appointed. Further information was also provided on the likely duration of works at these locations as well as the types of vessels and current indicative programme of works.

16.3.10.3. In addition, a meeting was held at Langstone Harbour Board Offices on 9 October 2019 to discuss these concerns further with Langstone Harbour. At this meeting, Natural Power provided a summary of key milestones for the Proposed Development over the last 12 months as well as a high-level summary of the Proposed Development. The current proposals for HDD works in the area of Langstone Harbour were discussed including the scope of the works and the vessels which will be used in construction. It was agreed that further information was required on aspects such as programme and timings, methodologies for HDD works and communication and co-ordination plans, to enable Langstone Harbour to fully understand the implications. Natural Power advised that these proposals will be developed once contractors have been assigned for the works and that areas of potential concern raised by Langstone Harbour will feed into the procurement process for contractors. Attendees at the meeting discussed the best way for further information on the project to be shared with key stakeholders. Natural Power agreed to notify Langstone Harbour when the DCO application has been submitted.

#### **16.3.11. CONSULTATION ON THE MARINE WATER FRAMEWORK DIRECTIVE ASSESSEMENT – SEPTEMBER 2019**

16.3.11.1. The draft Marine Water Framework Directive (WFD) assessment was issued to the Environment Agency ('EA') for comment via email on 2 September 2019. Feedback was received from the EA on 26 September 2019 with one query relating to potential impacts on Eastney Bathing Waters monitoring point location. Natural Power has

addressed the query which is detailed in Chapter 7 Marine Water and Sediment Quality (Document Ref. 6.1.7) and the Marine WFD assessment (Appendix 7.1, Document Ref. 6.3.7.1).

### **16.3.12. CONSULTATION ON THE DRAFT MARINE HABITAT REGULATIONS ASSESSMENT REPORT – SEPTEMBER 2019**

16.3.12.1. The draft Habitat Regulations Assessment (HRA) for marine elements was issued to stakeholders for consultation via email on 3 September 2019. The draft HRA was issued to the following consultees:

- Natural England;
- JNCC;
- Environment Agency; and
- Alderney Wildlife Trust.

16.3.12.2. All four organisations provided feedback on the draft HRA at the end of September 2019. An additional teleconference meeting was held with NE on 30 September 2019 to discuss the feedback. The details of the advice received and how it has been addressed is further detailed in the Appendix 4 of the HRA Report (Document Ref. 6.8.3.4)

### **16.3.13. CONSULTATION ON THE OUTLINE WRITTEN SCHEME OF INVESTIGATION - SEPTEMBER 2019**

16.3.13.1. The draft Outline WSI was issued to Historic England for consultation via email on 5 September 2019. Advice was received from them on 24 September 2019 which informed the revised Outline WSI submitted with the Application (Appendix 14.3, Document Ref. 6.3.14.3).

### **16.3.14. CONSULTATION ON THE DRAFT MARINE CONSERVATION ZONE ASSESSMENT – SEPTEMBER 2019**

16.3.14.1. The draft Marine Conservation Zone (MCZ) assessment was issued to Natural England and JNCC for consultation via email on 13 September 2019. Advice was received from them on the 8 and 9 October 2019 respectively which informed the revised MCZ Assessment submitted with the Application (Appendix 8.5, Document Ref. 6.3.8.5).

### **16.3.15. CONSULTATION ON THE DRAFT DISPOSAL SITE CHARACTERISATION REPORT – SEPTEMBER 2019**

16.3.15.1. In a meeting held on 7 May 2019 to discuss the approach to dredge and disposal activities as part of seabed preparation works, it was agreed that a disposal site characterisation report should be produced to support the Application for the designation of parts of the Marine Cable Corridor as a disposal site.

- 16.3.15.2. The draft Disposal Site Characterisation Report was issued to the MMO for consultation via email on 20 September 2019. The MMO confirmed that they will be consulting their scientific advisors Cefas to inform their response to the consultation.
- 16.3.15.3. Following consultation with their advisors at Cefas, the MMO requested further clarification on the number of sediment samples which had been collected for contaminant analysis as well as the number of sediment samples collected for particle size distribution analysis. Natural Power provided this information and confirmed that it would be included with the Disposal Site Characterisation Report in the Application.

**16.3.16. CONSULTATION ON APPROACH TO NON-BURIAL CABLE PROTECTION CONTINGENCY SEPTEMBER/OCTOBER 2019**

- 16.3.16.1. Natural Power consulted the MMO via email on 9 September 2019 with regard to the rationale for calculations of an additional 10 % contingency for non-burial protection placed during the first 15 years post cable installation for repair and maintenance activities. This topic had previously been discussed in the meeting held with the MMO on 9 September 2018 (see Appendix 5.1.3F) as such a mechanism can prevent incremental increases in cable protection through numerous separate licences for the lifetime of the Proposed Development. The MMO responded on 11 October 2019 to confirm that the rationale proposed is satisfactory, however this matter will require further discussion post-submission as both the MMO and NE have recently held workshops on the approach (i.e. including contingency for non-burial protection measures during post construction) and are still developing formal advice.

**16.3.17. POTENTIAL ENVIRONMENTAL EFFECTS ON FEATURES OF FRENCH NATURA 2000 SITES**

- 16.3.17.1. A report summarising the draft assessments on potential environmental effects on the features of French Natura 2000 sites was issued to French authorities for their information by email on 14 October 2019. The report was sent to Direction Régionale de l'Environnement, de l'Aménagement et du Logement. No response to this report had been received at the time of writing.



# 17. DESIGN CHANGES AND MITIGATION AS A RESULT OF STATUTORY CONSULTATION

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## 17.1. INTRODUCTION

- 17.1.1.1. As a result of responses received from stakeholders during the statutory consultation period, a number of changes or refinements to the Proposed Development have been implemented. Further measures to mitigate against potential impacts have also been adopted for the application. Between the close of the consultation period and submission of the DCO application the project team continued engagement with local authorities and consultees on their consultation responses. Landowner discussions were also ongoing. These discussions also shaped the further refinement of the Proposed Development. In addition, further engagement was undertaken as part of the EIA process and this also influenced the application.
- 17.1.1.2. A summary of the ongoing engagement undertaken by the project team is set out in Chapter 16.
- 17.1.1.3. A summary of design changes and additional mitigation proposed as a result of the statutory consultation is set out below. Where discussion on the changes and mitigation is still ongoing this has been highlighted. Where reference is made to cable route options these refer to the options presented in the statutory consultation.

**Table 17-1 - Design changes and additional mitigation adopted for the application**

Measure	Description	Consultation influence	Reference
<b>Refinement of Converter Station boundary</b>	Addition of land for landscape mitigation to provide more screening through planting and strengthening of hedgerows and protection of existing hedgerows.	To address concerns raised by WCC, SDNPA, EHDC, publicity and local community. For example, revision of mitigation in relation to Monarch's Way. These have evolved in consultation with WCC, SDNPA and EHDC.	Chapter 15 of the ES, Landscape and Visual Amenity (Doc Ref: 6.1.15). Design and Access Statement (Doc Ref: 5.5). Outline Landscape and Biodiversity Strategy (Doc Ref: 6.10).
	Further detail provided for design principles for Converter Station.	To address concerns raised by WCC, SDNPA, EHDC, publicity and local community. For example, General Principles within the Design and Access Statement state, "Where practicable and subject to environmental constraints the Converter Station construction platform would be cut into the hill slope to reduce the ridge level of the building", due to the restrictions associated with the geological features and aquifer in the Converter Station Area.	Design and Access Statement (Doc Ref: 5.5).
	Addition of screening in the form of hedgerows and trees along edge of proposed Access Road.	To address concerns from SDNPA and WCC in relation to landscape and visual impact of proposed Access Road.	Chapter 15 of the ES, Landscape and Visual Amenity (Doc Ref: 6.1.15).
	Splitting of attenuation pond from one into two.	To address comments from SDNPA to create biodiversity benefits.	Chapter 16 of the ES, Onshore Ecology (Doc Ref: 6.1.16).
	Alternation of proposed access to Converter Station Area from Day Lane/ Broadway Lane.	To address comments from HCC requesting details and expressing concern about forward visibility. Details being discussed with HCC.	Chapter 22 of the ES, Traffic and Transport (Doc Ref :6.1.22).
	Undergrounding of Scottish and Southern. Electricity overhead line	Required to accommodate AILs to the Converter Station Site. Undergrounding proposed to provide visual impact benefit rather than moving overhead line.	Chapter 3 of the ES, Description of the Proposed Development (Doc Ref 6.1.3).
<b>Refinement of Onshore Cable Corridor</b>			
<b>Section 2 - Anmore</b>	Movement of Onshore Cable Corridor slightly towards the centre of the field.	To reflect landowner discussions and further ecological survey work.	Chapter 16 of the ES, Onshore Ecology (Doc Ref: 6.1.16)

Measure	Description	Consultation influence	Reference
			Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2).
<b>Section 3 – Denmead/ Kings Pond Meadow</b>	<p>Discounting of cable route option 3C “Highways Route” through Martine Avenue and Mill Road.</p> <p>Confirmation of option 3B. The cables would enter Kings Pond by trench on its northern boundary and continue to the south via HDD from the field south of the SINC (avoiding the designation).</p> <p>Mitigation measures to reduce impact on high value grassland north of Hambledon Road have been identified including a reduced HDD compound area.</p>	<p>To reflect feedback from local community, WCC and HCC in relation to traffic disruption concerns raised with option 3C.</p> <p>HDD and appropriate mitigation at entry and exit points proposed to address concerns raised by Natural England and Environment Agency. Discussions with Natural England are ongoing regarding location of southern HDD compound.</p>	<p>Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2).</p> <p>Chapter 16 of the ES, Onshore Ecology (Doc Ref: 6.1.16).</p> <p>Chapter 19 of the ES, Groundwater (Doc Ref: 6.1.19).</p>
<b>Section 4 – Hambledon Road to Burnham Road</b>	Removal of roads included in the non-statutory consultation for flexibility around Forest End roundabout.	To minimise impact on residential amenity of roads and avoid narrow bends which would be challenging for cable installation.	Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2).
	Removal of Boundary Way.	To minimise impact on residential amenity of roads.	Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2).
	Inclusion of additional land in vicinity of Ladybridge Roundabout.	To address concerns raised about traffic disruption and to accommodate land proposed for highway adoption associated with ongoing highway improvements to facilitate future phases of the West Waterlooville MDA.	<p>Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2).</p> <p>Chapter 22 of the ES, Traffic and Transport (Doc Ref: 6.1.22).</p>
<b>Section 5 – Farlington Avenue</b>	Removal of cable route options 5B (with sub-options) and 5C. Retention of Cable Corridor along Farlington Avenue (Option 5A) with flexibility to use some Portsmouth Water land and Eveleigh Road (Option 5BIV).	To reflect discussions with Portsmouth Water and further technical work undertaken to assess feasibility of utilising Portsmouth Water land to keep cable route off Farlington Avenue. Other than option 5B(IV) the other options were not found to be technically feasible due to other utilities within Portsmouth Water land.	Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.22).
	Addition of traffic management measures to minimise impact on Farlington Avenue and Havant Road, including consideration of school terms times in Eveleigh road	To address concerns raised by local community in relation to use of Farlington Avenue, impact on residents and the two schools on and near Eveleigh Road.	Chapter 22 of the ES, Traffic and Transport (Doc Ref: 6.1.22).

Measure	Description	Consultation influence	Reference
<b>Section 6 – Zetland Field and Sainsbury’s Car Park</b>	Refinement of site boundary to route the Onshore Cable Corridor through the western edge of Zetland Field.	To address general concerns around traffic disruption.	Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2).
<b>Section 7 – Farlington Junction to Airport Service Road</b>	Refinement of the site boundary in Farlington Playing Fields.	Reflects further consideration of extent of land needed and to address comments made by PCC regarding use of open space and recreational areas.	Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2).  Chapter 25 of the ES, Socio-economics (Doc Ref: 6.1.25).
	Refinement of site boundary area for HDD under A27 and Langstone Harbour.	Reflects further technical work undertaken regarding potential alignment for HDD.	Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2).
	Refinement of Onshore Cable Corridor around Baffins Rovers football ground with flexibility provided.	To address comments made by PCC regarding recreational areas and to minimise disruption to the football ground as much as possible.	Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2).
<b>Section 8 – Eastern Road (adjacent to Great Salterns Golf Course) to Moorings Way</b>	<p>It has not been possible to fully refine the site boundary in this section due to additional investigation to the works and mitigation associated with the contaminated land and ground conditions. The following options have been retained: Option 8B Eastern Road/Eastern Avenue/Moorings Way (where there is potential to use the verge and cycle path to avoid installation in the road itself); Option 8C Milton Common adjacent to the footpath which forms part of the sea defences; Option 8C(II) via the western edge of Milton Common and onto Moorings Way. The edge of Milton Common has the potential for utility congestion.</p> <p>Western edge of Moorings Way between the junction of Eastern Road, Velder Avenue and Eastern Avenue has been removed.</p> <p>Velder Avenue has also been removed.</p>	Discussions have been ongoing with the EA and PCC regarding the use of Milton Common and the removal of contaminated land in principle has been agreed. Proposals for mitigation and remediation have been put forward.	Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2).  Chapter 18 of the ES, Ground Conditions (Doc Ref: 6.1.18).

Measure	Description	Consultation influence	Reference
	Addition of small HDD in the corner of Milton Common in the top western corner.	Added following consultation response and further engagement with East Solent Coastal Partnership to take account of alignment of existing flood defence bunds to avoid impact.	Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2). Chapter 20 of the ES, Surface Water Resources and Flood Risk (Doc Ref: 6.1.20).
<b>Section 9 – Moorings Way to Bransbury Road</b>	Refinement of site boundary in University of Portsmouth Langstone Harbour campus. Flexibility is retained by inclusion of the dedicated bus route: Furze Lane and/or a route east, along the edge of the campus grounds with due consideration of the impact on the playing fields.	To minimise impact on the University playing fields and future development of the campus being considered by the University through the retention of Furze Lane, with flexibility should constraints of utilities and trees be identified.	Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2).
	<p>Technical work has confirmed that HDD under the allotments in Milton is practicable and therefore option 9B(I) has been taken forward.</p> <p>An HDD compound would be located in the car park of the Thatched House public house and in the Kingsley Road Open Space. Further provides the ability to route the cable through Yeo Court and the northern extent of Bransbury Park and/or along Kingsley Road to the junction with Ironbridge Lane before routing south through the pedestrian access into Bransbury Park.</p> <p>A path through the allotments has been retained for pedestrian use by contractors in relation to the HDD works.</p>	To reflect the preferred option identified in the feedback forms and comments from PCC to keep the cable corridor off Milton Road to minimise traffic disruption on Milton Road and residential roads.	Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2).
	<p>As a result of confirmation of option 9B(I) the following roads were removed:</p> <ul style="list-style-type: none"> <li>• Locksway Road from Milton allotment access and Meryl Road, Ironbridge Lane, Redlands Grove and Tideway Gardens;</li> <li>• Highway access to allotments from Waterlock Gardens and Seaway Crescent;</li> <li>• Gardens and Seaway Crescent; and</li> <li>• Western edge of allotments.</li> </ul>	To address consultation response preference for option 9B(I) HDD under allotments and to minimise disruption to residential streets following confirmation of HDD as viable.	Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2).
	Refinement to the site boundary in Bransbury Park by removing the skate park, pavilion and the majority of the tree lined access.	To address comments by PCC to minimise impact on public open space and provide reassurance on extent of area needed around recreational space.	Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2).

Measure	Description	Consultation influence	Reference
<b>Section 10 – Eastney (Landfall)</b>	Refinement to the site boundary by the removal of the majority of the Frazer Range site.	To address concerns raised by the developers of the proposed Frazer Range development.	Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2).
	Addition of small area of land by Fort Cumberland Road	To reflect further consideration of site boundary and ensure full inclusion of the highway adjacent to Landfall – this was subject to targeted consultation.	Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2).
	Refinement of the site boundary for the HDD works from marine to onshore under the Caravan Park.	To reflect further technical work undertaken and provide clarity for PCC (owners of the caravan park), its leaseholder and users of the park.	Chapter 2 of the ES, Consideration of Alternatives (Doc Ref: 6.1.2).
<b>Other Mitigation</b>			
<b>Navigation Risk</b>	Additional targeted circulation of information about the Proposed Development to ports and harbours and regular commercial operators (e.g. ferries) prior to marine works commencing.	To address concerns raised by MCA, MMO and ABP Southampton (and Langstone Harbour) regarding potential impacts to vessels and navigational safety, including on the approach in to Langstone Harbour.	Chapter 13 Shipping, Navigation and Other Marine Users of the ES (Document Ref. 6.1.13) and Appendix 13.1 (Document Ref. 6.3.13.1).
	Additional circulation of information to relevant local sailing clubs along the south coast of the UK to increase the likelihood that sailors are made aware of the temporary installation work.	To address concerns raised by MCA and MMO regarding potential impacts to navigation and for recreational vessels in particular.	Chapter 13 Shipping, Navigation and Other Marine Users of the ES (Document Ref. 6.1.13) and Appendix 13.1 (Document Ref. 6.3.13.1).
	Scheduling of any marine cabling works to avoid significant races (e.g. Cowes Week, Round the Island Race) if possible.	To address concerns raised by MMO on potential impacts to recreational sailing and events.	Chapter 13 Shipping, Navigation and Other Marine Users of the ES (Document Ref. 6.1.13) and Appendix 13.1 (Document Ref. 6.3.13.1).
	Embedded mitigation that agreement of Cable Burial and Installation Plan (through the deemed Marine Licence ('dML')) includes vessel procedures required: - for installation within the Dover Straits TSS in consultation with the Dover CNIS and Dover Straits TSS Working Group forum; and	To address concerns raised by MCA, ABP Southampton (and Langstone Harbour) on potential impact to navigational safety within the Dover Straits Traffic Separation Scheme ('TSS') and on the approach to Langstone Harbour.	Chapter 13 Shipping, Navigation and Other Marine Users of the ES (Document Ref. 6.1.13) and Appendix 13.1 (Document Ref. 6.3.13.1).



Measure	Description	Consultation influence	Reference
	- to manage access to Langstone Harbour when works are being undertaken in areas adjacent to the harbour entrance.		
<b>Commercial Fisheries</b>	Establishment of an Inshore Fisheries Working Group.	To minimise possible impacts to the UK Inshore Fishing Fleet.	Chapter 12 Commercial Fisheries of the ES (Document Ref. 6.1.12).
	Potential over-trawlability assessment in the Solent for inshore demersal fisheries.	To address Southern IFCA concerns regarding inshore fishing fleet and to minimise impacts resulting from seabed obstacles post construction.	Chapter 12 Commercial Fisheries of the ES (Document Ref. 6.1.12).
<b>Marine Archaeology</b>	Production of an Outline Written Scheme of Investigation which identifies measures such as Archaeological Exclusion Zones and programme of investigation to steer the final design and identify and implement mitigation.	Requested by Historic England in order to reduce possible impacts to marine archaeology.	Chapter 14 Marine Archaeology of the ES (Document Ref. 6.1.14) and Appendix 14.3 (Document Ref. 6.3.14.3).
<b>Benthic Ecology</b>	The final cable route will be micro-routed to avoid any Annex I reef habitats.	To address request raised by JNCC in order to mitigate possible impacts on Annex I stony reef habitat, should such habitat be identified in the Marine Cable Corridor.	Chapter 8 Intertidal and Benthic Habitats of the ES (Document Ref. 6.1.8).
<b>Construction Environmental Management Plan ('CEMP')</b>	Detail of the approach to environmental management during construction.	To address concerns raised by local planning authorities and statutory undertakers in consultation feedback	Marine Outline CEMP Document Ref. 6.5. Onshore Outline CEMP Document Ref. 6.9.
<b>Outline Landscape and Biodiversity Strategy</b>	Details the proposed approach to post-construction management of landscape and ecological features.	Produced to address concerns from WCC, SDNPA, EHDC and responses to local community and publicity.	Document Reference: 6.10.
<b>Framework Traffic Management Strategy</b>	Outlines the proposed approach to traffic management during Onshore Cable installation including access to properties and businesses and management of events.	Drafted to address concerns raised in feedback to the consultation, in particular from HCC and PCC highways. Takes account of additional transport modelling undertaken as a direct result of feedback from HCC and PCC highways in their consultation responses.	Document reference 6.3.22.1A.
<b>Construction Traffic Management Plan</b>	Outlines the proposed approach to management of construction traffic derived from the Proposed Development.	Draft has addressed comments raised by PCC and HCC highways and responses from local community and publicity where appropriate.	Document reference 6.3.22.2.
<b>Other Management Plans</b>	Other management plans are set out in the Application, for example Outline Construction environmental Management Plan		

# 18. GENERAL DATA PROTECTION REGULATION (GDPR)

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- 18.1.1.1. All personal data has been held in accordance with the General Data Protection Regulation (GDPR) from 25 May 2018 onwards. Prior to this, all data was held in accordance with the Data Protection Act 1998. The Applicant ensured that its existing arrangements for data handling were compliant by the time the new provisions came into force.
- 18.1.1.2. A copy of the Data Protection Statement from the February – April 2019 statutory consultation period is included in Appendix 5.1.7J. Details about the Applicant’s approach to data protection and GDPR is also included in the SoCC Chapter 7.6 (Appendix 5.1.4O).
- 18.1.1.3. The Applicant’s use of social media throughout the process was purely for the purposes of information provision. Social media was not identified as a consultation tool to provide feedback but was utilised to provide information about the Proposed Development, details related to the consultation and to signpost the agreed channels for feedback provision.
- 18.1.1.4. As part of both the January – February 2018 non-statutory and February – April 2019 statutory consultation periods, the Applicant used one social media platform (Facebook) to advertise the consultation events and direct users to the project’s consultation website. The Applicant tracked the number of users visiting the consultation website who had interacted with the social media advert, however no personal data was gathered from those users as part of this process.
- 18.1.1.5. The Applicant’s use of social media was in order to enhance the consultation through utilising tools that encourage wider participation from a larger and more diverse range of stakeholder groups, including those considered ‘harder to reach’. The nature of social media allows for a greater penetration with demographics who may not usually engage with consultations of this nature, such as the young, the older, or those with mobility or other accessibility issues.
- 18.1.1.6. Use of social media therefore supplemented core engagement channels and more traditional forms of communication such as exhibitions, newsletters, letters and emails to ensure a regular flow of information about the Proposed Development and consultation process throughout the pre-application period, and will continue to be a source of information through the following phases of development.

- 18.1.1.7. The Applicant carefully considered which social media channels to use and decided that Facebook was the most appropriate for the requirements of this consultation due to its high usage across a significant range of ages, communities and demographics. It also allowed for geographically targeted advertising, which allowed the Applicant to raise the profile of the consultation process in areas closest to the Proposed Development.

# 19. CONCLUSION

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## 19.1. OVERVIEW

- 19.1.1.1. The Applicant has undertaken pre-application consultation in line with the requirements of the PA 2008 and relevant Government guidance and having regard to PINS advice notes. The Applicant has consulted with the local community, statutory consultees and the general public. The Applicant has also sought to engage with as many stakeholders and those with a potential interest in the Proposed Development as possible throughout the pre-application process.
- 19.1.1.2. The Applicant's non-statutory consultation in January – February 2018 was wide ranging and extensive. Initial discussions took place in 2016, with significant informal consultation with prescribed consultees, LPAs, and the local community following through 2017 and 2018. The Proposed Development was refined as a result of the feedback received during the January - February 2018 non-statutory consultation, as well as from meetings and ongoing engagement with consultees prior to and after the Section 35 Direction was issued by the Secretary of State.
- 19.1.1.3. Through reviewing feedback received on the non-statutory consultation, as well as informal engagement and formal consultation throughout the development of the SoCC with local authorities, the statutory consultation process was refined to provide the most appropriate means of engaging with local communities and statutory consultees. Careful consideration was given to those living within the vicinity of the Proposed Development (i.e. within the PCZ), and those that may be affected by the wider impacts of the development.
- 19.1.1.4. Engagement, information provision and consultation with consultees was undertaken via a range of methods designed to be accessible to as wide a range of participants as possible. Feedback was encouraged through the use of feedback forms, which could be returned directly at consultation events, via freepost, the website or email. Written responses could also be submitted for consideration, and a freephone information line was made available throughout the pre-application process for consultees to request further information or ask questions of the Applicant team.
- 19.1.1.5. The Applicant has recorded, analysed and had regard to all feedback received throughout the pre-application period. This has resulted in numerous changes and refinements to the Proposed Development prior to submission of the application. This is recorded in this report. Where the Applicant has not been able to take forward a recommendation for a change to the Proposed Development, this has been explained within this report, or the relevant appendices.

- 19.1.1.6. At the Converter Station, numerous refinements have been made, including to the boundary to allow further landscape mitigation to be included, and additional information on the design principles of the Converter Station (for example cutting the construction platform for the building into the hill slope as far as possible to reduce the ridge level of the building). Additional screening from hedgerows and trees along the edge of the proposed access road is proposed, as well as alternating the proposed access to the Converter Station Area from Day Lane/Broadway Lane to address concerns over forward visibility. Additional measures such as the splitting of the attenuation pond from one into two to create biodiversity benefits have also been proposed in response to feedback from the statutory consultation.
- 19.1.1.7. Along the route of the Onshore Cable Corridor, many refinements have been made in response to feedback from consultees. Most Sections along the route have been refined to ensure that the route selected has the least potential impacts on the immediate vicinity, which are a result of highways considerations, landowner requests, to align with public feedback, or responses from technical consultees.
- 19.1.1.8. Additional areas of HDD and refinements to the HDD boundaries required in certain areas to accommodate HDD works have been identified and included in the final proposals.
- 19.1.1.9. At Landfall, further refinements have been made to the Proposed Development's site boundary, including for example the removal of the majority of the Razer Range site, and refinement to the HDD works site boundary.
- 19.1.1.10. Additional traffic management measures have been identified along the onshore cable corridor to minimise localised disruption as far as possible. The Framework Traffic Plan has been drafted to address concerns raised in feedback to the consultation and covers traffic management plans during cable installation, including accounting for management of events and retaining access to properties and businesses through the construction period.
- 19.1.1.11. A Construction Traffic Management Plan has also been produced to address concerns raised in feedback about the management of construction traffic derived from the Proposed Development.
- 19.1.1.12. Further work on a Landscape and Biodiversity Management Plan has also been undertaken to address concerns raised in feedback related to the approach to post-construction management of landscape and ecological features.
- 19.1.1.13. The Applicant will continue to engage with statutory consultees and the local community throughout the post-submission period to continue to refine its plans, and ensure ongoing communication with those with an interest in the Proposed Development.

## **19.2. STATEMENT OF COMPLIANCE**

- 19.2.1.1. The Applicant has carefully reviewed and had regard to the responses made during the consultation pursuant to Sections 42, 47 and 48 of the PA 2008 in accordance with Section 49 of the PA 2008.
- 19.2.1.2. In undertaking the consultation in accordance with Sections 42, 47 and 48 of the PA 2008, the Applicant has had regard to the Guidance in accordance with the requirements of Section 50 of the PA 2008, has complied with the requirements provided for in the APFP Regulations 2009 and the EIA Regulations 2017, and in doing so has taken into account the advice contained in the non-statutory Advice Notes published by PINS.
- 19.2.1.3. In addition, the Applicant has, when consulting on its proposals for the AQUIND Interconnector, had regard to and complied with the requirements in relation to transparency and public participation contained within the Ten-E Regulations.







**AQUIND Limited**

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# **AQUIND INTERCONNECTOR**

## **Environmental Statement – Volume 1 – Chapter 22 – Traffic and Transport**

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

Document Ref: 6.1.22

PINS Ref: EN020022

**AQUIND Limited**

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# **AQUIND INTERCONNECTOR**

Environmental Statement – Volume 1 –  
Chapter 22 – Traffic and Transport

**PINS REF.: EN020022**

**DOCUMENT: 6.1.22**

**DATE: 14 NOVEMBER 2019**

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## DOCUMENT

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<b>Document Owner</b>	WSP UK Limited
<b>Prepared By</b>	C. Williams
<b>Date</b>	11 November 2019
<b>Approved By</b>	D. Pacey
<b>Date</b>	14 November 2019

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## **APPENDICES**

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## 22. TRAFFIC AND TRANSPORT

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### 22.1. SCOPE OF THE ASSESSMENT

#### 22.1.1. INTRODUCTION

22.1.1.1. This chapter provides an assessment of impacts associated with onshore Traffic and Transport as a result of the Proposed Development. Maritime transport is covered in Chapter 13 (Shipping, Navigation and Other Marine Users) of the Environmental Statement ('ES') Volume 1 (document reference 6.1.13).

22.1.1.2. The Proposed Development that forms the basis of this assessment is described in Chapter 3 (Description of the Proposed Development) of the ES Volume 1 (document reference 6.1.3).

22.1.1.3. This chapter covers the following:

- A review of relevant legislation and policy, both at the local and national level;
- A description of the methodology used for the assessment of the impacts on traffic, transport, and non-motorised users as a result of the Proposed Development;
- The assumptions and limitations of the assessment contained within this chapter;
- A description of the existing baseline in relation to traffic, transport and non-motorised users;
- A review of the Proposed Development from a transport and access perspective, including a description of embedded mitigation that forms part of the proposals;
- An assessment of the likely impacts on traffic, transport and non-motorised users as a result of the Proposed Development;
- An assessment of how the likely significant impacts can be mitigated and the residual impact of the Proposed Development after mitigations have been considered; and
- The cumulative impacts of other identified developments in combination with the Proposed Development.

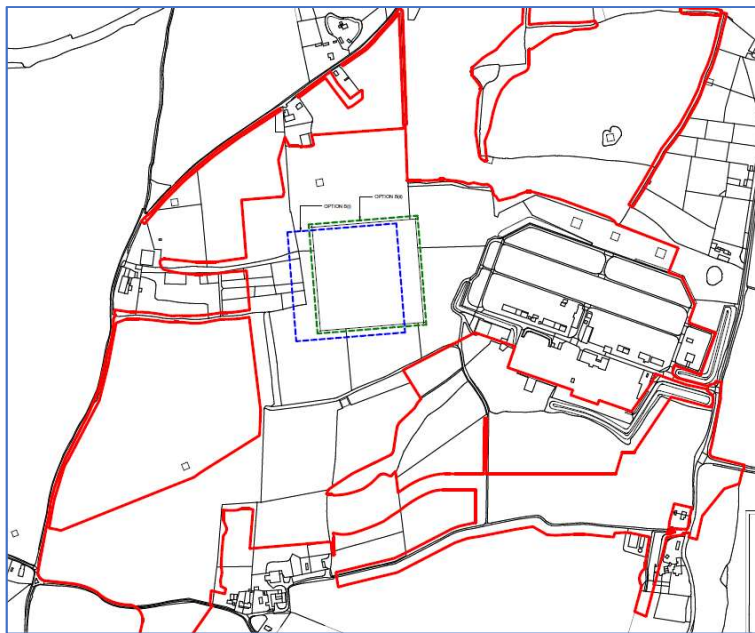
22.1.1.4. Each of these points has been used to assess the: Onshore Cable Corridor, running from Eastney to Lovedean; and the proposed Converter Station at Lovedean. For the purposes of this assessment, the Onshore Cable Corridor includes the Landfall at Eastney, Hampshire.

- 22.1.1.5. This chapter assesses the impacts arising from the Onshore Components of the Proposed Development. References to the Order Limits and the Site in this chapter, any appendices to it and plans enclosed to it, is only in relation to the Order Limits and the Site as applicable to the Onshore Components as illustrated in Figure 3.9 of the ES Volume 2 (document reference 6.2.3.9).
- 22.1.1.6. Importantly it should be noted that the proposed works associated with the construction of the Onshore Cable Route are temporary in nature. Construction is only estimated to last a few weeks in any one location. Therefore, the predicted impacts will only arise for a short duration.
- 22.1.1.7. The design of the Onshore Cable Corridor has sought to minimise carriageway incursion where practically possible. Likewise, the programme of works will ensure that the most disruptive works do not occur at the same time and are scheduled in coordination with work embargoes and committed schemes, as stipulated by the relevant highway authority. Disruptive works (outlined in paragraph 22.4.7.4) refer to traffic management requirements that involve either:
- a road closure; or
  - a closure of a general-purpose lane / shuttle working controlled by temporary traffic signals on major classified routes within the study area.
- 22.1.1.8. In the assessment that has been undertaken, the programme of works has not been included as part of the embedded mitigation. This means that the worst-case scenario has been assessed with all disruptive works transpiring simultaneously. Such an approach ensures that the impacts are robustly identified and quantified. The implementation of effective mitigation will ensure that the identified 'worst case' does not transpire.
- 22.1.2. STUDY AREA**
- 22.1.2.1. The study area encompasses an approximate 5 km area around the Order Limits, incorporating Denmead, Southwick and Cosham to the west and the A3(M) corridor to the east, between Junction 1 (Horndean) and where it meets the A27 (Bedhampton). To provide a robust assessment the study area includes all of Portsea Island and motorway between M27 Junction 12 to the west and A27 junction with A3(M) to the east. This includes all construction traffic routes and roads which may be temporarily affected by traffic redistribution associated with construction of the Onshore Cable Route. The description of the study area provided within this chapter should be viewed alongside Figure 22.1 and has been agreed with Hampshire County Council ('HCC') and Portsmouth City Council ('PCC') as the respective local highway authorities.
- 22.1.2.2. The assessment reported within this chapter relates to vehicular traffic, pedestrians and cyclists. Where bridleways or byways are directly affected, consideration has also been given to equestrian users.

22.1.2.3. For ease of reference, plans showing the Onshore Cable Corridor and Converter Station have been split into 10 sections. These are shown in Figure 22.1, described in Chapter 3 (Description of the Proposed Development) and are explained in more detail below.

**Section 1 – Lovedean (Converter Station Area)**

22.1.2.4. The Converter Station will be located adjacent to the existing Lovedean Substation and accessed via Broadway Lane in the vicinity of the junction with Day Lane. This is shown on Plate 22.1 below.



**Plate 22.1 – Converter Station Parameter Plans (two location options, green and blue dash)**

22.1.2.5. The impacts on traffic and transport associated with the construction and operation of the Converter Station will be confined to a small area as follows:

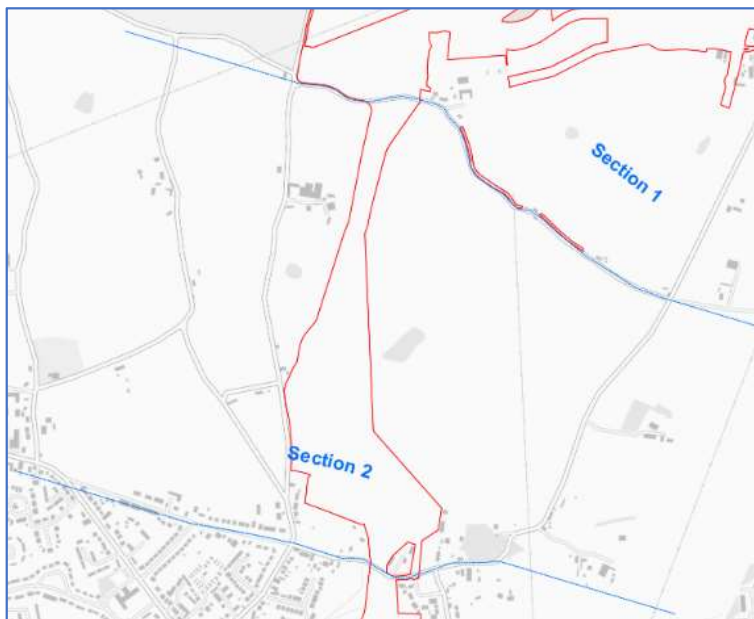
- The vicinity of the access junction;
- Roads used to access it from the Strategic Road Network (these are detailed in paragraph 22.4.6.9); and
- Adjacent Public Rights of Way.

22.1.2.6. Section 1 incorporates parts of Broadway Lane and Day Lane. The use of Broadway Lane will affect Footpaths 16 and 4 which cross the Converter Station Area between Little Denmead Farm in the west and Broadway Farm in the east. Consequently, these have been included within the study area. Although not directly affected by the Converter Station Area, Footpath 19 and 28 run east to west between Little Denmead Farm and Broadway Lane. Footpath 28 continues on the eastern side of Broadway Lane, linking into Lovedean Lane.

22.1.2.7. Additionally, on the B2149 Dell Piece West on the approach to the Junction 2 of the A3(M), Footpath 26a and Bridleway 24a access this link.

### **Section 2 – Anmore**

22.1.2.8. In this section, the study area generally relates to construction traffic associated with the Converter Station and the Onshore Cable Corridor. Cable installation will not take place in highway land and instead will be situated in agricultural fields. The exception to this is where it will pass under Broadway Lane to the west of Little Denmead Farm as shown in Plate 22.2. This highways in this section are the responsibility of HCC.



**Plate 22.2 - Order Limits of Section 2**

22.1.2.9. The Onshore Cable Corridor in this section will impact Footpath 13, which runs between Edney's Lane and Anmore Dell.

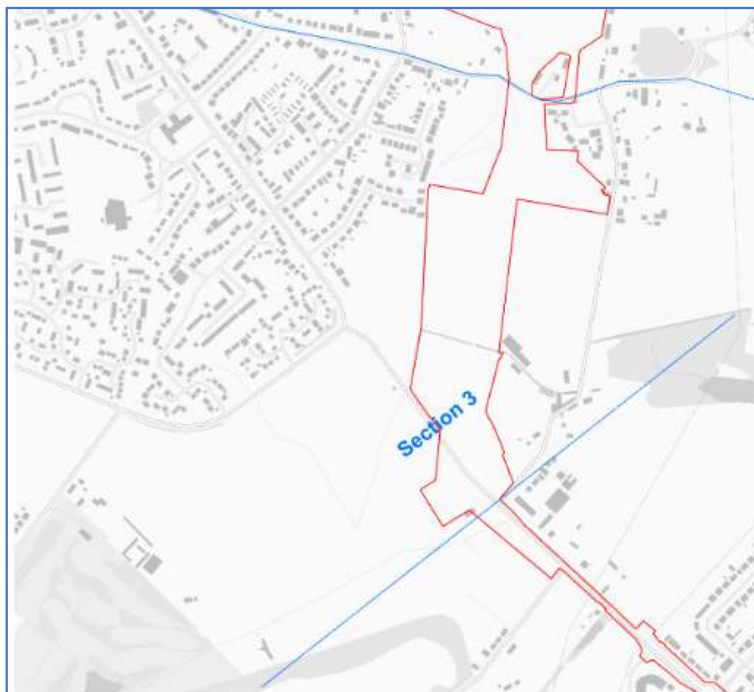
### **Section 3 – Denmead/Kings Pond Meadow**

22.1.2.10. As part of the statutory consultation the following options were included for this Section:

- Option 3a – Crossing Anmore Road from north to south into Kings Pond Meadows between and proceeding to the B2150 Hambledon Road;

- Option 3b – along Anmore Road from adjacent to Clifton Crescent and proceeding via Kings Pond Meadows to B2150 Hambledon Road; and
- Option 3c – use of Anmore Road, Martin Avenue and Mill Road (one Cable Circuit along each) and along B2150 Hambledon Road.

22.1.2.11. Following on from statutory consultation, Option 3c has been discounted and Options 3a and 3b are included in the Application. The Onshore Cable Corridor will now run either directly across Anmore Road through Kings Pond Meadows, via Horizontal Directional Drilling ('HDD'), to B2150 Hambledon Road (Option 3a) or along Anmore Road, from adjacent to Clifton Crescent and proceed southwards onto the B2150 Hambledon Road through Kings Pond Meadows via HDD. The Order Limits within Section 3 is shown in Plate 22.3.



**Plate 22.3 - Order Limits of Section 3**

22.1.2.12. This section includes the following links that will be used by construction traffic or impacted by the cable installation and are assessed on that basis. All of the links are the responsibility of HCC:

- Soake Road;
- Anmore Road, between the junctions with Soake Road and Mill Road/Edney's Lane; and
- B2150 Hambledon Road.



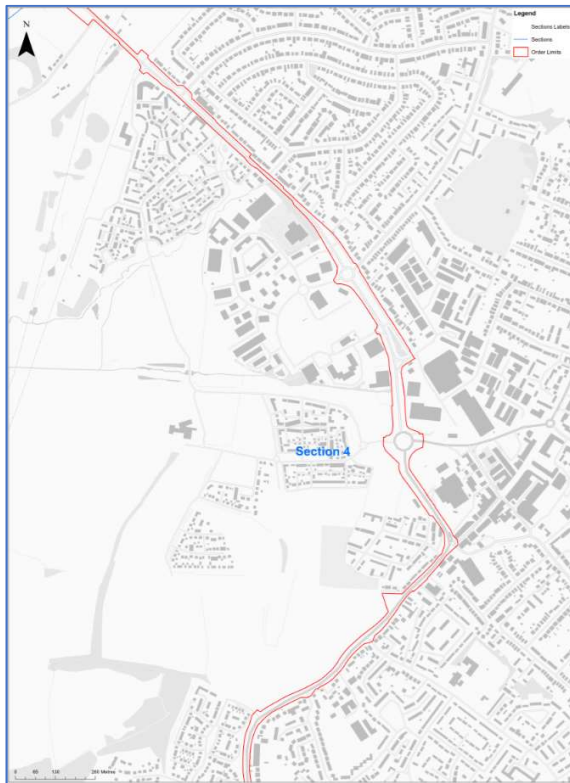
### **Section 4 – Hambledon Road to Farlington Avenue**

- 22.1.2.13. Section 4 relates only to the Onshore Cable Corridor, which is inclusive of the links listed below. These links will primarily be impacted by the installation of the Onshore Cables within the Onshore Cable Corridor and the associated traffic management, and may be affected by construction traffic relating to this element of the Proposed Development.
- 22.1.2.14. Within the HCC network this section includes the following highway links and PRoW:
- B2150 Hambledon Road, between the junction with Soake Road the junction with A3 Maurepas Way;
  - A3 Maurepas Way, between the roundabouts with B1250 Hambledon Road and A3 London Road (this includes Footpath 11); and
  - A3 London Road, between the roundabout with A3 Maurepas Way and a point approximately 20 m north of the junction with Christchurch Gardens (this includes Bridleway 15 and 17; and Footpaths 16, 18, 19 and 20).
- 22.1.2.15. The Order Limits within this section is shown on Plates 22.4 to 22.6 below, and all highways in this section are the responsibility of HCC.

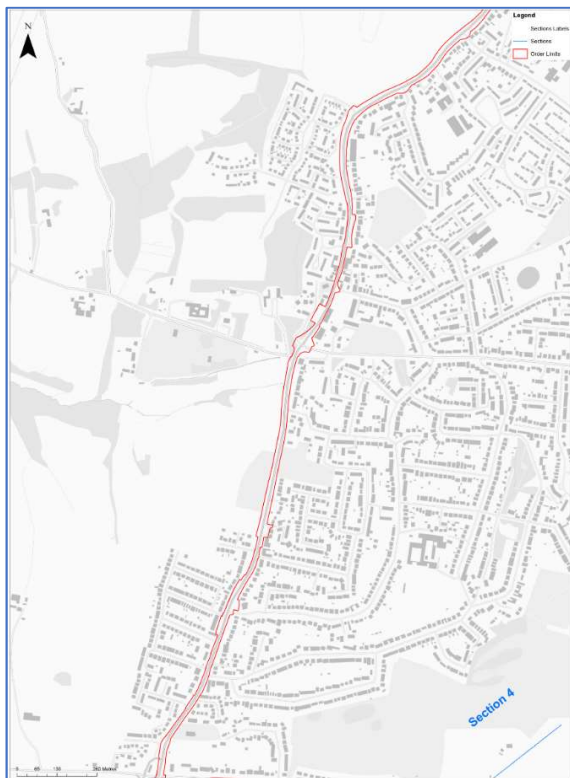


**Plate 22.4 - Order Limits of Section 4 – (1 of 4)**





**Plate 22.5 - Order Limits of Section 4 - (2 of 4)**



**Plate 22.6 - Order Limits of Section 4 - (3 of 4)**

22.1.2.16. Within the jurisdiction of PCC this section includes the following highways links, as shown on Plate 22.7:

- A3 London Road, between a point approximately 20 m north of the junction with Christchurch Gardens and the B2177 Portsdown Hill Road;
- B2177 Portsdown Hill Road; and
- Farlington Avenue, between the junction with the B2177 Portsdown Hill and the junction with Burnham Road.



**Plate 22.7 - Order Limits of Section 4 – (4 of 4)**

**Section 5 – Farlington**

22.1.2.17. As part of the statutory consultation Section 5 included the following options, all of which are the responsibility of PCC:

- Option 5a – use of Farlington Avenue only;
- Option 5b – use of Farlington Water Works, accessed via either Burnham Road, Ainsdale Road, Blake Road or Eveleigh Road; and

- Option 5c – use of Portsdown Hill Road, to avoid use of Farlington Avenue.

22.1.2.18.

Following the statutory consultation, all options have been discounted, apart from the Eveleigh Road access option of 5b and Option 5c. Option 5a is included as part of the Onshore Cable Corridor. Section 5 retains the use of Eveleigh Road between Farlington Avenue and the eastern edge of Solent Infant School. This is to allow for the potential use of the undeveloped parcel of land associated with the Farlington Water Works, located between Eveleigh Road and the A2030 Havant Road. This is shown on Plate 22.8 below.



**Plate 22.8 - Order Limits of Section 5**

22.1.2.19.

This section includes the part of the A2030 Havant Road and the A2030 Eastern Road, from the A2030 Havant Road junction with Farlington Avenue to a point on A2030 Eastern Road approximately 280 m south of A2030 Havant Road, opposite the northern boundary of open space known as Zetland Field.

22.1.2.20.

All highway links within Section 5 come under the responsibility of PCC and will be affected by the construction of the Onshore Cable Route and by construction traffic relating to this element of the Proposed Development.

**Section 6 – Zetland Field and Sainsbury’s Car Park**

22.1.2.21.

The Onshore Cable Corridor in this section contains Zetland Field open space, the A2030 Eastern Road, up to a point before the bridge over the West Coastway Railway Line, Fitzherbert Road and the Sainsbury’s Car park, as shown in Plate 22.9.



**Plate 22.9 - Order Limits of Section 6**

- 22.1.2.22. North of the Sainsbury’s car park, there are two options for the routing of the Onshore Cables within the Onshore Cable Corridor, either along the highway, using the A2030 Eastern Road and Fitzherbert Road, or through the public open space, known as Zetland Field.
- 22.1.2.23. In the Sainsbury’s car park, the Onshore Cable Corridor runs parallel to the A2030 Eastern Road, in the westernmost part of the car park.
- 22.1.2.24. The highway links within Section 6 come under the jurisdiction of PCC and will be affected by the construction of the Onshore Cable Route and by construction traffic relating to this element of the Proposed Development.

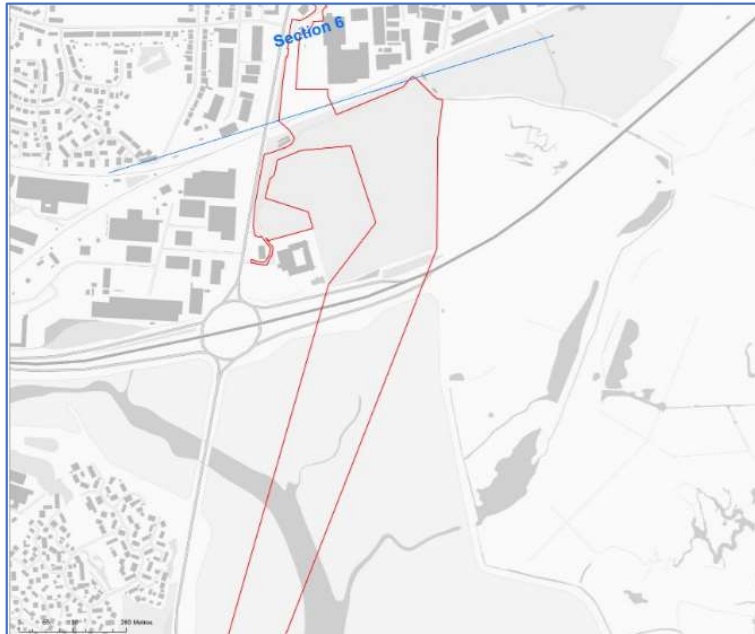
**Section 7 – Farlington Junction to Airport Service Road**

- 22.1.2.25. South of the Sainsbury’s supermarket the Onshore Cable Corridor crosses under the West Coastway Railway Line via a trenchless method. The Onshore Cable Corridor then passes through Farlington Playing Fields before proceeding across to Portsea Island. Horizontal Directional Drilling (‘HDD’) will be used to cross under the A27 Havant Bypass and Langstone Harbour to reach Portsea Island. As a result, the A2030 Eastern Road between the access junction to Farlington Playing Fields and the A27 Havant Bypass will be impacted only by construction traffic associated with the cable installation process.
- 22.1.2.26. Within Section 7, the Onshore Cable Corridor will be off the public highway at least until a point approximately 125 m north of the junction with the A2030 Eastern Road and Airport Service Road. It should be noted that there is an option to continue the Onshore Cable Corridor off-carriageway until the A2030 Eastern Road / Airport Service Road junction.



22.1.2.27.

The A2030 Eastern Road between the junction with A27 Havant Bypass and Airport Service Road will therefore be affected by a combination of construction traffic and the cable installation process. The Order Limits for Section 7 is shown on Plate 22.10 and 22.11. All the highway links contained within Section 7 are under the jurisdiction of PCC.



**Plate 22.10 - Order Limits of Section 7 – (1 of 2)**



**Plate 22.11 - Order Limits of Section 7 – (2 of 2)**

22.1.2.28. The majority of the highway links contained within Section 7 of the Onshore Cable Corridor fall under the jurisdiction of PCC. It should be noted that whilst the Onshore Cable Corridor in Section 7 does encompass a section of A27 Havant Bypass, which falls under the jurisdiction of HE, as the Cable Route is anticipated to cross under this link. This means that A27 Havant Bypass is unlikely to be directly impacted by construction works.

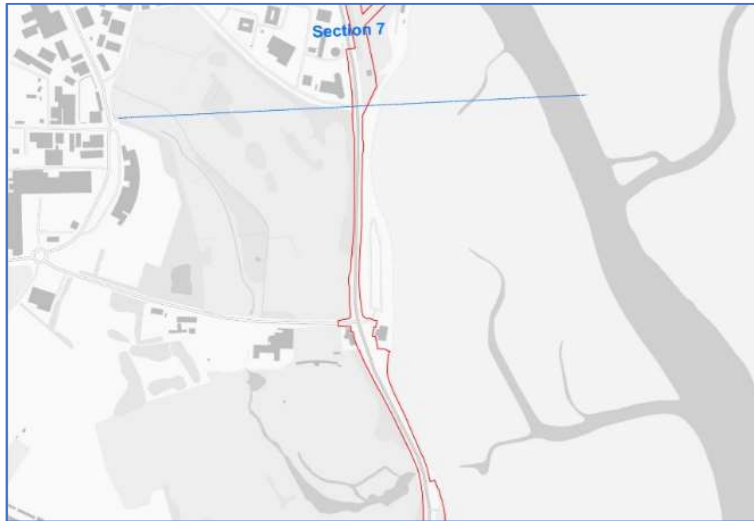
**Section 8 – Eastern Road (adjacent to Great Salterns Golf Course) to Moorings Way**

22.1.2.29. As part of the statutory consultation Section 8 included the following options, with all highways under the jurisdiction of PCC:

- Option 8a – use of Eastern Road, from the junction with Airport Service Road to the junction of Tangier Road, exiting the carriageway between the junction with Tangier Road and 300 m south of it, and proceeding south through the centre of Milton Common towards the University of Portsmouth;
- Option 8b – use of the Eastern Road from the junction with Airport Service Road to the junction with Eastern Avenue and then along Eastern Avenue onto Moorings Way; or
- Option 8c – use of the Eastern Road to the junction as per Option 8b for one Cable Circuit, with the other running along the western edge of Milton Common from the junction with Tangier Road to just north of East Shore Way, and the other Cable Circuit continuing to and along Eastern Avenue onto Moorings Way.

22.1.2.30. All options utilise the Eastern Road between the junction with Airport Service Road and the northernmost end of Milton Common. The Order Limits for Section 8 is shown on Plate 22.12 and 22.13.





**Plate 22.12 - Order Limits of Section 8 – (1 of 2)**



**Plate 22.13 - Order Limits of Section 8 – (2 of 2)**

22.1.2.31.

The ability to route the Onshore Cable Route through Milton Common (Option 8a) is discussed in Chapter 3: Description of the Proposed, and in Chapter 18: Ground Conditions, with regard previous use of Milton Common and its suitability for the laying of the Onshore Cable Route.

### **Section 9 – Moorings Way to Bransbury Road**

22.1.2.32. Section 9 includes two distinct route options that follow on from the potential end points in Section 8 as described above. The Onshore Cables will head southwards, either via:

- Moorings Way, The University of Portsmouth Langstone Campus grounds and Longshore Way; or
- Moorings Way, the Moorings Way to Furze Lane Bus Link, Furze Lane and Locksway Road.

22.1.2.33. At the point where Locksway Road and Longshore Way meet, the Onshore Cable Corridor will head into the southern car park of the Thatched House public house. HDD will be used to cross under both the Milton Locks Nature Reserve and the Milton and Eastney Allotments. Upon leaving the open space south of the allotments, the Onshore Cable Corridor includes the Kingsley Road between Yeo Court and Ironbridge Lane and the Yeo Court cul-de-sac to allow for entry onto Bransbury Park. The Order Limits for Section 9 is shown on Plate 22.14.



**Plate 22.14 - Order Limits of Section 9**

### **Section 10 – Eastney (Landfall)**

22.1.2.34. Section 10 represents the southernmost section of the Onshore Cable Corridor. The study area for this section comprises the following highway links:

- Henderson Road from the junction with Bransbury Road to the junction with Fort Cumberland Road; and
- Fort Cumberland Road to the junction with Fraser Range access road, where the Onshore Cable Corridor enters the Landfall at Fort Cumberland car park.

22.1.2.35. All of the highway links within Section 10 come under the jurisdiction of PCC. Henderson Road and Fort Cumberland Road will be affected by the installation of the Onshore Cable Route and construction traffic accessing the Landfall at Fort Cumberland car park. The Order Limits for Section 10 is shown on Plate 22.15.



**Plate 22.15 - Order Limits of Section 10**

### Wider Study Area

22.1.2.36. In addition to the Sections of the Onshore Cable Corridor and construction traffic route detailed above, the study area also includes roads which may be affected by traffic redistribution associated with its construction. These areas can be defined broadly by the Sections listed above as follows:

#### Sections 1 to 4

- **West of Waterlooville:** this covers the predominately rural area to the west of the Waterlooville and includes Denmead, Anmore and Furzeley Corner.
- **Waterlooville:** this encapsulates the urban area stretching across Horndean, Lovedean, Cowplain, Wecock Farm, the town centre, Stakes, Purbrook, Crookhorn and Widley.
- **East of Waterlooville:** this includes the A3(M) and some key roads / junctions that link the A3(M) with Havant and the wider strategic network. These include the B2149, the B2150 Hulbert Road, Purbrook Way, the B2177 and junctions 2,3,4 and 5 with the A3(M).

#### Section 5 and 6:

- **Cosham, Drayton and Farlington:** situated south of the administrative boundary with HCC and north of the A27 Havant Bypass / M27.

#### Sections 7 to 10

- **Portsea Island:** all links on the island of Portsea Island.

## 22.2. LEGISLATION, POLICY AND GUIDANCE

22.2.1.1. This assessment has taken into account the current legislation, policy and guidance relevant to transport. These are listed below.

### 22.2.2. LEGISLATION

#### Traffic Management Act 2004

22.2.2.1. Under this Act it is the duty of local traffic authorities to secure the expeditious flow of traffic both on their own network and that of other authorities. Additionally, this Act provided powers for the establishment or permit schemes by local highway authorities and also amended powers in the New Roads and Street Works Act 1991 with regard to the processes for the carrying out of street works.

### 22.2.3. PLANNING POLICY

#### National Policy

##### National Policy Statement for Energy

22.2.3.1. Published in July 2011 by the Department of Energy and Climate Change, The National Policy Statement for Energy (EN-1), sets out the overarching National Policy for major energy infrastructure within England and Wales to meet future demand, deliver on obligations to reduce greenhouse gas emissions and ensure a secure energy supply through a diverse range of energy sources.

22.2.3.1. Section 5.13 of EN-1 details the transport specific policies in relation to the delivery of new energy infrastructure. This identifies that mitigation should principally focus on demand management measures and a comprehensive Transport Assessment should be produced.

22.2.3.2. Where road transport is involved, Heavy Goods Vehicle ('HGV') movements should be fed along appropriate routes, and numbers should be controlled with appropriate provision on site to ensure that there is no overspill onto the public highway. Finally, EN-1 identifies that the applicant should work in coordination with local authorities and where appropriate, the police force in relation to their proposals.

##### National Planning Policy Framework, 2019

22.2.3.3. Published in February 2019, the NPPF provides national planning policies which seek to reduce the complexity and improve the accessibility of the planning system, whilst protecting the environment and encouraging growth in a sustainable manner.

22.2.3.4. The NPPF does not contain specific policies for Nationally Significant Infrastructure Projects (or major infrastructure projects) to be consented pursuant to the Planning Act 2008 (the 'Act'). These are to be determined in accordance with the Act, relevant national policy statements for major infrastructure (detailed above) and other matters that are relevant (which may include the NPPF).

22.2.3.5. The NPPF provides a guiding framework of the Government's planning policies for England and how these should be applied. As such, it is necessary to consider the relevant policies within the NPPF.

22.2.3.6. In the consideration of development proposals, any assessment should ensure that: sustainable transport options have been fully explored; access is safe and suitable for all users; and that any significant implications for capacity, congestion or safety can be cost effectively mitigated to an acceptable degree.

22.2.3.7. A refusal for development on highway grounds should only be given if it has been determined that there would be an unacceptable impact on road safety or the residual cumulative impacts on the wider road network would be severe.

22.2.3.8. What constitutes an unacceptable impact on road safety or a severe residual cumulative impact is not defined in the NPPF and is a matter for the decision maker to determine. Planning appeal decisions in relation to development and highway impacts indicate this is a high threshold which takes into account the transport context of the development proposals, and which may be met only where extreme, serious and/or very significant adverse impacts arise in respect of highway safety or on the road network.

22.2.3.9. Developments generating a significant quantity of movements should be required to produce a Travel Plan, with the application supported by a Transport Assessment or Transport Statement. So that the likely impacts of the proposal can be assessed.

### Local Policy

#### Portsmouth City Council

The Portsmouth Plan, Portsmouth’s Core Strategy, Portsmouth City Council, 2012

22.2.3.10. This document sets out a vision and 24 objectives for Portsmouth up to 2027, identifying broad locations for development, protection and change; and detailing the guiding policies for planning applications in the city.

22.2.3.11. Policy PCS17: “Transport” states that the council will work collaboratively with partners to deliver a sustainable and integrated transport network, that reduces the need to travel.

22.2.3.12. It is recognised that because there are only three roads linking Portsea Island with the mainland (the M275, the A3 and the A2030), the local road network is vulnerable to significant congestion, especially when abnormal incidents arise alongside routine peak time delays.

22.2.3.13. Additionally, seven challenges across the sub-region are identified, two of which are pertinent to the Proposed Development, these are as follows:

- Managing the existing transport network to ensure that journey time reliability is maintained and improved; and
- Mitigating the adverse impacts of transport activity on people, communities and habitats.

The Portsmouth Local Transport Plan 3, Portsmouth City Council, 2011

22.2.3.14. The pertinent points from this document are largely similar to those outlined in the Portsmouth Plan, as discussed above. Overall, the two documents can be viewed as commensurate with the latter feeding into the former.



### New Portsmouth Local Plan

22.2.3.15. A new Local Plan is currently being developed to replace the existing policy documents. This updated Local Plan is intended to cover the period 2019-2036. It was scheduled to be published in the Summer of 2019, however this has been subsequently delayed.

22.2.3.16. From Monday 11 February 2019 until Monday 25 March 2019, a consultation was undertaken to receive comments regarding the evidence base that had been submitted in preparation for the new Local Plan. As part of this, a series of consultation documents were published. Those deemed relevant to this chapter are considered below.

### Portsmouth City Local Plan Consultation Document, February 2019

22.2.3.17. Section 7 of the Consultation Document outlines the key transport issues facing the city. PCC is working with SYSTRA to produce a Transport Assessment to help inform the Local Plan. The purpose of this is to identify the current transport issues and options to mitigate these.

### Hampshire County Council

#### Hampshire Local Transport Plan 2011-2031 (Revised 2013)

22.2.3.18. Hampshire's Transport Strategy as set out in this Local Transport Plan (LTP) will develop stronger and safer communities, maximise wellbeing and enhance quality of place.

22.2.3.19. The Local Transport Plan sets out a vision of how Hampshire's Transport Network will be developed over the 20year Plan period. Emphasis is on maximising efficiency of the existing network, and maintenance / management, rather than capital projects which centre on enlarging it.

22.2.3.20. There are 14 policy objectives, structured under five themes. The five themes are as follows:

- **Supporting the economy through resilient highways** – making the best of the existing network given current funding constraints and developing a 'whole-life cycle' approach to maintenance;
- **Management of traffic** – using measures such as Intelligent Transport Systems to enable users to better plan their journeys and improve journey time reliability/utilisation;
- **The role of public transport** – providing greater choice and reducing car dependency;
- **Quality of life and place** – ensuring transport better harmonises with its local environment; and

- **Transport and Growth Areas** – exploiting the opportunity that new development provides to enhance transport provision and the use of more sustainable modes.

#### Local Transport Plan 3, Strategy for South Hampshire, 2011

22.2.3.21. The Local Transport Plan 3 ('LTP') was produced for South Hampshire through a combined process involving HCC, PCC and Southampton City Council. The transport strategy for South Hampshire has taken into account national legislation, policy and guidance and a number of key sub-regional and local level plans and strategies.

22.2.3.22. The vision for South Hampshire is to create:

*'A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment.'*

#### Havant Borough Council

22.2.3.23. The Havant Adopted Local Plan comprises two documents:

- The Core Strategy (2011); and
- The Site Allocations Plan (2014).

22.2.3.24. It should be noted that despite the Emerging Local Plan 2036 (discussed below), the adopted Local Plan remains the overarching document for current planning policy in the Borough.

#### The Havant Borough Council Core Strategy Local Development Framework, 2011

22.2.3.25. This sets out the planning framework for the Borough up to 2026.

22.2.3.26. Policy CS9 stipulates that 6,300 new homes are required during the Local Plan period. In relation to the Proposed Development, 2,126 (or 31%) new dwellings would be delivered in the Waterlooville area, with 2,000 provided in the West of Waterlooville Major Development Area ('MDA').

#### The Havant Borough Council Draft Local Plan 2036

22.2.3.27. Published on 8 January 2018 for consultation, it establishes the vision for future development within the Borough and the framework through which it can be delivered.

22.2.3.28. On 30 January 2019, the Pre-Submission Havant Borough Local Plan 2036 was approved by the Full Council and was consulted on between 1 February 2019 and 18 March 2019. It is due to be submitted for formal examination to the Secretary of State in Quarter 4 of 2019. As of October 2019, this process is still on-going.

22.2.3.29. The draft Local Plan identifies 10 key sites for development. Of these, KS9 Berewood and Wellington Park lie within the immediate vicinity of the Proposed Development. KS9 involves an urban extension to the west of Waterlooville comprising 3,000 dwellings.

### Winchester City Council / East Hampshire District Council

- 22.2.3.30. The Proposed Development affects small portions of the boundaries of East Hampshire District Council and Winchester City Council. The affected areas are predominately rural in nature.
- 22.2.3.31. The Local Plans for the two respective authorities largely refer to developments that are outside the vicinity of the Proposed Development and reiterate what has already been discussed in the Havant Borough Council Draft Local Plan above.
- 22.2.3.32. However, East Hampshire District Council has produced a new Draft Local Plan to replace the 2014 Adopted Local Plan. Currently, this Draft Local Plan is undergoing a consultation period focussing on the 10 large development sites that have been proposed.
- 22.2.3.33. Of the 10 large development sites, only one is applicable to this chapter: Site 3 Extension to Land East of Horndean (Hazelton Farm). The proposal involves 1,000 new homes and associated community facilities on land situated south of Junction 2 of the A3(M), between the B2149 Dell Piece East and the A3(M). This site is relevant to the Proposed Development due to construction traffic route, which will use Junction 2 of the A3(M).

#### East Hampshire District Council Local Plan (Part 1), Joint Core Strategy, 2014.

- 22.2.3.34. This document sets out the adopted policy framework for shaping development up to 2028.

#### East Hampshire District Council Local Plan (Part 2), Housing and Employment Allocations, 2016

- 22.2.3.35. This outlines the parcels of land that have been allocated for development.
- 22.2.3.36. Of relevance to the Proposed Development, is parcel CF1 Land at Down Farm, Green Lane. This is situated north-east of the settlement of Clanfield, bordering Chalton Lane and the A3. It comprises 207 new residential dwellings. Most of these have been built and the development is now known as St James Place. Indicative timescales in the Local Plan stipulate a completion year of 2020.

#### The Winchester District Local Plan Part 1, Joint Core Strategy, 2013

- 22.2.3.37. This outlines the strategy for delivering 12,500 new dwellings and 20 hectares of employment land across the district.
- 22.2.3.38. Policy DS1 sets out the core principles. In relation to the Proposed Development, the nearest strategic allocation is that associated with the West of Waterlooville MDA. Primarily the principles largely reiterate those expressed in the Havant Local Plan, although there is the additional principle of applying a town centres first approach that reflects the size of the community and attracts footfall accordingly.

## The Winchester District Local Plan Part 2: Development Management and Site Allocations, 2016

22.2.3.39. This sets out the allocations of land to help deliver the strategy in Part 1 of the Local Plan.

### **22.2.4. GUIDANCE**

22.2.4.1. The assessment undertaken in this chapter is based upon the following relevant guidance documents:

- Guidelines for Environmental Assessments of Road Traffic (Institute of Environmental Assessment, 1993);
- Design Manual for Roads and Bridges Volume 11 Section 3 Part 8: Pedestrians, Cyclists, Equestrians and Community Effects (Department for Transport ('DfT'), 1993);
- Design Manual for Roads and Bridges Volume 11 Section 3 Part 9: Vehicle Travellers (DfT, 1993); and
- The assessment of traffic and transport within this chapter has been produced in accordance with the Planning Practice Guidance ('PPG') (DCLG, March 2014) entitled 'Travel Plans, Transport Assessments and Statements in Decision Taking'.

## **22.3. SCOPING OPINION AND CONSULTATION**

### **22.3.1. SCOPING OPINION**

22.3.1.1. As detailed within Chapter 4 (EIA Methodology) of the ES Volume 1 (document reference 6.1.4), a Scoping Opinion was received by the Applicant from PINS (on behalf of the SoS) on 7 December 2018 including formal responses from statutory consultees. A summary of the responses from PINS in relation to transport are shown below:

- The low number of staff employed at the Converter Station when operational means that the assessment of the operational stage can be scoped out of the ES;
- Further dialogue is required with the relevant local highway authorities to confirm the scope of the Transport Assessment;
- Impacts to the Strategic Road Network should be assessed; and
- Supporting figures should be provided within the ES.

22.3.1.2. Appendix 22.3 includes the responses to the PINS EIA Scoping Opinion.

## **22.3.2. CONSULTATION PRIOR TO STATUTORY CONSULTATION**

22.3.2.1. Consultation is a key part of the DCO process, particularly in relation to highways and transport given the extent of the Onshore Cable Corridor that will be constructed within highway land. The following consultation was undertaken prior to completion of the PEIR:

- HCC: Written response dated 26 March 2018 requesting further information on the Proposed Development, followed by meetings on the 15 May 2018 and 22 May 2018 to provide general project updates / overview;
- PCC: Meetings on 21 May 2018 and 7 November 2018 to provide general project updates;
- Highways England: Meeting on 22 May 2018 to discuss the project in general.

22.3.2.2. Appendix 22.3 includes a summary of consultation undertaken and outcome of discussions for this topic.

## **22.3.3. STATUTORY CONSULTATION**

22.3.3.1. Consultation responses in relation to the proposals presented at that time and on the PEIR were received from HCC and PCC on 29 April 2019. The key topics raised within these consultation responses are summarised below:

- Further description required of the Converter Station site access junction;
- Further information needed on traffic management proposals along the Onshore Cable Corridor;
- Additional information requested on how streetworks will be implemented in relation to New Roads and Street Works Act;
- Committed transport schemes should be fully considered along the A3 corridor;
- Additional assessment required of impact on pedestrians, cyclists and public transport users;
- Traffic analysis needs to consider the wider-scale impacts of construction of the Onshore Cable Route; and
- Construction programme should be discussed and agreed with HCC and PCC.

22.3.3.2. Appendix 22.3 includes the responses to the PEIR consultation in relation to this topic and how regard has been had to them.

## 22.3.4. POST PEIR CONSULTATION

- 22.3.4.1. A series of further meetings have been held with key stakeholders between consultation feedback on the PEIR and submission of the Application. Overall, these meetings aimed to provide responses to queries raised by consultees and agree the scope of the Transport Assessment, which has been used to inform this Chapter. The scope of the Transport Assessment ('TA'), Framework Traffic Management Strategy ('TMS') and Outline Construction Traffic Management Plan ('CTMP') respond to statutory consultation comments as required.
- 22.3.4.2. The following consultation was undertaken post PEIR consultation:
- Highways England: Meeting held on 31 May 2019 to provide general project update and discuss scope of Transport Assessment;
  - HCC: Meeting held on 20 June 2019 to discuss Transport Assessment Scoping Note;
  - PCC: Meeting held on 3 July 2019 to discuss Transport Assessment Scoping Note;
  - HCC: Meeting on 5 July 2019 to discuss Sub-Regional Transport Model ('SRTM') Coding Note;
  - Highways England: Meeting held on 11 July 2019 to discuss HDD methodology for installing Onshore Cable Corridor under the A27;
  - PCC: Meeting to provide on 22 August 2019 to provide general update on traffic management strategy and results of SRTM modelling;
  - First Group: Meeting on 22 August 2019 to discuss Proposed Development and Onshore Cable Corridor route through Furze Lane bus link;
  - HCC: Meeting on 23 August 2019 to discuss initial results from SRTM modelling;
  - PCC: Meeting on 10 September 2019 and 08 October 2019 to discuss traffic management strategy, CTMP and SRTM modelling results; and
  - HCC: Meeting on 13 September 2019 and 2 October 2019 to discuss traffic management strategy, CTMP and SRTM modelling results.
- 22.3.4.3. Appendix 22.3 includes a summary of consultation undertaken and outcome of discussions.
- 22.3.4.4. Full details of consultation undertaken to date is presented within the Consultation Report (document reference 5.1).



### 22.3.5. ELEMENTS SCOPED OUT OF THE ASSESSMENT

22.3.5.1. As part of the consultation process, statutory consultees agreed that the Operational Stage of the Proposed Development was not likely to give rise to significant effects at the Scoping stage and has therefore not been considered within the ES. The elements are shown in Table 22.1.

**Table 22.1 – Topics and Elements Scoped out of the Assessment**

#### IMPACTS SCOPED OUT OF THE ASSESSMENT

Element Scoped Out	Justification
<b>Operational Stage of Proposed Development</b>	It is not anticipated that the Proposed Development will impact upon the current function of the highway network once operational. Some minor traffic increases may be experienced near the Converter Station but it is unlikely that this will extend beyond a few vehicle movements per month.

#### Construction Stage

22.3.5.2. Six areas of potential impact have been considered to have the potential to give rise to likely significant effects during construction of the Proposed Development as per the guidance stipulated in Guidelines for the Environmental Assessment of Road Traffic ('GEART'), which were also specified in the ES Scoping Note. Accordingly, the potential for impacts to arise in connection with the Proposed Development on the following potential areas of impact has been considered within the ES:

- Severance;
- Traffic Delay;
- Pedestrian and Cyclist Amenity;
- Fear and Intimidation;
- Accidents and Safety; and
- Hazardous and Dangerous/ Abnormal Loads.

### Decommissioning Stage

- 22.3.5.3. When the Proposed Development is decommissioned, it is assumed that the onshore cable ducts will remain in situ, with limited works being undertaken to remove the cable via joint bays; and the Converter Station would be removed. It is therefore assumed that potential decommissioning impacts are likely to be similar to those for construction, although more limited along the Cable Corridor.

## **22.4. ASSESSMENT METHODOLOGY**

- 22.4.1.1. This section describes the assessment methodology that has been employed to assess the impacts of the onshore elements of the Proposed Development in relation to traffic and transport. The assessment of transport within this Chapter has been undertaken in accordance with industry accepted methodologies and references including the Institute of Environmental Management and Assessment's ('IEMA'), GEART and Part 8/9 of the Design Manual for Roads and Bridges ('DMRB'): Volume 11 – Environmental Assessment.

### **22.4.2. BASELINE DATA COLLECTION**

- 22.4.2.1. To provide an indication of baseline conditions a series of traffic surveys were completed across the study area during June 2018 and July and September 2019.
- 22.4.2.2. These have primarily focused on the road network surrounding the Converter Station Area and parts of the Onshore Cable Corridor, but also includes other locations within the study area identified as likely to be affected by the Proposed Development. In total 36 Automatic Traffic Count ('ATC') surveys were completed on links and 31 Manual Classified Count ('MCC') surveys at junctions as shown on Figure 22.2.
- 22.4.2.3. ATC surveys were completed over a 24hr seven-day period during June 2018 and July and September 2019 and recorded vehicle composition, speed and traffic flow in each direction. MCC surveys were completed between 07:00-10:00 and 16:00-19:00 and recorded vehicle turning movements, composition and queue lengths. All MCC surveys were completed on a neutral week weekday and during school terms in early July and September 2019. For the purpose of this chapter two-way traffic flows have been calculated for the following time-periods:
- AM Peak (08:00-09:00);
  - PM Peak (17:00-18:00);
  - 18-hr weekday average (06:00-24:00); and
  - 24-hr seven-day average.
- 22.4.2.4. Highway boundary data has been obtained from HCC and PCC to confirm the extent of land classified as adopted highway and assist with defining the impacts associated with the installation of the Onshore Cables within the Onshore Cable Corridor.

- 22.4.2.5. Personal Injury Accident ('PIA') data has also been collected from Hampshire Constabulary for all links within the study area for the most recently available five-year period (01/01/2014 to 01/01/2019). This has been used to inform the accident analysis section of the assessment and identify if there are any cluster sites within the vicinity of the Converter Station or the Onshore Cable Corridor.
- 22.4.2.6. Ordnance Survey, GIS and aerial mapping has been used for the assessment of highway links within the study area, along with publicly available information on Public Rights of Way ('PRoW'), walking and cycling routes and public transport. In combination with this data, numerous site visits were undertaken between May 2018 and October 2019 to fully assess the study area.

### 22.4.3. ASSESSMENT SCOPE

- 22.4.3.1. This Chapter is based upon the findings of the Transport Assessment (Appendix 22.1 of the ES Volume 3) (document reference 6.3.22.1), the scope of which has been informed and agreed following detailed consultation with HCC, PCC and Highways England.
- 22.4.3.2. The construction traffic impacts of the onshore elements of the Proposed Development on the wider road network have been assessed within the TA using data derived from the Solent Sub-Regional Transport Model (SRTM). Use of the SRTM has allowed for an assessment of the Proposed Development to be completed across the study area for a future year scenario, including works on the Converter Station and Onshore Cable Corridor. Full details of the assumptions used within the SRTM, as agreed with HCC and PCC, are included within Section 10 of the TA.
- 22.4.3.3. The potential for impacts to arise in connection with the Proposed Development and the potential areas of impact has been assessed using traffic data obtained from the SRTM.
- 22.4.3.4. Other IEMA topics are covered elsewhere in the ES as follows:
- Visual impacts: Chapter 15 (Landscape and Visual Amenity) of the ES Volume 1 (document reference 6.1.15);
  - Ecological impacts: Chapter 16 (Onshore Ecology) of the ES Volume 1 (document reference 6.1.16);
  - Dust and dirt and air pollution: Chapter 23 (Air Quality) of the ES Volume 1 (document reference 6.1.23);
  - Noise and vibration: Chapter 24 (Noise and Vibration) of the ES Volume 1 (document reference 6.1.24); and
  - Heritage and conversation areas: Chapter 21 (Heritage and Archaeology) of the ES Volume 1 (document reference 6.1.21).
- 22.4.3.5. The peak construction year for the purpose of the assessment is taken as 2022,

during which the enabling work associated with the Converter Station is likely to take place. This is based upon the indicative construction programme for the Proposed Development as set-out in Table 22.2 below.

**Table 22.2 – Indicative Onshore Construction Programme**

<b>Activity</b>	<b>Indicative Programme</b>
<b>Converter Station Construction</b>	Q3 2021 – Q1 2024
<b>Onshore HVDC Route Construction/ Cable Installation</b>	Q3 2021 – Q3 2023
<b>HDD and Landfall Construction (Onshore)</b>	Q3 2021 – Q4 2023
<b>Converter Station Commissioning</b>	Q4 2023 – Q2 2024

- 22.4.3.6. As shown in **Table 22.2**, the peak construction year of 2022 includes construction of the Converter Station, the installation of the Onshore cables and Landfall construction. Full details of construction assumptions for the Converter Station and the Onshore Cable Route associated with this construction year, including derivation of construction traffic estimates, are included in Sections 22.4.6 and 22.4.7 of this Chapter.
- 22.4.3.7. Whilst the peak construction year is defined as 2022, the Construction Stage of the Proposed Development has been assessed using a 2026 future year scenario as this was the most appropriate model scenario available within the SRTM (others available were 2031, 2036 and 2041). The use of the 2026 future year scenario provides a robust assessment of the Proposed Development, given that traffic volumes in the model will be higher in 2026 than in the assessment peak construction year of 2022.
- 22.4.3.8. The SRTM ‘Do-Minimum’ (‘DM’) scenario represents 2026 traffic conditions with committed land-use and transport schemes included (without the Proposed Development). The ‘Do-Something’ (‘DS’) scenario is identical to the DM scenario other than the inclusion of the Proposed Development and the implementation of traffic management assumptions related to the Proposed Development.
- 22.4.3.9. In order to fully assess the impacts of the Proposed Development, two DS scenarios have been tested to replicate the lane closures in different directions on A2030 Eastern Road. This is more fully explained in Section 22.4.7 and full details of the assumptions used for the Proposed Development are detailed in Section 10 of the TA (Appendix 22.1).
- 22.4.3.10. An assessment of the impact of the Proposed Development is undertaken by comparing the 2026 DM scenario with the two 2026 DS Scenarios.

#### 22.4.4. ASSESSMENT SCREENING PROCESS

22.4.4.1. The GEART suggests that to conduct a robust assessment, the “worst environmental impact that might reasonably be expected” needs to be considered. It is also suggested within the GEART that when assessing the environmental impacts of traffic, two broad “rules-of-thumb” be used to focus the extent of the assessment. The rules are as follows:

- “Rule 1: Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%); and
- Rule 2: Include any other specifically sensitive areas where traffic flows have increased by 10% or more.”

22.4.4.2. The exception to the rules listed above are links near sensitive receptors. In sensitive areas, GEART advises that an increase in traffic of 10% or greater, or a considerable change in vehicle mix, would warrant the inclusion of a link in the assessment. For the purposes of this assessment, a considerable change in vehicle mix is assumed to be a 10% or more increase in HGVs.

22.4.4.3. Furthermore, to provide a robust assessment, the entirety of the Onshore Cable Corridor has been included in the assessment of all predicted impacts regardless of the outcome of the filtering exercise identified above. This ensures that an assessment of impacts has been undertaken where a change in traffic flow may not be the main factor affecting a receptor, such as at locations where traffic management is required.

#### 22.4.5. ASSESSMENT APPROACH

22.4.5.1. The following sections sets out the approach to assessing the impacts of the Proposed Development, and their likely significance.

22.4.5.2. The Applicant has prepared various strategy documents and plans designed to minimise the effects of the Proposed Development. These include the following:

- A Framework Traffic Management Strategy (‘TMS’) (Appendix 22.1A) which provides details of traffic management measures to be deployed to facilitate construction of the Onshore Cable Route. The TMS includes details of temporary traffic signals, lane closure and road closure requirements and a programme that aims to minimise disruptions of the construction works through timing of works at key locations to avoid constraints such as school terms and major events.
- A Framework Construction Traffic Management Plan (‘CTMP’) (Appendix 22.2) of the ES Volume 3 (document reference 6.3.22.2) which provides an overarching plan of how construction traffic and site operations will be managed across the Onshore Components of the Proposed Development. The CTMP sets out the parameters within which contractors will be required to work, including hours of operation, traffic routing, safe vehicular access and requirements to minimise

traffic impacts.

- 22.4.5.3. Compliance with the above documents are to be secured through the Order, and they have therefore been considered predominantly as ‘embedded mitigation’. The programme of works set out in the TMS has not been incorporated in embedded mitigation meaning that a worst-case scenario has been assessed. Such an approach was undertaken to provide a robust assessment of the impacts of the Proposed Development on the traffic and transport network. This reflects the use of the SRTM to assess the impacts of the construction stage, with the SRTM providing an assessment of typical peak periods during school term-times and outside of seasonal or other major events.
- 22.4.5.4. It should be noted that all predicted impacts are temporary in nature, particularly along the Onshore Cable Corridor where construction is estimated to last only a few weeks in any particular location, except for some of the HDDs. Therefore, while an effect of the Proposed Development may be considered significant this may only occur for a very short period of time. This aspect is further explained when detailing the significance of the impact predicted.

### Severance

- 22.4.5.5. DMRB (Volume 11, Section 3, Part 8) defines severance as:  
*“...the separation of residents from facilities and services they use within their community caused by new or improved roads or by changes in traffic flows.”*
- 22.4.5.6. Several factors are considered in determining the existing level of pedestrian severance. These include road width, traffic flow and composition, traffic speeds and the availability of pedestrian crossing facilities, all of which may be impacted by the cable installation or associated construction traffic. In accordance with the GEART, the following quantitative measurement of magnitude of change for severance has been applied:
- Traffic flow increase of under 30% - Negligible magnitude;
  - Traffic flow increase of between 30% and 60% - Low magnitude;
  - Traffic flow increase of between 60% and 90% - Medium magnitude; and
  - Traffic flow increase of over 90% - High magnitude.
- 22.4.5.7. In accordance with guidance and where appropriate, relevant local factors are considered when assessing severance. For example, the presence of crossing facilities, type of road and volume/speed of traffic.
- 22.4.5.8. Furthermore, in this assessment a “Low” magnitude of change is defined as allowing users to maintain existing journey patterns, with some minor disruption. A “Medium” magnitude of change is defined as being likely to dissuade more vulnerable user groups from making certain journeys. Lastly, a “High” magnitude of change is defined



as being likely to deter users from making journeys to such an extent that they are willing to reorganise their journey patterns.

- 22.4.5.9. In assessing severance, reductions in traffic flow along the Onshore Cable Corridor has been excluded to provide a robust and realistic indication of predicted impacts.

### Traffic Delay

- 22.4.5.10. GEART recommends that traffic delay is determined using software packages such as Junctions 9 (for roundabouts and priority junctions) or LinSig 3 (for traffic signal junctions). These packages model the operation of a junction, producing estimates of vehicles and delay, and allowing for a comparison between the future baseline (DM) and development (DS) scenarios.

- 22.4.5.11. An assessment of driver delay is provided within the TA for key junctions, defined during scoping discussions with HCC and PCC, and where shuttle working temporary traffic signals will be used along the Onshore Cable Corridor. The junctions assessed include those along the Onshore Cable Corridor and those across the study area that were shown to be impacted by the construction works by the SRTM modelling.

- 22.4.5.12. Along the Onshore Cable Corridor, traffic delay has also been assessed at locations where traffic management will be modelled within the SRTM, as described in Section 22.4.7, using LinSig 3 and traffic data from the 2026 DS scenarios to model temporary traffic arrangements. These have then been compared with the predicted operation of the existing junction layout in the 2026 DM scenario to estimate the impact of the Proposed Development.

- 22.4.5.13. At other junctions along the Onshore Cable Corridor and across the wider study area the predicted impact has been calculated by comparing the operation of the junction in the 2026 DM and DS scenarios. In total, this assessment has been completed for 31 junctions across the study area.

- 22.4.5.14. This assessment is summarised within this Chapter, with the magnitude of change determined using professional judgement based upon a number of factors. These include the location and operation of the junction, how long the junction will be affected by the Proposed Development and the difference between the DM and DS scenarios. In doing so, GEART has been taken into account, which states that delays are only likely to be significant when the traffic on the network is already at, or close to, capacity.

### Public Transport

- 22.4.5.15. In respect to public transport, it has been assumed that for assessment purposes, where reported, that traffic delays apply equally to public transport. In Section 9, special consideration has been given to delays which are likely to be incurred by buses which will temporarily be unable to travel via the Furze Lane bus link due to the construction of the Onshore Cable Route.

- 22.4.5.16. As is stated in the FTMS, during construction of the Onshore Cable Route some

existing bus stops may need to be temporarily closed depending upon the exact location within the carriageway or footway. Where this is required, a temporary bus stop will be provided as close as practicable to the original location, taking into account highway safety of all road users.

### Pedestrian and Cyclist Amenity

- 22.4.5.17. Pedestrian and cyclist amenity is defined within the GEART and DMRB as the 'relative pleasantness of a journey.' It is also noted within the GEART that, whilst pedestrian amenity includes aspects of fear and intimidation, it should be distinctly separate from the fear and intimidation assessment. A separate assessment is required as impacts on pedestrian amenity have a more holistic view, considering factors like noise and air pollution and the overall relationship between pedestrians and traffic.
- 22.4.5.18. The GEART guidance provides tentative thresholds for assessment and recommends professional judgement is used to determine the change in amenity. The tentative thresholds provided by GEART are as follows:
- Traffic flow (or HGV component of traffic flow) decrease of 50% or more - positive effect on pedestrian and cyclist amenity;
  - Traffic flow (or HGV component of traffic flow) change of between -50% and +100% - negligible effect on pedestrian and cyclist amenity; and
  - Traffic flow (or HGV component of traffic flow) increase of more than +100% - negative effect on pedestrian and cyclist amenity.
- 22.4.5.19. However, considering that the estimated traffic flow increases from the Proposed Development are generally less than 20%, the GEART thresholds would have indicated that there would have been a negligible impact on pedestrian and cyclist amenity. This would have underestimated the impact to pedestrians and cyclists, particularly during the construction of the Onshore Cable Route due to potential impacts on desire lines and journey times as a result of footway closures and additional crossings.
- 22.4.5.20. Therefore, in addition to the above thresholds, a more descriptive approach (in line with DMRB guidance), has been employed along the Onshore Cable Corridor to provide a robust assessment. This takes account of the specific contextual factors for each link, such as likely pedestrian and cycle usage and footway width, and has used professional judgement to give an overall assessment of the change of amenity to existing pedestrian/cycle routes and PRoW.
- 22.4.5.21. Taking this into account, the level of amenity is based on the nature of the link and traffic flow. For example, pedestrian amenity along a quite rural lane without footways could be rated as medium, whereas along a residential road the same absence of footways would be classed as low.

22.4.5.22. The magnitude of change in respect of pedestrian and cycle amenity were identified using the criteria in Table 22.3.

**Table 22.3 – Pedestrian and Cycle Amenity Magnitude Descriptors**

<b>Magnitude of Change</b>	<b>Description</b>
<b>Negligible</b>	Limited impact on existing routes, for example through temporary narrowing of existing provision.
<b>Low</b>	Where there is an increase in traffic on roads that have provisions for Non-Motorised Users (NMUs) or where NMUs are required to use temporary crossing facilities, located away from existing provisions or short diversion routes.
<b>Medium</b>	Where a closure of a shared-use path or footway and a diversion onto the other side of the carriageway is required, resulting in a severance of desire lines and additional crossings of the road.
<b>High</b>	Constitutes a full closure of a route to pedestrians/cyclists and a circuitous detour

**Fear and Intimidation**

22.4.5.23. As previously noted, assessment of the impact of fear and intimidation is similar to that of pedestrian and cyclist amenity. However, the GEART guidance suggests that fear and intimidation assessments consider additional factors such as perceived protection from traffic.

22.4.5.24. The quantitative thresholds for determining the magnitude to change to fear and intimidation as set out in the GEART are reproduced below in Table 22.4 and will form the basis of this assessment.

**Table 22.4 – Fear and Intimidation Magnitude of Impact**

<b>Magnitude of Change</b>	<b>Average Traffic Flow (18 hour) (vehicle per hour)</b>	<b>Total HGV Flow (18 hour)</b>	<b>Average Speed (18 hour) (mph)</b>
<b>High</b>	More than 1800	More than 3000	More than 20
<b>Medium</b>	Between 1200 and 1800	Between 2000 and 3000	Between 15 and 20
<b>Low</b>	Between 600 and 1200	Between 1000 and 2000	Between 10 and 15

Negligible	Less than 600	Less than 1000	Less than 10
<b>Source: Guidelines for Environmental Assessment of Road Traffic (1993, p37)</b>			

22.4.5.25. Again, in accordance with guidance, where appropriate relevant local factors have been considered in the assessment of the magnitude of change resulting from the Proposed Development.

22.4.5.26. In the assessment of Fear and Intimidation, traffic flow, HGV flow and average speed are compared between the 2026 DM and 2026 DS scenarios. Using the matrix above in Table 22.4, the flow and speed figures for the two scenarios have been used to identify the magnitude of change.

22.4.5.27. It should be noted that the worst-case magnitude has been reported. For example, if 'Average Traffic Flow' was 1,820 (High) but 'Total HGV Flow' was 2500 (Medium) and 'Average Speed' was between 15 and 20 (Medium), the magnitude of change would be determined as 'High'.

### **Accidents and Safety**

22.4.5.28. The methodology used to assess accidents and safety has been split for links on the Onshore Cable Corridor and wider study area, as detailed below.

#### **Onshore Cable Corridor**

22.4.5.29. Analysis of PIA data for the past five years has been conducted on roads that form part of the Onshore Cable Corridor. This analysis has identified clusters of accidents within the study area which are likely to be vulnerable to changes in traffic flow or speed, or increased levels of HGV flow. The magnitude of impact has then been derived using professional judgement, based on how the implementation of traffic management may impact upon these trends.

#### **Wider Study Area**

22.4.5.30. For areas within the study area which do not form part of the Onshore Cable Corridor, the methodology set out within the Department for Transport's ('DfT') 'Cost and Benefit to Accidents – Light Touch' ('COBALT') guidance has been used. This analysis estimates the typical number of accidents on a link on the basis of the following factors:

- Type of road;
- Average speed;
- Accident rate; and
- Vehicle kilometres travelled along link per year.

22.4.5.31. The type of road was defined in accordance with the 'Link Types' set out in Table 5.5.1 of the COBALT User Guide.

- 22.4.5.32. Average speeds for the identified links in the wider study area for both the DM and DS scenarios were taken from the SRTM outputs. Average speeds from the SRTM were used for each of the assessed scenarios rather than designated speed limits. This approach was taken to ensure that the link speed used in the analysis would be reflective of traffic conditions in each of the respective scenarios.
- 22.4.5.33. The accident rate for each link was then taken from the COBALT 3 - Link Only: Accident Rates and Change Factors' table of the DfT Transport Analysis Guidance ('TAG') Data Book v1.12. Accident rates are attributed to links on the basis of road type and speed.
- 22.4.5.34. Vehicle kilometres travelled along each link per year in each of the assessed scenarios was approximated using the AADT values from each link and an annualization factor and the length of the link. Link lengths were taken directly from the SRTM.
- 22.4.5.35. The typical number of accidents over the length of each assessed links in the DM was then compared to each of the DS scenarios to determine how the anticipated changes in traffic flow and speed will impact upon the number of accidents which are likely to occur on each link. Links which experienced a decrease in typical number of accidents were not considered for further analysis. Furthermore, links which experienced an increase in the typical number of accidents per year of less than 0.1 were considered to have a negligible magnitude of change. Links which experienced an increase in typical number of accidents of over 0.1 per year were assessed qualitatively to determine the magnitude of impact.

#### **Hazardous and Dangerous / Abnormal Loads**

- 22.4.5.36. It is anticipated that the Proposed Development will not generate any hazardous or dangerous loads during construction or operation, and therefore this aspect has not been considered further. Accordingly, the assessment has focused on access by abnormal loads during the Construction Stage phases.
- 22.4.5.37. The UK Government's definition of an Abnormal Load is a vehicle that has either:
- A weight of more than 44,000 kilograms;
  - An axle load of more than 10,000 kilograms for a single non-driving axle and 11,500 kilograms for a single driving axle;
  - A width of more than 2.9 metres; and/or
  - A rigid length of more than 18.65 metres'..
- (source: <https://www.gov.uk/government/collections/abnormal-loads-forms-and-guidance>)
- 22.4.5.38. To assess the delivery of Transformers to the Converter Station, which are Abnormal Indivisible Loads ('AILs') a Route Access Survey has been completed by Collett &

Sons Ltd haulage company, which is included in Appendix 5 of the CTMP (Environmental Statement - Volume 3 - Appendix 22.2). Given that the delivery port for transformers is yet to be confirmed, this study has been completed between the A3 (M) and Day Lane / Broadway Lane access to the Converter Station (Section 1).

22.4.5.39. The assessment of predicted impacts has been based on swept path analysis and determined whether vehicles can safely access the Converter Station Area. The magnitude of impact has been based upon professional judgement taking into account the ease with which vehicles can access the Converter Station (based on the swept path analysis) and the number and frequency of movements.

#### 22.4.6. CONVERTER STATION CONSTRUCTION TRAFFIC ASSUMPTIONS

22.4.6.1. For the Converter Station, the peak in construction will occur during enabling works which is anticipated to commence in 2022 as described in Section 22.4.3. This will involve the piling of the foundations and building of the structure of the main buildings comprising the Converter Station.

22.4.6.2. The working hours for the construction of the Converter Station is assumed to be restricted to Monday to Friday 08:00-18:00 and Saturdays 08:00-13:00. Workers would be scheduled to arrive between 07:00-08:00 and depart between 18:00-19:00.

##### Peak Construction Traffic Movements

22.4.6.3. During peak construction, site establishment / enabling work and site preparation for main civil engineering work, it is anticipated there will be the following construction traffic movements to/from the Converter Station Area:

- 43 two-way HGV movements (86 in total) per day; and
- 150 two-way employee car movements (300 in total) per day.

22.4.6.4. The estimate of HGV movements is based upon the following construction assumptions:

- As details of the Converter Station buildings are still to be confirmed, principal quantities of materials have been used from the Western Link converter station project (Wester Link) to aid the calculation of required vehicle movements;
- A 500 mm thick pile mat will be used as working platform. In addition, 100 mm would be removed as contaminated land and replaced following construction works. A further 75 mm chipping layer would be added at completion;
- Any surplus cut and fill be utilised in reprofiling the landform, pond fill and screening where possible. Outstanding surplus will be suitable for off-site general or landscaping fill but will be transported off-site outside of the peak construction period;
- All other surplus material generated during construction works (foundation



excavations, drain trenches, etc) and topsoil will be re-used on-site;

- Construction of the laydown area has been included and assumed to require a 400mm base of imported stone. A temporary haul road will be constructed around the perimeter of the Converter Station and towards the proposed landscaping area. The construction of the haul road is assumed to be 300mm DfT Type 1 crushed stone. A geotextile later will also be provided;
- Calculation of the reinforced concrete element of construction is based upon the used of ready-mixed concrete;
- A full Heras fence will be erected around the perimeter of the site prior to commencement of the works; and
- HGV movements within the Converter Station Area have been excluded from the calculations.

22.4.6.5. The following HGV assumptions have also been used:

- Where stone is transported, an HGV is assumed to have a capacity of 9 m<sup>3</sup> based on 2.2 tonnes/m<sup>3</sup>;
- Where concrete is transported, an HGV is assumed to have a capacity of 6.1 m<sup>3</sup>; and
- For delivery of precast concrete piles and structural steel elements each HGV (flatbed trailer) has a capacity of 19 tonnes (approximately 85% of capacity).

22.4.6.6. The HGV movements would occur over an eight-hour window between 09:00 and 17:00 in accordance with the hours of construction for the Converter Station and mainly avoiding the AM and PM peak periods (08:00-09:00 and 17:00-18:00). Overall the numbers would equate to approximately 10-11 HGVs per hour.

22.4.6.7. Based on the anticipated construction programme and methodology, it has been assumed that up to 150 construction workers will be involved in the building of the Converter Station. For the purposes of providing a robust assessment, it has been assumed that each employee will use single-car occupancy as their method of travel to reach the Converter Station from their home as a worst case.

22.4.6.8. Consequently, the total number of employee cars specified above represents a worst-case scenario. However, there is potential for this to be lower as lift sharing opportunities arise owing to the nature of shift work. The Applicant has also committed to implementing a Construction Worker Travel Plan which will promote sustainable travel options where practical.

### **Construction Traffic Routing**

22.4.6.9. The HGV and employee car trips have been applied to the following construction traffic route, which is prescribed within the CTMP as the only permitted route to and

from the Converter Station and shown on Figure 22.3:

- A3(M) Junction 2 – B2149 Dell Piece West – A3 Portsmouth Road – Lovedean Lane – Day Lane – Broadway Lane.

22.4.6.10. When traffic reaches the A3(M) it has been assumed that there is an equal split of movements to the north (towards the A3) and south (towards the A27).

## 22.4.7. ONSHORE CABLE CORRIDOR CONSTRUCTION TRAFFIC ASSUMPTIONS

22.4.7.1. The installation of the Onshore Cable Route will generate construction traffic movements which will impact upon the study area and may interact with construction traffic movements associated with the Converter Station. A site compound at the Converter Station will be established as a set-down area for materials and vehicles involved in the installation of the Onshore Cable Route.

22.4.7.2. Construction of the cable ducts for the Onshore Cable Route will be completed in 100m sections between the Landfall and the Converter Station.

22.4.7.3. Due to the length of the route, it is possible that several sections will be constructed simultaneously. It has been assumed that as a worst-case a maximum of six 100m sections will be under construction at any one time along the Onshore Cable Route.

22.4.7.4. In the SRTM modelling that has been undertaken to inform the TA (which has been used to carry out the EIA presented in this Chapter), the six sections of the Onshore Cable being constructed have been assumed to be located at the locations listed below to provide a robust assessment of the construction impacts (as agreed with HCC and PCC).

22.4.7.5. For Cable Corridor Section 6, the single Lane closure of the A2030 Eastern Road has been assessed within two separate DS scenarios (DS1 and DS2) to reflect that northbound and southbound closures will occur at different times in the construction programme. The DS1 scenario refers to the southbound Lane closure and the DS2 scenario refers to the northbound closure. In each of the DS1 and DS2 scenarios all other Cable Corridor Sections remain the same as below:

- **Cable Corridor Section 1** - Shuttle working traffic signals on B2150 Hambledon Road between Soake Road and Closewood Road;
- **Cable Corridor Section 2** - Temporary traffic signal operation of the B2150 Hambledon Road / A3 Maurepas Way / Houghton Avenue roundabout in Waterlooville;
- **Cable Corridor Section 3** - Shuttle working traffic signals on the A3 London Road between Poppy Fields and the roundabout with Ladybridge Road;
- **Cable Corridor Section 4** - Single Lane closure on Havant Road between Farlington Avenue and the A2030 Eastern Road;
- **Cable Corridor Section 5** - Single Lane closure on the A2030 Eastern Road

between Airport Service Road and Burrfields Road, modelled as a southbound Lane closure in DS1 and northbound Lane closure in DS2; and

- **Cable Corridor Section 6** - Shuttle working traffic signals on Henderson Road between Bransbury Road and Fort Cumberland Road.

- 22.4.7.6. Each 100m section will be assigned a cable gang which will consist of 6-8 construction workers. A ten hour working day will apply between the hours of 07:00 and 17:00. HDD locations will be subject to typical working hours between 07:00 and 19:00, except HDD-3 and HDD-4 where works may be undertaken for 24 hours. However, to provide a robust assessment of the impact of construction traffic on the local highway network, working hours have been assumed to be 07:00-17:00.
- 22.4.7.7. Each cable gang will generate the following construction traffic movements:
- Four two-way HGV movements (eight in total) per day; and
  - Two two-way Light Goods Vehicle ('LGV') movements carrying personnel/equipment to site (4 in total) per day. This has been included as the means of transporting personnel to site.
- 22.4.7.8. Construction traffic HGVs would occur during a 9-hour period (07:00-08:00 and 09:00-17:00). This is in accordance with the hours of working for construction of the Onshore Cable Route. It has been assumed that there is the possibility that HGVs will arrive / depart continuously throughout the 9-hour period, equating to approximately 1 HGV movement per hour.
- 22.4.7.9. Construction traffic LGVs will only arrive at 07:00 and depart at 17:00. This is in accordance with the hours of operation for the cable gangs.
- 22.4.7.10. All construction vehicles associated with the Onshore Cable Route will travel from the site compound at the Lovedean Converter Station to the requisite Cable Corridor section.
- 22.4.7.11. All employees involved in the building of the Onshore Cable Route will initially travel to the site compound at Lovedean Converter Station, arriving between 06:00-07:00 and departing between 18:00-19:00 (outside of peak hours). Vehicle parking for employees will therefore be accommodated at the Lovedean Converter Station site compound. Employees for each cable gang will then be transported to the Cable Corridor sections via the LGVs specified above.
- 22.4.7.12. In total this will amount to 56 two-way car movements (112 car movements in total) based on eight employees for each of the six cable gangs plus eight employees for landfall with a car occupancy rate of 1.0. These assumptions reflect a worst-case scenario and the actual construction vehicle and employee vehicle movements will depend on the final design of the Onshore Cable Route and its Temporary Works.
- 22.4.7.13. A series of construction traffic routes have been assumed for travel between the site compound at Lovedean Converter Station and the Cable Corridor sections, based

upon use of the most suitable routes. These routes are as follows:

- **Cable Corridor Section 1:** Broadway Lane – Day Lane – Lovedean Lane – Milton Road – B2150 Hambledon Road;
- **Cable Corridor Section 2:** Broadway Lane – Day Lane – Lovedean Lane – Milton Road – B2150 Hambledon Road;
- **Cable Corridor Section 3:** Broadway Lane – Day Lane – Lovedean Lane – Milton Road – B2150 Hambledon Road – A3 Maurepas Way – A3 London Road;
- **Cable Corridor Section 4:** Broadway Lane – Day Lane – Lovedean Lane – A3 Portsmouth Road – B2149 Dell Piece West – A3(M) Junction 2 – A3(M) – A3(M) Junction 5 – A2030 Eastern Road;
- **Cable Corridor Section 5:** Broadway Lane – Day Lane – Lovedean Lane – A3 Portsmouth Road – B2149 Dell Piece West – A3(M) Junction 2 – A3(M) – A27 Havant Bypass – A2030 Eastern Road;
- **Cable Corridor Section 6 and 7:** Broadway Lane – Day Lane – Lovedean Lane – A3 Portsmouth Road – B2149 Dell Piece West – A3(M) Junction 2 – A3(M) – A27 Havant Bypass – A2030 Eastern Road – A2030 Velder Avenue – A288 Milton Road – A288 Eastney Road – Bransbury Road.

22.4.7.14. Joint Bays, where possible, will be positioned in highway verges, fields or car parks in order to avoid the need for traffic management. Typically, it would take approximately 20 working days to complete one Joint Bay location. This timescale includes the excavation, set-up, cable pulling, jointing, bonding connections, testing and reinstatement (i.e. site cleared and reinstated to its original state). For the purposes of assessment within this Chapter, it is assumed that the construction of Joint Bays will not take place at the same time as works on the Onshore Cable Corridor in the same immediate vicinity. Construction traffic numbers will however be similar to individual Onshore Cable Corridor sections, albeit with the requirement for a low-loader during the cable pulling process.

22.4.7.15. Within the Order Limits a number of potential Joint Bay locations have been included, all of which provide adequate space for construction works to take place without blocking the carriageway (including vehicle delivery / parking). The exact number and location of the Joint Bays will however be determined by the contractor, and for this assessment, within this Chapter, these are considered to result in the same predicted impact and significance of effect as the proposed traffic management requirements.

## 22.4.8. LANDFALL CONSTRUCTION TRAFFIC ASSUMPTIONS

22.4.8.1. The Landfall, located at Fort Cumberland car park south of Fort Cumberland Road in Eastney, forms the transitional area between the Onshore Cables and Marine Cables. The Marine Cables will be pulled ashore and jointed to the Onshore Cables

at this location at the Transition Joint Bays (TJBs). HDD has been identified as the most suitable cable installation method for the Landfall, as discussed in Chapter 3 (Description of the Proposed Development) of the ES Volume 1 (document reference 6.1.3).

22.4.8.2. Two Optical Regeneration Station(s) (ORS) are to be located within Fort Cumberland car park (one for each circuit). The compound for an ORS would have a maximum size of 18 m by 35 m. Within the compound there will be parking for up to two vehicles to facilitate maintenance of the ORS infrastructure.

22.4.8.3. To provide an assessment of the construction stage at the Landfall, the same construction traffic numbers have been applied as one section of the Onshore Cable Route installation (as described in Section 22.4.7). This is considered to be a robust assessment as assumes that all construction vehicles will travel to and from the Converter Station as is assumed for construction traffic associated with installation of the Onshore Cable Route.

## 22.4.9. SIGNIFICANCE CRITERIA

22.4.9.1. In determining the significance of a potential effect, the magnitude of impact arising from the Proposed Development is correlated with the sensitivity of the particular environmental attribute or process under consideration.

### Magnitude

22.4.9.2. The magnitude relates to the level at which the receptor will be impacted, using the duration of the impact, timing, scale, size and frequency to determine the magnitude of the impact to each receptor. For those links that are not screened out of assessment, the criteria set out in Section 22.4.1 been used within this Chapter to determine the magnitude of impacts. Given all impacts relate to the Construction Stage it should be noted that these impacts are temporary rather than permanent, particularly along the Onshore Cable Corridor where they would occur in a single location for a limited duration.

### Value/Sensitivity

22.4.9.3. As described within Chapter 4 (EIA Methodology), sensitivity is a means to measure how sensitive an affected receptor is to change. The sensitivity is assigned at the receptor level. This may be defined in terms of quality, value, rarity or importance, and be classed as negligible, low, medium, or high.

22.4.9.4. The sensitivity of an individual link can be defined by the type of user group that use it, with the vulnerability of the user affecting the sensitivity of the link. Within GEART the following groups of pedestrians / places are identified as being susceptible to changes in traffic conditions:

- People at home or at work;
- Children, elderly and disabled persons;
- Sensitive locations such as hospitals, churches, schools and historical buildings;
- Pedestrians and cyclists;
- Open spaces, recreational sites and shopping areas;
- Sites of ecological / nature conservation value; and
- Sites of tourist / visitor attraction.

vity to an increase in traffic.

**Table 22.5** below shows a range of receptors and their sensitivity to an increase in traffic.

**Table 22.5 – Sensitivity of Receptors**

<b>Receptor</b>	<b>Sensitivity</b>
<b>Schools, colleges, playgrounds, retirement homes, hospitals and GP surgeries, junctions operating over capacity</b>	High
<b>Congested junctions, shops / businesses, pedestrians / cyclists, public transport users, areas of ecological and nature conservation value, residential properties close to the carriageway.</b>	Medium
<b>Sites of tourist / visitor attraction, places of worship, residential areas setback for the highway with screening, junctions operating within capacity</b>	Low
<b>Those people and places located away from the affected highway link</b>	Negligible

22.4.9.5. In assessing these categories, it should be noted that the type of road will directly affect the sensitivity of a link, with a dual-carriageway or distributor road likely to have a lower sensitivity than a residential road. The quantity and classification of each identified receptor on each link has been used to provide an overall sensitivity classification (negligible, low, medium or high).

22.4.9.6. A breakdown of links by sensitivity is provided in Appendix 22.4. For junctions included within the scope of the TA, the following methodology has been used to



categorise their sensitivity:

- Junctions approaching capacity or over capacity in either the AM or PM 2026 DM scenario have been categorised as having a Medium sensitivity rating as set-out in vity to an increase in traffic.
- **Table 22.5**; and
- All other junctions have been classified as having a Low sensitivity rating, on the basis that they are not predicted to experience congestion in the 2026 DM scenarios.

22.4.9.7. The theoretical baseline operation of the assessed junctions has been assessed using the relevant industry standard junction modelling software. This software is Junctions 9 for priority controlled junctions and LinSig for signal controlled junctions.

22.4.9.8. When considering the extent of baseline junction operation of a priority controlled junction, the level of traffic a junction can theoretically accommodate without incurring significant delays and / or congestion, the 'capacity', is compared to the level of traffic which is typically travelling through that junction. This relationship between capacity and traffic flow is assessed by the metric of 'Ratio of Flow to Capacity' (RFC). It is typically recognised that a maximum RFC value of 0.85 is desirable. If the RFC is greater than this, but below 1.00, this suggests that the traffic flow is approaching capacity and at risk of queues building. Where an RFC exceeds 1.00, the junction is exceeding theoretical capacity. Therefore, any priority junction or roundabout with an RFC of between 0.85 and 1 have been categorised as having a Medium sensitivity. Any junctions with an RFC below 0.85 have been categorised as having a Low sensitivity, and any junctions with an RFC of over 1 have been classified as having a High baseline sensitivity.

22.4.9.9. When assessing signal controlled junctions, a similar approach is undertaken using the metric of Practical Reserve Capacity (PRC), which is a measure of the total capacity (as a percentage) of a junction. When reviewing the PRC of a junction the following is considered:

- A positive figure above 10% indicates the junction operates with spare capacity
- A positive figure between 0 and 10% indicates that the junction is approaching capacity;
- A figure between 0 and -10% indicates that the junction is operating at or slightly over capacity; and
- A negative figure below -10% indicates that the junction cannot accommodate demand.

22.4.9.10. Taking this into account, all junctions with a PRC of 0% or less have been categorised as having a High sensitivity. Any junctions with a PRC of more than 10% has been categorised as having a Low sensitivity, and any junction with 0-10% PRC was classified as having a Medium sensitivity.

22.4.9.11. A summary of junction performance in the 2026 DM scenarios is provided in Section 22.5 **Error! Reference source not found.**

**Significance**

22.4.9.12. The overall significance will be assessed using the matrix shown in Table 22.6. Effects deemed to be significant are those which are described as 'major' and 'moderate/major'. In addition, 'moderate' effects can also be deemed as significant. Whether they do so shall be determined by a qualitative analysis of the specific impact to the environment and will be based on professional judgement.

**Table 22.6 - Matrix for classifying the significance of effects**

		Sensitivity of receptor/receiving environment to change			
		High	Medium	Low	Negligible
Magnitude of Change	High	Major	Major to Moderate	Moderate	Negligible
	Medium	Major to Moderate	Moderate	Minor to Moderate	Negligible
	Low	Moderate	Minor to Moderate	Minor	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

22.4.9.13. Whilst noting that all significant effects of the construction period will be temporary, full consideration has been given to potential mitigation measures which would be used to minimise the environmental effects of the Proposed Development.

**ASSUMPTIONS AND LIMITATIONS**

**Assumptions**

22.4.9.14. The SRTM contained a number of committed development sites within the study area and outside of it, which increase traffic flows and alter traffic patterns in the local area. The full list of relevant schemes has been included with Appendix 22.6 – Cumulative Effects Assessment, with a list of major schemes (those above 100 units) within the study area included below:

- Waterlooville MDA – 2114 dwellings (90% complete by 2026/27);

- Grainger development, London Road, Waterlooville – 436 dwellings (30% complete by 2026/27);
- Woodcroft Farm, Woodcroft Lane, Waterlooville – 288 dwellings (100% complete by 2026/27);
- Tipner Firing Range, Portsmouth – 600 dwellings (27% complete by 2026/27);
- Tipner Urban Priority Area – 1276 dwellings (46% complete by 2026/27);
- Brunel House, The Hard, Portsmouth – 153 dwellings (100% complete by 2026/27);
- Enterprise House, Isambard Brunel Road, Portsmouth – 124 dwellings (100% complete by 2026/27);
- Former Kingston Prison, Milton Road, Portsmouth – 230 dwellings (100% complete by 2026/27); and
- Former Dairy Site, Station Road, Portsmouth – 108 dwellings (100% complete by 2026/27).

22.4.9.15. The assessment of effects of the Proposed Development has been carried out by way of a comparison of the changes in traffic between the Do-Minimum and Do-Something scenarios.

22.4.9.16. Traffic generation estimates for the Proposed Development are based upon a number of assumptions as set out in Section 22.4.6 and 22.4.7, such as volume of materials, number of construction workers, construction programme and location of construction along the Onshore Cable Route. These assumptions may vary during the construction stage but is anticipated that the assessment is based upon a worst-case scenario, based on the following:

- All HGV estimates are based upon a Monday to Friday working and do not consider shorter Saturday working where the volume of arrival / departures would be approximately halved;
- No allowance has been made of construction workers using non-car modes or lift-sharing when traveling to and from the Converter Station; and
- The peak assessment year is based upon overlap of construction stage on the main aspects of Onshore Components of the Proposed Development.

22.4.9.17. The analysis of proposed traffic management along the Onshore Cable Corridor has not considered potential mitigation provided by the programming of works, which represents a worst-case assessment. Through programming of construction works to avoid overlap at sensitive locations and key events, the impacts of the Proposed Development are likely to be lower than reported, with the impacts of programming assessed and reported in the Residual Effects section of this Chapter.

### Limitations

- 22.4.9.18. This chapter provides an assessment of the impacts of the outline design of the Proposed Development as it stands to-date. This will be refined during detailed design of the Proposed Development but the Chapter follows GEART in assessing the worst environmental impact that may be reasonably expected.
- 22.4.9.19. All assessment of traffic impacts of the Proposed Development has been completed using the SRTM, which provides an estimate of future traffic flows and conditions with and without construction of the Project. The SRTM has been developed by Systra in accordance with industry standards and validated against DMRB guidelines, with the Systra Model Development and Validation Report stating that that model calibration process did not reveal any significant shortcomings and is considered fit for purpose. The SRTM is a representation of future traffic conditions, which is unlikely to be 100% accurate due to a range of factors such as economic growth, evolving transport policy and technological advancements. Nonetheless it is the best available data source and uses industry standard best practice. Its use has also been agreed with HCC and PCC prior to commencement of traffic modelling.
- 22.4.9.20. Furthermore, this assessment is based on estimations with respect to the construction traffic to be generated by the Proposed Development. The specific number and type of vehicles used and the construction programme is likely to be dictated by third party contractors and thus may be subject to a level of variation.
- 22.4.9.21. Likewise, whilst the Traffic Management requirements on the Onshore Cable Corridor are based on engineering judgement, the individual methodologies employed by third party contractors is also subject to a degree of variation. However, all development will be located within the specified Onshore Cable Corridor.

## **22.5. BASELINE ENVIRONMENT**

- 22.5.1.1. The baseline environment is described in Sections 22.5.2 and 22.5.4 and shown graphically on Figures 22.4 to 22.7.

### **22.5.2. HIGHWAY NETWORK IMPACTED BY CONVERTOR STATION CONSTRUCTION TRAFFIC**

- 22.5.2.1. As detailed in Section 22.4.6 the construction traffic route for the Convertor Station from the SRN will be via: Junction 2 of the A3(M), the B2149 Dell Piece West, the A3 Portsmouth Road, Lovedean Lane, Day Lane and Broadway Lane.
- 22.5.2.2. Two PRoW join Broadway Lane in the vicinity of the proposed site access. These are Footpath 4 which joins Broadway Lane at Broadway Cottages and Footpath 28 which crosses Broadway Lane approximately 500 m south of Day Lane. Footpath 5 (part of the Monarch Way Long Distance Path PRoW route), adjoins Day Lane at the junction with Lovedean Lane.
- 22.5.2.3. South of Day Lane, Lovedean Lane is primarily urban providing access to residential

properties, terminating at the A3 Portsmouth Road. It is subject to a 30mph speed limit and street lighting is provided. Continuous footways are provided on either side of the carriageway from a point approximately 500 m south of Day Lane. Along Lovedean Lane there are the following public rights of way which could be affected:

- Footpath 5 which forms part of the Monarch's Way long distance path;
- Footpath 15;
- Footpath 3;
- Unrestricted Byway 47; and
- Footpath 31

22.5.2.4. The A3 Portsmouth incorporates a shared-used path along the western side of the carriageway and a northbound bus lane, providing a route for services 37x and The Star 8.

22.5.2.5. The B2149 Dell Piece West provides access to the A3 (M), a Morrisons supermarket and an adjacent industrial estate. At the point where it meets Junction 2 of the A3(M) Footpath 26a and Bridleway 24a join this link.

### 22.5.3. TRANSPORT NETWORK AFFECTED BY ONSHORE CABLE CORRIDOR

#### Section 1 – Lovedean (Converter Station Area)

22.5.3.1. Section 1 of the Onshore Cable Corridor is located entirely within private land and does not affect the local highway network. In terms of PRoW the Order Limits incorporates Footpaths 4 and 16 towards the southern perimeter of the proposed Converter Station.

#### Section 2 – Anmore

22.5.3.2. Section 2 of the Onshore Cable Corridor is predominately situated within agricultural fields and only affects one road. This is Broadway Lane east of Edney's Lane where the Onshore Cable Corridor crosses between fields. In terms of PRoW the Order Limits crosses Footpath 13.

#### Section 3 – Denmead/Kings Pond Meadow

22.5.3.3. Section 3 of the Onshore Cable Corridor is primarily located within agricultural fields and only affects Anmore Road as it crosses into Kings Pond. No PRoW are affected.

#### Section 4 – Hambledon Road to Farlington Road

22.5.3.4. A cycle route is provided along the B2150 Hambledon Road between Denmead and Waterlooville via a mixture of discontinuous shared-use paths on alternative sides of the carriageway and on-road sections along parallel service roads. The footway and shared-use paths are linked by signal controlled crossings.

22.5.3.5. Along the section of the B2150 Hambledon Road between Soake Road and Milton

Road, seven bus stops are present. However, no PRoW are affected by the Order Limits.

- 22.5.3.6. Between Milton Road and the A3 London Road, the B2150 Hambledon Road and the A3 Maurepas Way provide access into Wellington Park Retail Park and an ASDA Supermarket. The A3 Maurepas Way also provides access to Waterlooville Fire Station. A shared-use path is provided adjacent to the southern side of the carriageway and a footway is provided next to the northern side of the carriageway between the ASDA car park and the roundabout with the A3 London Road.
- 22.5.3.7. Footpath 11 joins the A3 Maurepas Way approximately 100 m north of the junction with London Road.
- 22.5.3.8. The A3 London Road incorporates a mixed provision of footways/shared use paths on either side of the carriageway linked by pedestrian crossings. Bus lanes are provided in both directions along the majority of the link. Cyclists are also permitted to use these (this corridor forms a cycle route between Waterlooville and Cosham). Intermittent sections of shared-use path are provided at various points, however these are relatively short in length.
- 22.5.3.9. Six PRoW join this link: Bridleway 15 200 m south of the A3 Maurepas Way; Bridleway 17 at the junction with Milk Lane; Footpath 16 and Footpath 18 at Poppy Fields; Footpath 19 opposite The Woodman Pub; and Footpath 20 circa 35m south of the junction with Park Road.
- 22.5.3.10. At the junction with the B2177 Portsdown Hill Road, Footpath 24 of the PCC network joins the link, connecting to Drayton Lane. However, along the B2177 Portsdown Hill Road itself no PRoW are affected by the Order Limits.
- 22.5.3.11. Farlington Avenue is provided with a southbound intermittent cycle lane and Footpath 6 of the PCC network joins the link near to Birkdale Avenue. Additionally, north of the junction with Birkdale Avenue, there is a traffic chicane that narrows the road to one traffic lane. Priority is given to northbound traffic.

### **Section 5 – Farlington**

- 22.5.3.12. The southern part of Farlington Avenue is similar to the northern half, although narrower in width and subject to traffic calming (speed cushions and speed humps). There are also several residential driveways joining the link.
- 22.5.3.13. Situated on Eveleigh Road is Solent Infant School and as such there is corresponding on-street parking during school arrival and departure periods. No PRoW are provided however.
- 22.5.3.14. Havant Road is a dual carriageway with two signal controlled junctions in close proximity between Farlington Avenue and the A2030 Eastern Road. No PRoW are affected.
- 22.5.3.15. The A2030 Eastern Road between Havant Road and Fitzherbert Road is provided with shared-use paths on both sides of the carriageway. These form part of National



Cycle Network ('NCN') Route 222. Footpaths 30 and 31 of the PCC network join this link, providing connections to Copsey Close/Nutbourne Road and Copsey Grove respectively.

### **Section 6 – Zetland Field and Sainsbury's Car Park**

- 22.5.3.16. Fitzherbert Road provides access into a Sainsbury's supermarket car park. Within the Sainsbury's site, the access road also provides access to B&M Home Store and a Sainsbury's Petrol Filling Station. Footpath 33 crosses the southern end of Zetland Field and NCN Route 222 routes along Fitzherbert Road heading south onto the A2030 Eastern Road.

### **Section 7 – Farlington Junction to Airport Service Road**

- 22.5.3.17. Section 7 is predominately in non-highway land via means of HDD. However, it does affect a 150m section of the A2030 Eastern Road north of the junction with Airport Service Road. Along this section of road, a shared-use path is provided on the eastern side of the carriageway which forms a part of NCN Route 222 and the junction with Airport Service Road is signal controlled. No PRoW are affected.

### **Section 8 – Eastern Road (adjacent to Great Salterns Golf Course) to Moorings Way**

- 22.5.3.18. Along the part of the A2030 Eastern Road within Section 8, a shared-use path is provided on the eastern side of the carriageway until the junction with Moorings Way, where it switches to the opposite side of the carriageway. This forms part of NCN Route 222. On the southern part of the A2030 Eastern Road, bus stops are in place intermittently, serving route 13.

- 22.5.3.19. Mooring Way Infant School is located on Moorings Way and this road forms an on-road section of NCN Route 222. However, no PRoW are affected by the Order Limits in this section.

### **Section 9 Moorings Way to Bransbury Road**

- 22.5.3.20. The Moorings Way to Furze Lane Bus Link is a bus only, single carriageway route with through access controlled by traffic signals and a rising bollard midway along the link. The link serves bus route 13 and forms an on-road section of NCN Route 222. Furze Lane and Locksway Road also form part of NCN Route 222.

- 22.5.3.21. No PRoW are affected in Section 9, although a cycle route does cross Bransbury Park from Kingsley Road to the junction with Henderson Road on Bransbury Road.

### **Section 10 - Eastney (Landfall)**

- 22.5.3.22. Both Henderson Road and Fort Cumberland Road are served by bus routes 15 and 16 with intermittent bus stops in place. PRoW Footpath 101 gains access from Henderson Road, providing a connection with Halliday Crescent and there is an intermittent shared-use path on the norther side of Henderson Road. At the junction

with Fort Cumberland Road / Ferry Road, there is a Day Care Centre and two retail premises.

### **HIGHWAY NETWORK IMPACTED BY TRAFFIC REDISTRIBUTION**

- 22.5.3.23. The impact of traffic management associated with the construction of the Onshore Cable Route is likely to give rise to traffic redistribution onto adjoining, parallel or nearby roads.
- 22.5.3.24. Roads within the study area that could be subject to traffic redistribution have been highlighted below at this stage to provide a baseline for assessment. These roads have been identified through a combination of desktop studies, site visit observations, consultation feedback from highway authorities, and professional judgement.
- 22.5.3.25. Roads have been grouped according to which highway authority they are under the jurisdiction of and which sections of the Onshore Cable Corridor they apply to.

#### **Strategic Road Network (Highways England)**

##### **A3(M)**

- 22.5.3.26. The A3(M) is a classified dual carriageway motorway consisting of four grade separated roundabout junctions. Junction 4 is a limited access junction.

##### **A27 Havant Bypass (between Junction 12 of the M27 and the junction with the A3(M))**

- 22.5.3.27. The A27 is a dual carriageway road, incorporating four grade separated junctions, including the junction with A2030 Eastern Road. The junction with Portsbridge Roundabout provide limited access, with only west bound exit from the A27 and east bound entry to the A27.

##### **M275**

- 22.5.3.28. The M275 is a classified dual carriageway motorway spur incorporating two grade separated roundabout junctions.
- 22.5.3.29. On the southbound carriageway between Junctions 1 and 2, the hard shoulder has been converted to a bus lane. The M275 is used by bus services associated with the Park and Ride site at Tipner.

#### **Local Highway Network (HCC)**

##### **North of Waterlooville (Sections 1 and 2)**

- 22.5.3.30. Section 1 and 2 of the wider study area consists of primarily rural roads similar to Day Lane and Broadway Lane. In terms of PRow, Broadway Lane to the north of Day Lane incorporates a crossing of the Monarch's Way long distance path. This also links into Lovedean Lane at the junction with Day Lane. South of Day Lane, there is Footpaths 4 and 28. At the southern end of Anmore Lane, there is Bridleway 41. Lovedean Lane is adjoined by five footpaths and one byway.

##### **Waterlooville (Sections 3 and 4)**

- 22.5.3.31. **Furzeley Road** is an unclassified rural road predominately incorporating a single Lane. No cycling or public transport facilities are provided, however Footpath 3 joins Furzeley Road near the golf course.
- 22.5.3.32. **Belney Lane / Pigeon House Lane** are unclassified single lane rural roads. No public transport, cycle facilities or PRoW are provided.
- 22.5.3.33. **Sheepwash Lane** is an unclassified single lane rural road. No public transport or cycle facilities are provided, however Footpaths 2, 19, 21 and 24 join this road.
- 22.5.3.34. **Newlands Lane** is an unclassified road primarily with a single lane. No public transport or cycle facilities are provided, however footpaths 2, 22, 24, 25, 30 and 34 join this link.
- 22.5.3.35. **Purbrook Heath Road** (between Newlands Road and A3 London Road) is an unclassified road. No public transport or cycle facilities are provided, however Footpath 35 and 130 join this road.
- Cosham and Farlington (Section 5 and Section 6)**
- 22.5.3.36. **The A3 Southampton Road** (between M275 Junction 12 spur and Spur Road Roundabout) is a dual carriageway classified road. On-road cycle lanes are provided along both carriageways along with advanced stop lines for cyclists at junctions. There are Toucan crossing facilities and two grade separated pedestrian crossings. Footpath 27 and 28 also join this road.
- 22.5.3.37. **The A397 Northern Road** is a classified road in Cosham, which is part dual-carriageway and part single carriageway with a discontinuous bus lane in the southbound direction. A pedestrian footbridge and pedestrian / cycle crossings are provided. Between Vectis Way and Portsbridge Roundabout shared-use paths are provided on both sides of the carriageway. Footpaths 62 and 68 join this road. The road also includes a bus interchange which acts as Cosham's unofficial bus station.
- 22.5.3.38. **The A2030 Havant Road** is a classified road. An eastbound intermittent on-road cycle-lane is in place as is a signal controlled pedestrian crossing. No PRoW are provided. Bus services 21, 22 and 23 route along this road.
- 22.5.3.39. **The B2177 Bedhampton Hill** (between the A3(M) Junction 5 and the B2177 Portsdown Hill Road) is a classified road. No PRoW or cycling facilities are provided, however bus services 21, 23, 30 and 737 route along this road.
- 22.5.3.40. **Sea View Road** is an unclassified residential road. No public transport or cycling facilities are provided, nor are any PRoW.
- 22.5.3.41. **Portsdown Avenue** is an unclassified road. No public transport, cycle facilities or PRoW are provided.

- 22.5.3.42. **Solent Road** is an unclassified road. No public transport, cycle facilities or PRow are provided.
- 22.5.3.43. **Grant Road / Woodfield Avenue / Beverley Grove** are unclassified roads subject to a 7.5T maximum weight restriction (except for loading). No public transport, cycle facilities or PRow are provided.
- 22.5.3.44. **Gillman Road** is an unclassified road subject to a 7.5T maximum weight restriction (except loading). Between the B2177 Portsdown Hill Road and Woodfield Avenue, Gillman Road is a no-through road. It forms part of an on-road section of National Cycle Network Route 222. No public transport facilities or PRow are provided.
- 22.5.3.45. **Rectory Avenue** is an unclassified road subject to a 7.5T maximum weight restriction (except for loading). No public transport, cycle facilities or PRow are provided.
- 22.5.3.46. **Lower Drayton Lane** is an unclassified road. North of Central Road, Lower Drayton Lane is served by bus route 22. No PRow are provided, although this road does form part of NCN 222.
- 22.5.3.47. **Station Road and South Road** are unclassified residential roads. No public transport, cycle facilities or PRow are provided.
- 22.5.3.48. **Grove Road** is an unclassified road served by bus route 22. Footpath 34 joins this road and NCN Route 22 routes along this road.
- 22.5.3.49. **Lower Farlington Road / Fitzherbert Road** are unclassified roads served by bus route 22. On Lower Farlington Road there is a width restriction of 2.0m. Footpath 29 and Footpath 33 join Fitzherbert Road. This road also forms a section of NCN Route 222.
- 22.5.3.50. **Waterworks Road** is an unclassified road subject to a width restriction of 2.0m. No public transport, cycle facilities or PRow are provided.
- Portsea Island (Sections 7, 8, 9 and 10)**
- 22.5.3.51. **The A3 Northern Parade / A3 Twyford Avenue / A3 Stamshaw Road** have been considered collectively as they form a corridor into central Portsmouth from Portsbridge roundabout to Junction 2 with the M275. Controlled crossing facilities are in place at various locations for non-motorised users. Cycling provisions are intermittent and involve a mixture of shared-use paths, on road cycle lanes and advanced stop lines. No PRow are provided along this corridor. This corridor is also a route for four bus services (8 The Star, 18, 20 and 25).
- 22.5.3.52. **The A2047 London Road / A2047 Kingston Road / A2047 Fratton Road** have been considered collectively as they form a key cross-city route. Controlled crossing facilities are provided at various locations along the corridor. Cycling provisions involve an intermittent mixture of shared-use paths, on road cycle lanes and

advanced stop lines. Continuous footways are provided on both sides of the carriageway. Footpath 89 joins this corridor at the northern end. It is also a key bus route served by 6 bus services (3, 7 the Star, 7A, 7C, 23 and 700 Coastliner).

- 22.5.3.53. **The A288 Copnor Road / A288 Baffins Road / A288 Milton Road** have been considered collectively as they form a strategic corridor into Portsmouth from Portsbridge Roundabout in the north to the A2030 Eastern Road in the south. Controlled crossing facilities are in place at various points. Facilities for cyclists are largely limited to advanced stop lines and some intermittent on-road cycle lanes. Footpaths 87, 88 and 90 join this corridor at the northern end. Three bus services route along this corridor. These are services 2, 21 and 621.
- 22.5.3.54. **Norway Road / Anchorage Road / Williams Road / Robinson Way / Airport Service Road / Quartremaine Road / Dundas Lane / Burrfields Road** have been considered collectively because they possess similar attributes and all serve the large industrial estate to the south of Anchorage Park, accommodating HGV movements. On Anchorage Road east of Sywell Crescent / Robinson Way, there is a 7.5 Tonne maximum weight restriction with local access only permitted and part of the road forms a route for bus services 21 and 621. Along Dundas Lane a shared-use path is provided on the eastern side of the carriageway and bus service 17 passes through. No PRow are provided in this area.
- 22.5.3.55. **A2030 Winston Churchill Avenue / A2030 Victoria Road North / A2030 Goldsmith Avenue** provide an important cross-city link between the A3 Anglesea Road and the A288 Milton Road served by 5 bus routes (1, 2, 2A, 13 and 25). The offside lanes for each carriageway on the A2030 Winston Churchill Avenue have been designated as bus Lanes (which cyclists are also permitted to use) and there is a bus priority measure on the westbound approach to the roundabout with Isambard Brunel Road. Along the A2030 Goldsmith Avenue intermittent on-road cycle lanes are provided alongside advanced stop-lines at junctions. At-grade crossing facilities are provided at various points along the corridor alongside a single grade separated crossing. No PRow are provided along this corridor.
- 22.5.3.56. **Gladys Avenue** is an unclassified road subject to a 7.5T weight restriction. No PRow or public transport / cycle facilities are provided.
- 22.5.3.57. **Stubbington Avenue** is an unclassified road subject to a 7.5T weight restriction. No PRow or public transport / cycle facilities are provided.
- 22.5.3.58. **New Road** is an unclassified road subject to a 7.5T maximum weight restriction except for loading. No PRow or public transport / cycle facilities are provided.
- 22.5.3.59. **Tangier Road** is an unclassified road subject to a 7.5T maximum weight restriction except for loading. In this section on-road cycle lanes are present. No PRow are



provided although the route is served by bus routes 2A and 14.

- 22.5.3.60. **Hayling Avenue** is an unclassified residential road. No PRow or public transport / cycle facilities are provided.
- 22.5.3.61. **The A2030 Lake Road / B2152 Lake Road / St Mary's Road / Langstone Road** have been considered collectively as they form a cross-city corridor spanning from the section of the A3 at the bottom of the M275 to the A2030 Eastern Road via the A2047 Fratton Road and A288 Milton Road. The first three roads are provided with signal controlled crossing facilities at various points. On Langstone Road there is a 7.5 tonne maximum weight restriction except for loading. No PRow are provided.
- 22.5.3.62. **The A3 Mile End Road / A3 Commercial Road / A3 Hope Street / A3 Marketway / A3 Alfred Road / A3 Anglesea Road** form the route from the end of the M275 into Central Portsmouth and Southsea, linking up with the A2030 Winston Churchill Avenue. All are classified dual carriageway roads. As such, they are a key bus corridor. All are classified dual carriageway roads. On the western side of the carriageway the footway is shared-use. This forms an off-carriageway part of National Cycle Network Route 22. Signal controlled crossing facilities are provided at various locations. No PRow are provided.
- 22.5.3.63. **The A2030 Velder Avenue** is a classified road. No PRow or public transport facilities are provided although there is a shared-use path in place on the northern side of the carriageway.  
  
**The A288 Eastney Road** is a classified road served by four bus routes (1, 2, 2A and 17). PRow Footpaths 99 and 46 gain access from this link, providing connections with Locksway Road and Perth Road respectively.

#### 22.5.4. HIGHWAY NETWORK CAPACITY

- 22.5.4.1. This section of the report outlines the Baseline scenario for the operation of the highway network within the study area, based upon the 2026 DM scenario. Turning count data has been obtained from the SRTM to undertake local junction capacity assessments for the 2026 Baseline, which excludes any elements of the Proposed Development. These baseline junction modelling results therefore represent a robust estimate of the likely future situation, taking into account growth in traffic flows and committed developments, that will occur without the Proposed Development.
- 22.5.4.2. Table 22.8 provides a summary of junction modelling results for junctions included on the Onshore Cable Corridor.

**Table 22.7 - Baseline Junction Modelling for the Onshore Cable Corridor**



Junction	Section	Future Baseline Junction Modelling Results		Resultant Baseline Sensitivity
		AM Peak	PM peak	
<b>B2150 Hambledon Road / Milton Road / Elettra Avenue Roundabout</b>	4	Within Capacity	Approaching Capacity	Medium
<b>B2150 Hambledon Road / Aston Road Traffic Signal Junction</b>	4	Within Capacity	Within Capacity	Low
<b>B2150 Hambledon Road / A3 Maurepas Way / Houghton Avenue Roundabout</b>	4	Within Capacity	Within Capacity	Low
<b>A3 Maurepas Way / A3 London Road / Rockville Drive (Forest End Roundabout)</b>	4	Over Capacity	Over Capacity	High
<b>A3 London Road / Ladybridge Road Roundabout</b>	4	Approaching Capacity	Over Capacity	High
<b>A2030 Eastern Road / Grove Road and A2030 Eastern Road / Fitzherbert Road Traffic Signal Junction</b>	6	Within Capacity	Within Capacity	Low
<b>A2030 Eastern Road / Anchorage Road Traffic Signal Junction</b>	7	Within Capacity	Within Capacity	Low
<b>A2030 Eastern Road / Airport Service Road Traffic Signal Junction</b>	8	Within Capacity	Within Capacity	Low
<b>A2030 Eastern Road / Burrfields Road Traffic Signal Junction</b>	8	Approaching Capacity	Approaching Capacity	Medium
<b>A2030 Eastern Road / Tangier Road Traffic Signal Junction</b>	8	Within Capacity	Within Capacity	Low
<b>A2030 Eastern Road / Hayling Avenue Priority T-Junction</b>	8	Over Capacity	Over Capacity	High

22.5.4.4. As can be seen in the results set out in Table 22.7, in the AM peak, two of the 10 assessed junctions were forecast to operate over capacity, two were approaching capacity and six were within capacity in the Baseline scenario. In the PM peak of the Baseline scenario, three junctions were forecast to operate over capacity, two were approaching capacity and five were forecast to operate within theoretical capacity.

22.5.4.5. Table 22.8 provides a summary of modelling results for junctions included within the

wider study area.

**Table 22.8 - Baseline Junction Modelling for Wider Study Area**

Junction	Section	Future Baseline Junction Modelling Results		Resultant Baseline Sensitivity
		AM Peak	PM peak	
A3 (M), Junction 2	1	Approaching Capacity	Approaching Capacity	Medium
Dell Piece West / A3 Portsmouth Road / Catherington Lane	1	Over Capacity	Approaching Capacity	High
A3 (M), Junction 3	4	Approaching Capacity	Over Capacity	High
Hulbert Road Roundabout	4	Within Capacity	Within Capacity	Low
Hulbert Road / Frenstaple Road / Tempest Avenue	4	Within Capacity	Approaching Capacity	Medium
Rockville Drive / Stakes Hill Road Traffic Signal Junction	4	Within Capacity	Within Capacity	Low
Stakes Hill Road / Frenstaple Road Roundabout	4	Within Capacity	Within Capacity	Low
Stakes Road / Stakes Hill Road / Purbrook Way / Crookhorn Lane Roundabout	4	Over Capacity	Within Capacity	High
Purbrook Way / College Road Priority Junction	4	Within Capacity	Within Capacity	Low
B2177 Portsdown Hill Road / Maylands Road / B2177 Bedhampton Road / B2177 Bedhampton Hill Roundabout	5	Within Capacity	Approaching Capacity	Medium
A3 Southampton Road / A3 London Road / Spur Road / Havant Road Roundabout	5	Within Capacity	Within Capacity	Low
Portsbridge Roundabout	6	Approaching Capacity	Approaching Capacity	Medium
Norway Road / Copnor Road Traffic Signal Junction	7	Within Capacity	Within Capacity	Low
Stubbington Avenue / A2047 / Gladys Avenue / Angerstein Road Roundabout	7	Within Capacity	Within Capacity	Low
Copnor Road / Burrfields Road Traffic Signal Junction	7	Over Capacity	Within Capacity	High

Junction	Section	Future Baseline Junction Modelling Results		Resultant Baseline Sensitivity
		AM Peak	PM peak	
<b>Burrfields Road / Moneyfield Avenue / Dundas Lane Roundabout</b>	7	Within Capacity	Within Capacity	Low
<b>Milton Road / St. Mary's Road Roundabout</b>	8	Over Capacity	Over Capacity	High
<b>A2030 Velder Avenue / Milton Road Traffic Signal Junction</b>	9	Over Capacity	Over Capacity	High
<b>A3 Mile End Road / Church Street / Hope Street / Commercial Road Signalised Roundabout</b>	8	Over Capacity	Over Capacity	High

22.5.4.6. As can be seen in the results presented in Table 22.8, of the 19 additional junctions assessed across the wider study area that do not form part of the Onshore Cable Corridor, six are anticipated to be over capacity in the AM peak in the Baseline scenario. Three junctions are anticipated to be approaching capacity in this scenario, and ten are forecast to be operating within theoretical capacity.

22.5.4.7. In the PM peak of the Baseline scenario, it is forecast that four of the assessed junctions will be operating over their theoretical capacity, five anticipated to be approaching capacity and the remaining tens are anticipated to be within capacity.

## 22.5.5. PUBLIC TRANSPORT

22.5.5.1. Due to the length of the Onshore Cable Corridor the study area includes a number of existing bus routes which may be affected by the Proposed Development. These services are summarised in Table 22.9 below.

**Table 22.9 – Public Transport Service along Onshore Cable Corridor**

<b>Service</b>	<b>Peak Frequency</b>	<b>OCC Conflict</b>
<b>7 – City Centre to Wecock Farm</b>	Every 12 minutes	Portsdown Hill Road, A3 Maurepas Way, Hambledon Road
<b>8 – Clarence Pier to Clanfield</b>	Every 15 minutes	London Road
<b>13 – Portsmouth City Centre to Baffins</b>	Once per hour	A2030 Eastern Road, Moorings Way, Furze Lane, Locksway Road
<b>15 – Portsmouth City Centre to Fort Cumberland</b>	Once per hour	Fort Cumberland Road
<b>16 – Portsmouth The Hard to Fort Cumberland</b>	Every 30 minutes	Fort Cumberland Road
<b>20 – Havant to Portsmouth (The Hard)</b>	Every 30 minutes	Portsdown Hill Road
<b>21 – Havant to Portsmouth (The Hard)</b>	Every 10 minutes	A2030 Eastern Road
<b>22 – Highbury to Farlington</b>	Every 70 minutes	Fitzherbert Road, A2030 Eastern Road, A2030 Havant Road
<b>23 – Leigh Park to Southsea</b>	Every 10 minutes	Havant Road
<b>37 – Havant to Petersfield</b>	Once per hour	A3 Maurepas Way
<b>39 – Havant to Wecock Farm</b>	Every 12 minutes	A3 London Road, A3 Maurepas Way, Hambledon Road
<b>D1 and D2 – Waterlooville to Hambledon</b>	Once per hour	A3 Maurepas Way, Hambledon Road

## 22.5.6. FUTURE BASELINE

22.5.6.1. As the Baseline Scenario is based upon a future year of 2026 (to reflect the SRTM DM and DS scenarios) it has not been necessary to complete a Future Baseline assessment. The use of the 2026 scenarios provides a robust assessment of a future year which is beyond the likely construction year of the Proposed Development using the most appropriate SRTM data that is available. This provides a suitable basis for assessment of the temporary and short-term impacts associated with the construction stage of the Proposed Development.

### Walking, Cycling and Public Transport Network

22.5.6.2. It is anticipated that in the future baseline, pedestrian, cycle, equestrian and public transport provision will remain unchanged from that set out in the Baseline Environment.

## 22.6. PREDICTED IMPACTS

### 22.6.1. INTRODUCTION

22.6.1.1. This section provides an assessment of the impacts of the Proposed Development on traffic and transport, in respect of the Proposed Development, as well as the resultant traffic redistribution across the wider study area in connection with the construction of the Onshore Cable Route within the Onshore Cable Corridor. This assessment makes use of the data and methodology described in Section 22.4 of this Chapter.

22.6.1.2. It should be noted that in the assessment, the traffic and transport impacts of the construction of the Converter Station Area, the Onshore Cable Corridor and the Landfall overlap. This is because it is anticipated that some parts of the Onshore Cable Route installation will take place at the same time as peak construction of the Converter Station Area/Landfall; meaning that the associated construction traffic generated by each, will occur during the same period. Such an approach, is considered to provide a robust assessment.

22.6.1.3. To aid the assessment, links and junctions across the wider study area (i.e. not on the Onshore Cable Corridor) have been included in the most relevant Section of the Onshore Cable Corridor.

22.6.1.4. In addition to the assessment set out in this section, Appendix 22.5 contains detailed impact tables for each of the Sections of the study area, including all relevant data and / or SRTM outputs.

### 22.6.2. DEFINING THE SCOPE OF ASSESSMENT

22.6.2.1. A total of 2,431 links were assessed using outputs from the SRTM. Construction traffic numbers have been added to appropriate links as per the assumptions outlined



in Sections 22.4.6 and 22.4.7. These links form the extent of the highway network covered by the SRTM and are all located within a 5km study area surrounding the Proposed Development.

- 22.6.2.2. The scope of links taken forward for further assessment was based upon GEART, as detailed in Section 22.4. Using this methodology, a total of 274 links had an increase in traffic flow (or number of HGVs) of 30% or more when comparing the DM with and DS scenarios or had an increase in traffic of 10-30% where there were sensitive receptors. These links equate to a total of 120 unique roads within the study area. Also taken forward for further assessment were links that fell within the Onshore Cable Corridor, this equated to 101 additional links, which when consolidated formed an additional 21 roads to be taken forward for further assessment.
- 22.6.2.3. Using this methodology, further assessment has been undertaken for each section of the Proposed Development. It should be noted that each section can contain links which are directly affected by construction works, indirectly affected by traffic redistribution or the routing of construction traffic. This is detailed for each link in the relevant section below.
- 22.6.2.4. A further technical assessment of the peak operational impact of the scheme has been carried out and is included in the TA (Appendix 22.1). Whilst there are commonalities between the study areas for each form of assessment, the scope of work required in each result in different geographical areas of interest.

### 22.6.3. EMBEDDED MITIGATION

- 22.6.3.1. As is set out in in Paragraph 22.4.5.3, the Outline CTMP and the traffic management proposals set out in the FTMS form the embedded mitigation for the Proposed Development. As such, this embedded mitigation has been taken into account when classifying the magnitude of change in this assessment and is consequently accounted for in the level of impact which has been determined.
- 22.6.3.2. The embedded mitigation included within this assessment is as follows:
- **Contained within the CTMP:** Construction traffic routing and timing; and
  - **Contained within the FTMS:** Type of traffic management proposals for the Onshore Cable Corridor, applicable to all transport users.

### 22.6.4. LINK BASED SENSITIVE RECEPTORS

- 22.6.4.1. All links within the study area have been assigned a sensitivity using the methodology included in Section 22.4.8. This sensitivity has been taken into account when determining the significance of effect of the temporary works associated with the construction of the Proposed Development in the relevant DS scenarios.

## 22.6.5. SECTION 1 – LOVEDEAN (CONVERTOR STATION AREA)

- 22.6.5.1. This section sets out the predicted impacts on roads within Section 1. The proposed access junction for the Converter Station incorporates an upgrade of Broadway Lane and Day Lane junction including a construction of a haul road and temporary holding area. The proposed access to the Converter Station for construction and operation will be taken from Broadway Lane and Day Lane, with associated highway improvements in the vicinity of the junction of these two highways.
- 22.6.5.2. The proposed access junction introduces a gated highway link between Day Lane east of the existing bend and Broadway Lane south of the existing bend. This will provide a managed facility for vehicles entering the site during the construction period with vehicle movements across Broadway Lane able to be marshalled. This link also provides for abnormal load movements and would be retained as a permanent feature (unadopted) to allow future access with such vehicles should it be required. General verge / vegetation clearance will be required on all sides of Broadway Lane to ensure visibility splay requirements are met, with all required land falling within the proposed Order Limit. The triangle of land remaining between the existing Broadway Lane / Day Lane junction and link road will be cleared of vegetation / hedgerow. Further information on the proposed access junction is included in the Transport Assessment (Appendix 22.1).
- 22.6.5.3. The increase in traffic along the prescribed route between the site compound and the SRN (as detailed in 22.4.6.9), is partly attributable to traffic associated with the construction stage (Converter Station and Onshore Cable Corridor). In total, 412 vehicle movements are construction workers travelling to or from the Converter Station. This amounts to 300 car movements for the Converter Station (150 two-way movements); and 112 private car movements for the cable gangs along the Onshore Cable Corridor and the gang at Landfall (56 two-way movements) as defined in Section 22.4. These figures are a worst-case scenario and are only expected to occur during peak construction.

## Severance

### Converter Station

- 22.6.5.4. Lovedean Lane is predicted to experience an increase in Severance from low to **Medium** as a consequence of increase traffic associated with the Proposed Development. This link has a **High** baseline sensitivity rating as a result of its residential nature and location of Tesco Express and proximity to Woodcroft Primary School. This results in a **Major to Moderate adverse effect** of a temporary and medium-basis. This effect is considered **Significant**, although should only occur for during the peak construction period of the Proposed Development.
- 22.6.5.5. Owing to its location, it is anticipated that construction of the Converter Station access junction will result in a **Negligible** impact on Severance Broadway Lane and Day Lane, leading to a **Negligible adverse effect** of a temporary and short-term basis. This effect is considered to be **Not Significant**.

### Onshore Cable Corridor

- 22.6.5.6. The construction of the Onshore Cable Route does not impact any highways within Section 1, and therefore no impacts of Severance have been identified.

## Traffic Delay

### Converter Station / Onshore Cable Corridor

- 22.6.5.7. No junctions within the scope of the assessment for Traffic Delay are included within Section 1.
- 22.6.5.8. Construction of the Converter Station access junction may need to be facilitated by shuttle working traffic signals. Given the predicted traffic flows on Broadway Lane and Day Lane it is predicted that such signals would operate within capacity, leading to minor delays to vehicles using this route, categorised as a **Low** magnitude of change. Broadway Lane has a **Medium** sensitivity, resulting in a **Minor to Moderate adverse effect** of a temporary and short-term nature. Day Lane has a **Low** sensitivity resulting in a **Minor** adverse effect on a temporary and short-term basis. These effects are considered to be **Not Significant**.

### Wider Study Area

- 22.6.5.9. On the wider network the impact of the Proposed Development is summarised as follows:

#### A3 (M) Junction 2

- 22.6.5.10. The junction is of a **Medium** sensitivity and the increase in delay on the A3 (M) off-

slips is considered to represent a **Medium** magnitude of impact leading to a **Moderate adverse effect** of a temporary and short-term nature. This effect is considered **Significant**.

#### Dell Piece West / A3 Portsmouth Road / Catherington Lane traffic signal junction

- 22.6.5.11. The junction is of a **High** sensitivity and the increase in delay is considered to represent a **Low** adverse magnitude of impact leading to a **Moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Significant**.

### Pedestrian and Cycle Amenity

#### Converter Station

- 22.6.5.12. PRoW Footpath 4 and 16, which pass through the Converter Station Area within the Order Limits, will be temporarily stopped up for the duration of works in this area. The temporary stopping up of this footpath is likely to represent a **High** magnitude of impact on this **Medium** sensitivity link, resulting in a **Moderate adverse effect** for users of a temporary and medium-term nature. This effect is considered **Significant**. However, to the south, there is an alternate route for walkers via PRoW 19 and 28.
- 22.6.5.13. Works related to construction of the Converter Station access junction will impact upon pedestrian and cycle amenity, although pedestrian and cycle access through the works will be maintained where practicable. However, given the potential for a temporary stopping up of the highway, this constitutes a **High** magnitude of impact. As Broadway Lane has a **Medium** sensitivity, resulting in a **Major to Moderate adverse effect** of a temporary and short-term nature. Day Lane has a **Low** sensitivity resulting in a **Moderate** adverse effect on a temporary and short-term basis. This effect is considered to be **Significant**.

#### Onshore Cable Corridor and Wider Study Area

- 22.6.5.14. Section 1 does not include any pedestrian or cycle links that form part of the Onshore Cable Corridor. There were also no such links in the wider study area which saw a change in a pedestrian and cyclist amenity, and thus it is anticipated that there will be a **Negligible adverse effect** for pedestrians and cyclist amenity of a temporary and short-term nature in Section 1. This effect is considered to be **Not Significant**.

### Fear and Intimidation

#### Converter Station / Onshore Cable Corridor / Wider Study Area

- 22.6.5.15. The assessment has not identified any links within Section 1 where there was a change in Fear and Intimidation. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary nature. This effect is considered to be **Not Significant**.

## Accidents and Safety

### Converter Station and Onshore Cable Corridor

- 22.6.5.16. The accident data described in paragraph **Error! Reference source not found.** showed only one accident had been recorded on Day Lane in the last five year period and no accidents have been recorded on Broadway Lane in the vicinity of the proposed Converter Station access. The reported accident took place at the junction with Lovedean Lane resulted in a slight injury accident to a car driver. The impact of the Proposed Development is considered to be **Negligible adverse** effect of a temporary and short-term nature. This effect is considered to be **Not Significant.**

### Wider Study Area

- 22.6.5.17. All of the links identified for further assessment within Section 1 in the wider Study Area experienced increases in typical number of accidents of less than 0.1 and thus the impact of the Proposed Development was considered to be **Negligible adverse effect** of a temporary nature. This effect is considered to be **Not Significant.**

## Abnormal Loads Assessment

- 22.6.5.18. It is anticipated that the construction stage of the Proposed Development will generate some abnormal loads movements to and from the Converter Station associated with the import of transformers. These deliveries will be completed using specialist vehicles.
- 22.6.5.19. The Route Access Survey included within the CTMP noted the following overall requirements to facilitate delivery of the transformers:
- A police escort and pilot car will be required to assist with traffic control for the entire delivery route;
  - Tree pruning will be required at numerous locations to ensure that a clear envelope is present for the vehicle to pass;
  - Along the delivery route, street furniture and signage will be to be temporarily removed to allow a suitable minimum envelope.
- 22.6.5.20. In terms of specific requirements, the study identified the following temporary highway amendments as being required to facilitate delivery of the transformers:

- A3(M) Junction 2 Off-Slip: Pruning of vegetation will be required to allow vehicle to make left turn onto Dell Piece West.
- Dell Piece West / A3 Portsmouth Road / Catherington Lane traffic signal junction: Street furniture will need to be temporarily removed to allow oversail of the A3 Portsmouth Road central reservation. The delivery vehicle will also need to use the northbound approach of the A3 Portsmouth Road to complete the left turn form B2159 Dell Piece West.
- A3 Portsmouth Road / Lovedean Lane priority junction: The footway on eastern side of A3 Portsmouth Road will need to be strengthened to facilitate overrunning. Street furniture will also need to be removed on the northern corner of Lovedean Lane to allow oversail of the corner.
- Lovedean Lane / Milton Road priority junction: The bollards on the existing splitter island will need to be removed to allow oversail of the corner.
- Lovedean Lane / Day Lane priority junction: Street furniture will need to be temporarily removed on the southern corner of Day Lane and the trailer will mount the eastern highway verge of Lovedean Lane when turning into Day Lane.
- Day Lane: Some tree / hedge pruning will be required.

#### 22.6.5.21.

In total seven transformers will need to be delivered to the Converter Station during the construction stage. Given the size of AIL, at least five working days' notice will be provided to each relevant highway authority and two working days' notice will be provided to the police. The deliveries will also take place under police escort. Each delivery is also likely to take place over separate weekends, it also may happen during the night time. This approach is in line with the guidance set out in the HE document entitled '*Aide Memoire for notification requirements for the movement of Abnormal Indivisible Loads or vehicles by road when not complying with The Road Vehicles (Construction and Use) Regulations 1986*'.



22.6.5.22. Based on this assessment, the predicted impacts on the proposed delivery route are as follows:

- A3(M): This link has a **Negligible** sensitivity and the magnitude of impact is also considered **Negligible**. This leads to a **Negligible** adverse effect on a temporary and short-term basis. This is considered to be **Not Significant**.
- Dell Piece West / A3 Portsmouth Road / Catherington Lane traffic signal junction: This link has a **Medium** sensitivity and the magnitude of impact is considered to be **Negligible**. This results in a **Negligible adverse effect** on a temporary and short-term basis. This is considered to be **Not Significant**.
- A3 Portsmouth Road / Lovedean Lane priority junction: This junction is considered to have a **Medium** sensitivity and the magnitude of impact is considered to be **Low**. This results in a **Minor to Moderate adverse effect** on a temporary and short-term basis. This is considered to be **Not Significant**.
- Lovedean Lane / Milton Road priority junction: Lovedean Lane has a **High** sensitivity but the magnitude of impact is categorised as **Negligible**. This results in a **Negligible** adverse effect on a temporary and short-term basis. This is considered to be **Not Significant**.
- Lovedean Lane / Day Lane priority junction: Lovedean Lane has a high sensitivity but the magnitude of impact is categorised as **Negligible**. This results in a **Negligible** adverse effect on a temporary and short-term basis. This is considered to be **Not Significant**.
- Day Lane: This link has a **Low** sensitivity and the magnitude of impact is categorised as negligible, which results in a **Negligible** adverse effect on a temporary and short-term basis. This is considered to be **Not Significant**.

## 22.6.6. SECTION 2 – ANMORE

22.6.6.1. There were eight roads within Section 2 which met the criteria to be taken forward for further assessment. The section further details the predicted impacts of the Proposed Development on these roads.

### Severance

#### Converter Station

22.6.6.2. As with Section 1 Lovedean Lane is predicted to experience an increase in Severance from low to **Medium** and has a **High** sensitivity rating as a result of its residential nature and location of Tesco Express and proximity to Woodcroft Primary School. This results in a **Major to Moderate adverse effect** of a temporary and medium-basis. This effect is considered **Significant** although should only occur for during the peak construction period of the Proposed Development.

### Onshore Cable Corridor

- 22.6.6.3. Section 2 includes only Broadway Lane, which is a rural lane with few trip attractors. It therefore unlikely that the Proposed Development will significantly impact upon Severance, resulting in a **Negligible adverse effect** of a temporary nature and long-term nature. This effect is considered to be **Not Significant**.

### Wider Study Area

- 22.6.6.4. No links included within the wider area are predicted to experience an increase in Severance as a result of the Proposed Development. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary nature. This effect is considered to be **Not Significant**.

### Traffic Delay

- 22.6.6.5. There are no junctions for assessment within Section 2 on the Onshore Cable Corridor or the wider study area, and there will be no traffic management requiring shuttle working traffic signals. This can therefore be defined as a **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

### Pedestrian and Cycle Amenity

#### Onshore Cable Corridor and Wider Study Area

- 22.6.6.6. PRoW Footpath 13 will be temporarily stopped up during works for the Onshore Cable Corridor, which will cross the route of the PRoW. During the construction works a temporary diversion will be installed around the edge of the construction zone and be in place for 1-2 weeks per circuit. Given the nature of the diversion route for this footpath the magnitude of impact has been categorised as **Low** on a **Medium** sensitivity link, resulting in a **Minor to Moderate adverse effect** for users of a temporary and short-term nature. This is considered to be **Not Significant**.
- 22.6.6.7. The Onshore Cable Corridor and wider study area in Section 2 does not include any on-carriageway areas that feature footways or cycleways, and thus it is anticipated that there will be a **Negligible adverse effect** for pedestrians and cyclist amenity in this respect. This effect is considered to be **Not Significant**.

### Fear and Intimidation

#### Converter Station

- 22.6.6.8. Only one link, Lovedean Lane, was identified as experiencing a change in Fear and Intimidation along the construction traffic route to / from the Converter Station.
- 22.6.6.9. As a result of the increase in total HGV flow the level of Fear and Intimidation on Lovedean Lane rose from negligible to **High**. This link is deemed to have **High**

sensitivity and as such the significance of effect equates to a **Major adverse effect** of a temporary and medium-term nature. This effect is considered to be **Significant** although should only occur during the peak construction period of the Proposed Development.

#### Onshore Cable Corridor

- 22.6.6.10. The assessment has not identified any links within Section 2 where there was a change in Fear and Intimidation in connection with the construction of the Onshore Cable. As such is it considered there will be a **Negligible adverse effect** of a temporary nature and short-term nature. This effect is considered to be **Not Significant**.

#### Wider Study Area

##### Milton Road (between Lovedean Lane and Eagle Avenue)

- 22.6.6.11. As a result of the increase in total HGV flow the level of Fear and Intimidation increases from **Negligible** to **Large**. This link is deemed to have **High** sensitivity. Given the **Large** magnitude of impact and the **High** sensitivity, the significance of effect equates to a **Major Adverse Effect** of a temporary and short-term nature. This effect is considered to be **Significant**.

#### Accidents and Safety

##### Onshore Cable Corridor and Wider Study Area

- 22.6.6.12. The majority of the Onshore Cable Corridor contained within Section 2 is off-carriageway. The only on-carriageway link contained within this section is Broadway Lane. No accidents occurred in the last five years on this link.
- 22.6.6.13. Furthermore, in the wider study area, all of the links identified for further assessment experienced increases in typical number of accidents of less than 0.1.
- 22.6.6.14. As such, in both the Onshore Cable Corridor and the wider study area, the impact of the Proposed Development was considered to be **Negligible adverse effect** of a temporary nature. This effect is considered to be **Not Significant**.

##### Silvester Road

- 22.6.6.15. This is a **Medium** sensitivity link which experiences a **Low** magnitude of impact based on the maximum change in AADT of 43%. Silvester Road is a residential road with no dedicated pedestrian crossings present, indicating a relatively low existing desire for pedestrians to cross this road. This again suggests that the impacts of the increase in traffic flow on Severance are likely to be **Minor adverse effects** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

## 22.6.7. SECTION 3 – DENMEAD / KING POND MEADOW

22.6.7.1. Section 3 includes only links that are part of the Onshore Cable Corridor or wider study area. Those which have been identified as needing further assessment are described below.

### Severance

#### Onshore Cable Corridor

22.6.7.2. Within Section 3 the Onshore Cable Corridor incorporates Anmore Road and B2150 Hambledon Road.

#### Anmore Road

22.6.7.3. As set-out in the FTMS, full closure of Anmore Road will be required to install the Onshore Cables but access by pedestrians and cyclists will be retained at all times. This is considered to result in a **Medium** level of Severance on the basis that journeys will be less attractive and some users may be dissuaded from making journeys on foot. The sensitivity of Anmore Road is **Medium**, resulting in a **Moderate adverse effect** of a temporary and short-term basis. The road closure on Anmore Road will be in place for between one day and two weeks per circuit (depending on which option is used), and this effect is considered to be **Significant**.

#### B2150 Hambledon Road

22.6.7.4. While the Onshore Cable Corridor uses B2150 Hambledon Road within Section 3, the provision of a footway only on the northern side of the carriageway suggests that there is little demand for crossing of the carriageway. Additionally, a temporary diversion route will be provided adjacent to the construction zone if the existing shared-use path is used for installation of either Cable Circuit. As the level of Severance is categorised as **Low** with B2150 Hambledon Road has a **Medium** sensitivity rating. This leads to a **Minor to Moderate adverse effect** of a temporary and short-term nature, lasting for approximately two weeks per circuit. This is considered to be **Not Significant**.

### Traffic Delay

#### Onshore Cable Corridor

22.6.7.5. No junctions within the scope of the assessment for Traffic Delay are included within Section 3. Traffic management in the form of shuttle working traffic signals will be required on the B2150 Hambledon Road within this Section. These signals are estimated to operate within capacity, leading to an average delay per vehicle of approximately 60 seconds.

22.6.7.6. B2150 Hambledon Road is of a **Medium** sensitivity, and the increase in delay is considered to represent a **Medium** adverse impact leading to a **Moderate** effect of a

temporary and short-term nature. This effect is considered to be a **Significant**.

#### Wider Study Area

- 22.6.7.7. No junctions were identified for assessment within the wider study area. Therefore, it is considered that the Proposed Development will have a **Negligible adverse effect** of a temporary and short-term nature.

#### Pedestrian and Cycle Amenity

##### Onshore Cable Corridor

- 22.6.7.8. Anmore Road has a **Medium** baseline sensitivity. In line with the TMS, full closure of this link will be required to install the Onshore Cables but access by pedestrians and cyclists will be retained at all times. No PRow are affected. This is likely to result in a **Low** magnitude of impact on Pedestrian and Cycle Amenity on this link, resulting in a **Minor to Moderate adverse effect** for users on a temporary and short-term basis. This effect is considered to be **Not Significant**.

#### Wider Study Area

- 22.6.7.9. The assessment did not identify any links within Section 3 in the wider Study Area where there was a change in Pedestrian and Cycle Amenity. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary nature. This effect is considered to be **Not Significant**.

#### Fear and Intimidation

##### Onshore Cable Corridor / Wider Study Area

- 22.6.7.10. Further assessment did not identify any links within Section 3 of the Onshore Cable Corridor or wider study area where there was a change in Fear and Intimidation. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

#### Accidents and Safety

##### Onshore Cable Corridor

- 22.6.7.11. Section 3 of the Onshore Cable Corridor contains two highway links, Anmore Road and B2150 Hambledon Road. No accidents took place on Anmore Road within the Order Limits, and thus this link was not considered for further assessment on the basis of Accidents and Safety.

- 22.6.7.12. Two accidents took place in the last five years on the section of B2150 Hambledon Road contained within Section 3, both of which were slight in severity. The limited number and severity of accidents seen on this link the last five years suggest that it is unlikely to be vulnerable to changes in traffic patterns. The sensitive receptor in

this Section is Denmead Infant School. This receptor is outside of the immediate vicinity of the Onshore Cable Corridor, and it is not anticipated that the traffic management associated with the Cable Corridor will have a considerable impact of accident rate or safety at this receptor. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary nature. This effect is considered to be **Not Significant**.

### Wider Study Area

- 22.6.7.13. One link in the wider study area saw an increase in typical accidents of over 0.1, this link was Closewood Road. Closewood Road saw a maximum increase in typical number of accidents of 0.16 in the DS scenario when compared to the DM. Due to the rural nature of the link, and the absence of any sensitive receptors in the vicinity, there is likely to be a very low number of vulnerable users on this link. This alongside the relatively low increase in number of accidents means that the magnitude of change in Accidents and Safety on this link is likely to be **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

### 22.6.8. SECTION 4 – HAMBLEDON ROAD TO FARLINGTON AVENUE

- 22.6.8.1. This section details the predicted impact of the Proposed Development on links within Section 4.
- 22.6.8.2. The temporary increases in traffic across the wider study area within Section 4 reflect the Traffic Management locations modelled within the SRTM as a worst-case assumption and while some degree of traffic redistribution will occur during the Cable installation it is unlikely to be as high as predicted. For example, the increases in traffic to the east of A3 London Road are a direct result of traffic redistributing away from the temporary traffic signals which are located at the A3 London Road / Ladybridge Road roundabout in the DS scenarios. As shown within the FTMS, it is anticipated that construction work through this junction will take approximately one week only per circuit, while shuttle working traffic signals further north of this location will be required for a further five weeks per circuit only. This short-term nature of impacts has therefore been taken into account when determining the significance of effect.

### Severance

#### Onshore Cable Corridor

- 22.6.8.3. No links within Section 4 have been identified as experiencing an increase in Severance as a result of the Proposed Development. This reflects proposals contained within the FTMS with any temporary closures of pedestrian crossing facilities being mitigated through provision of alternative facilities.



22.6.8.4. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

#### Wider Study Area

22.6.8.5. Nine links were identified as having a change in the level of Severance, as described below.

#### Closewood Road, Denmead

22.6.8.6. This is a **Medium** sensitivity link due to the presence of residential properties and is predicted to experience a **Medium** level of Severance due to the increase in traffic predicted along this link and lack of footways. As such it is anticipated that there will be a **Moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Significant**. However, it should be noted that Closewood Road is rural in nature with few trip attractors, pedestrian footways or crossing facilities, which suggests that there will be a low volume of pedestrian trips. It should also be noted that the predicted level of increased traffic is only likely to occur when shuttle working traffic signals are in place on B2150 Hambledon Road north of the junction with Closewood Road, which would be approximately 2-3 weeks per circuit.

#### Cunningham Road, Waterlooille

22.6.8.7. This is a **Low** sensitivity link with the level of Severance predicted to increase from Low to **Medium** on the basis that some people are likely to be dissuaded from making some journeys on foot. This results in a **Minor to moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

#### Frendstaple Road, Waterlooille

22.6.8.8. This is a **Low** sensitivity link with the level of Severance predicted to increase from Low to **Medium** on the basis that pedestrian journeys may be longer or less attractive due to the temporary increase in traffic flow. This results in a **Minor to Moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

22.6.8.9. This temporary increase in traffic flow on Frendstaple Road is likely to be a result of the combined construction works at the A3 Maurepas Way / B2150 Hambledon Road roundabout and the A3 London Road / Ladybridge Road roundabout, both of which require implantation of temporary traffic signals. The construction work at the A3 Maurepas Way / B2150 Hambledon Road roundabout will take 1-2 weeks per circuit while construction at or in the vicinity of A3 London Road / Ladybridge Road roundabout will take six weeks only.

#### Furzeley Road, Denmead

22.6.8.10. This is a **Low** sensitivity link with the level of Severance predicted to increase from Low to **Medium** on the basis that pedestrian journeys may be longer or less attractive due to the temporary increase in traffic flow. Taking this into account, the increase in traffic flow on this road is considered to be a **Minor to Moderate adverse effect**. This effect is considered to be **Not Significant**.

22.6.8.11. Furzeley Road is rural in nature with no footways or pedestrian crossings provision. It is anticipated that this would lead to a relatively low existing demand for pedestrian crossings on this road. It should also be noted that the predicted level of increased traffic is only likely to occur when shuttle working traffic signals are in place on B2150 Hambledon Road north of the junction with Closewood Road, which would be approximately 2-3 weeks per circuit.

#### Elizabeth Road/Woodlands Grove/Westbrook Grove, Waterlooville

22.6.8.12. This is a **High** sensitivity link with the level of Severance predicted to increase from Low to **Medium** on the basis that pedestrian journeys may be longer or less attractive due to the temporary increase in traffic flow. This can be considered to be a **Major to Moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Significant**, although it should be noted that the presence of crossings means that the ability of pedestrians to cross this link will be maintained.

#### Hurstville Drive, Waterlooville

22.6.8.13. This is a **Medium** sensitivity link with the level of Severance predicted to increase from Low to **Medium** on the basis that pedestrian journeys may be longer or less attractive due to the temporary increase in traffic flow. This results in a **Moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Significant**. Although it should be noted that due to the temporary traffic flow increases being mainly associated with the construction works at A3 Maurepas Way / B2150 Hambledon Road roundabout, where it is predicted that construction will take 1-2 weeks per circuit.

#### Mill Road, Waterlooville

22.6.8.14. This is a **High** sensitivity link with the level of Severance predicted to increase from Low to **Medium** on the basis that pedestrian journeys may be longer or less attractive due to the temporary increase in traffic flow. Mill Road is primarily residential in nature but also serves Mill Hill Primary School. As such it is anticipated that there will be **Major to Moderate adverse effect** of a temporary and short-term nature on this road. This effect is considered to be **Significant** despite the short term nature of the construction works that lead to the increase in traffic flow

#### Park Avenue, Waterloooville

- 22.6.8.15. This is a **High** sensitivity link with the level of Severance predicted to increase from Low to **Medium** on the basis that pedestrian journeys may be longer or less attractive due to the temporary increase in traffic flow. This increase in traffic flow, alongside the presence of Purbrook Park School on this road means that the Proposed Development is likely to result in a **Major to Moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Significant**.

#### Stakes Hill Road, Waterloooville

- 22.6.8.16. This is a **High** sensitivity link with the level of Severance predicted to increase from Low to **Medium** on the basis that pedestrian journeys may be longer or less attractive due to the temporary increase in traffic flow. This results in a **Major to Moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Significant** due to the high link sensitivity.

#### Traffic Delay

##### Onshore Cable Corridor

- 22.6.8.17. A summary of impacts to junctions within the Onshore Cable Corridor in Section 4 is included below. Two of the five junctions in Section 4 are considered to have a **High** sensitivity rating, one with **Medium** sensitivity and the remaining two junctions were considered to have a **Low** sensitivity:

##### B2150 Hambledon Road / Milton Road / Elettra Avenue roundabout

- 22.6.8.18. This junction is considered to have a **Medium** baseline sensitivity. The decrease in delays due to traffic redistribution is considered a **Medium** beneficial magnitude of impact leading to a **Moderate beneficial** effect of temporary and short-term basis. This effect is considered to be **Significant**.

##### B2150 Hambledon Road / Ashton Road traffic signals

- 22.6.8.19. This junction is considered to have a **Low** baseline sensitivity. This junction experiences a **High** magnitude of impact due to the increase in delays on the B2150 Hambledon Road northern approach. This results in a **Moderate adverse effect** on a temporary basis. This effect is considered to be **Significant**.

### B2150 Hambledon Road / A3 Maurepas Way / Houghton Avenue roundabout

- 22.6.8.20. This junction is considered to have a **Low** baseline sensitivity. This junction is modelled with temporary traffic signals in the DS scenario, leading to an increase in Traffic Delay on all approaches. This is considered a **High** magnitude of impact, leading to a **Moderate** adverse effect on a temporary basis. This effect is considered to be **Significant**.

### A3 Maurepas Way / A3 London Road / Rockville Drive

- 22.6.8.21. This junction is considered to have a **High** baseline sensitivity. Due to traffic redistribution away from the Onshore Cable Corridor, this junction experiences a decrease in Traffic Delay, which has been categorised as a **Low** magnitude of impact. This results in a **Moderate beneficial** effect on a temporary basis. This effect is considered to be **Significant**.

### A3 London Road / Ladybridge Road

- 22.6.8.22. This junction is considered to have a **High** baseline sensitivity. This junction is modelled with temporary traffic signals in the DS scenario, leading to an increase in Traffic Delay on all approaches. This is considered a **High** magnitude of impact, leading to a **Major adverse** effect on a temporary basis. This effect is considered to be **Significant**.

### Shuttle Working Traffic Signals

- 22.6.8.23. In addition to the above junctions a number of shuttle working traffic signal locations have been assessed along the Onshore Cable Corridor, based upon where they will be required as part of the TMS. Based upon the LinSIG modelling, each of these locations will experience a **Medium** magnitude of impact and a **Moderate adverse** effect on a temporary basis.

- 22.6.8.24. For information, the estimated duration of impact per circuit is listed below:

- B2150 Hambledon Road (13 weeks per circuit, reduced to 8 weeks for one circuit if alternative options are used) This effect is considered to be **Significant** given the period of time the signals will be in place;
- A3 London Road south of Forest Road roundabout (1-2 weeks per circuit). This effect is considered to be **Significant**;
- A3 London Road north of Ladybridge roundabout (4-5 weeks per circuit). This effect is considered to be **Significant**; and

- A3 London Road south of Ladybridge roundabout (4 weeks per circuit). This effect is considered to be **Significant**.

22.6.8.25. In all cases where shuttle working traffic signals have been assessed, the average delay time per vehicle was approximately 60 seconds or less.

#### Wider Study Area

22.6.8.26. Away from the Onshore Cable Corridor, the following junctions have been identified as experiencing a **Negligible** magnitude of impact, leading to a **Negligible** significance of adverse effect on a temporary basis:

- A3 (M) Junction 3;
- A3 Maurepas Way / A3 London Road / B2150 Hulbert Road;
- Hulbert Road / Frenstaple Road / Tempest Avenue;
- Rockville Drive/Stakes Hill Road; and
- Stakes Hill Road / Frenstaple Road.

22.6.8.27. The following junctions located away from the Onshore Cable Corridor have experienced a significance of effect above **Negligible**:

#### Stakes Road/Stake Hill Road / Purbrook Way / Crookhorn Lane

22.6.8.28. As this junction has a **High** baseline sensitivity, the increase in traffic due to redistribution away from the Onshore Cable Corridor exacerbates queuing on Stakes Road in the DS scenario. This leads to a **High** magnitude of impact and a **Major** adverse effect on a temporary basis. This effect is considered to be **Significant**.

#### Purbrook Way / College Road

22.6.8.29. This junction has a **Low** baseline sensitivity. It is anticipated that traffic redistribution of traffic away from the Onshore Cable Corridor leads to an increase in delay of 30-40 seconds per vehicle on College Road, which is categorised as a **Medium** magnitude of impact. This is a **Moderate** adverse effect on a temporary and short-term basis. This effect is considered to be **Significant**.

#### Pedestrian and Cycle Amenity

#### Onshore Cable Corridor

22.6.8.30. The northern termination of Footpath 24 is contained within the Order Limits within Section 4 south A3 London Road and Portsdown Hill Road. This means that, whilst unlikely, there remains scope for a temporary stopping up of this PRoW to be required to facilitate construction of the Onshore Cable Route. Users of this PRoW are likely to be pedestrian, and as such it has been determined that this link has a **Medium**

baseline sensitivity. Should the temporary suspension of this footpath be required, this would represent a **Low** magnitude of change on the basis that pedestrians will be able to pass directly adjacent to the construction works. Consequently, this results in a **Minor to Moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

- 22.6.8.31. It is anticipated that for the remainder Section 4, pedestrian amenity will be unchanged by construction works in the Onshore Cable Corridor, taking account of the FTMS proposals to ensure that pedestrian routes are maintained wherever possible. As such that the impact will be **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**. Access to Bridleways 15 and 17 and Footpaths 11m 16, 18 and 19 will be retained at all times.
- 22.6.8.32. Cycle amenity in Section 4 is likely to see a **Moderate adverse** impact of a temporary and short-term nature where construction of the Onshore Cable Route requires temporary closure of bus and Cycle lanes, or where bus / Cycle lanes are temporarily suspended to allow for use by general traffic. This is because it will require cyclists to share road-space with general traffic when passing the construction zone. This effect is considered to be **Significant**, however it should be noted that this situation will only occur when passing the 100m construction zone.

#### Wider Study Area

- 22.6.8.33. In the wider study area relevant to Section 4 six links experience an increase in traffic flow of more than 100%. These are as follows:

##### Closewood Road, Denmead

- 22.6.8.34. Across the two DS scenarios, the worst-case proportional increase in traffic flow was 239%. A **Medium** sensitivity has been determined as the link due to the presence of residential properties. Given the **High** magnitude of impact and **Medium** sensitivity, the significance of effect equates to a **Major to Moderate adverse effect** of a temporary and short term nature. This effect is considered to be **Significant** despite the predicted increase in traffic flows only likely to occur for a 2-3 week period per circuit.

##### Shaftesbury Avenue, Waterlooville

- 22.6.8.35. Across the two DS scenarios, the worst-case proportional increase in traffic flow was 200%. This is likely to negatively impact upon Pedestrian and Cycle Amenity, with the magnitude of impact determined as **Medium** given that the link has a good footway provision. Given the **Medium** sensitivity of this link, the significance of effect equates to a **Moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Significant**. Although it should be noted that predicted traffic flow increases should only occur for up to six weeks per circuit.



### Westbrook Grove, Waterloooville

- 22.6.8.36. Across the two DS scenarios, the worst-case proportional increase in traffic flow was 104%. This is likely to negatively impact upon Pedestrian and Cycle Amenity with the magnitude of impact determined as **Medium** due to good quality footway provision. A **High** sensitivity has been determined due to its proximity to Purbrook Infant School and Purbrook Junior School and Westbrook Grove's residential nature. As a result, it can be determined that there is a **Major to Moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Significant** due to the high sensitivity of the link. It should be noted however that the predicted level of increased traffic is only likely to occur for six weeks per circuit.

### Park Avenue, Waterloooville

- 22.6.8.37. Across the two DS scenarios, the worst-case proportional increase in traffic flow was 109%. This is likely to negatively impact upon Pedestrian and Cycle Amenity with the magnitude of impact determined as **Medium** due to good existing footway provision. A **High** sensitivity has been determined for Park Avenue, leading to a **Major to Moderate adverse effect** of a temporary and short-term nature. This is considered to be a **Significant** effect due to the high sensitivity of the link. It should be noted however that the predicted level of increased traffic is only likely to occur for six weeks per circuit.

### Mill Road, Waterloooville

- 22.6.8.38. Across the two DS scenarios, the worst-case proportional increase in traffic flow was 223%. This is likely to negatively impact upon Pedestrian and Cycle Amenity with the magnitude of impact determined as **Medium** due to good quality footway provision. A **High** sensitivity has been determined due to the presence of Mill Hill Primary School on this link, leading to a **Major to Moderate adverse effect** of a temporary and short-term nature. This is considered to be a **Significant** effect due to the high sensitivity of the link. It should be noted however that the predicted level of increased traffic is only likely to occur for six weeks per circuit.

### Widley Walk, Waterloooville

- 22.6.8.39. Across the two DS scenarios, the worst-case proportional increase in traffic flow was 125%. This is likely to negatively impact upon Pedestrian and Cycle Amenity. The magnitude of change has been determined as **High** due to the lack of provision for non-motorised users. However, given Widley Walk is a rural lane, it is anticipated that pedestrian and cycle usage would be low with the link sensitivity is determined as **Negligible** on that basis. As such it can be determined that the Proposed Development will have a **Negligible adverse effect** on a temporary and short-term basis. This effect is considered to be **Not Significant**.

## Fear and Intimidation

### Onshore Cable Corridor

- 22.6.8.40. In Section 4, only one link experiences a change in Fear and Intimidation along the Onshore Cable Corridor.

#### B2150 Hambledon Road (between Soake Road and Closewood Road)

- 22.6.8.41. On B2150 Hambledon Road the level of Fear and Intimidation reduced as a result of the reduction in traffic speed relating to the proposed Traffic Management. Given the **Low** magnitude and the **Low** sensitivity, the significance of effect equates to a **Minor beneficial effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

### Wider Study Area

- 22.6.8.42. Five links experience a change in Fear and Intimidation for the DS Scenarios when compared to the DM. These are as follows:

#### Stakes Hill Road (between Hurstville Drive and Elizabeth Road)

- 22.6.8.43. As a result of increased traffic flows the level of Fear and Intimidation increases from negligible to **Low**. A **High** sensitivity has been determined based on the cluster of education facilities on the northern and southern side of the carriageway. This incorporates a clustering of sensitive receptors that can attract High levels of footfall.
- 22.6.8.44. Given the small magnitude of change and the High sensitivity, the significance of effect equates to a **Moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Significant** as the user groups which are likely to characterise a large amount of the pedestrian traffic on this link is likely to be school children attending the educational facilities on the link.

#### Elizabeth Road / Woodlands Grove / Westbrook Grove

- 22.6.8.45. As a result of the construction of the Onshore Cables the average speed decreases on Elizabeth Road as a function of the increases in traffic flows. This decrease in the speed of traffic leads to a magnitude of Fear and Intimidation of **Low**. A **High** sensitivity has been determined based on the location of Purbrook Junior and Infant School on the northern side of the carriageway. This incorporates a clustering of sensitive receptors that can attract high levels of footfall.
- 22.6.8.46. Given the small magnitude of change and the High sensitivity, the significance of effect equates to a **Moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Significant** due to the high sensitivity of the link. It should be noted however that the predicted level of increased traffic is only likely to occur for six weeks per circuit.

### Mill Road (between Cunningham Road and Elizabeth Road)

22.6.8.47. As a result of the construction of the Onshore Cables the average speed decreases on Mill Road as a function of the increases traffic flows. This decrease in speed of traffic leads to a magnitude of Fear and Intimidation of **Low**. A **High** sensitivity has been determined based on the location of Mill Hill Primary School on the northern side of the carriageway. This incorporates a clustering of sensitive receptors that can attract high levels of footfall.

22.6.8.48. Given the small magnitude of change and the **High** sensitivity, the significance of effect equates to a **Moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Significant** due to the high sensitivity of the link. It should be noted however that the predicted level of increased traffic is only likely to occur for six weeks per circuit.

### Purbrook Way (between Stakes Hill Road and College Road)

22.6.8.49. The magnitude of Fear and Intimidation on Purbrook Way has been categorised as **High** due to the increase in traffic flow in the DS scenarios. A **High** sensitivity has been determined based on the Crookhorn College being present to the north of the carriageway and Riverside School to the south. Given the large magnitude of change and the High sensitivity, the significance of effect equates to a **Major adverse effect** of a temporary and short-term nature. This effect is considered to be **Significant**. It should be noted however that the predicted level of increased traffic is only likely to occur for six weeks per circuit.

## Accidents and Safety

### Onshore Cable Corridor

22.6.8.50. The Onshore Cable Corridor in Section 4 is inclusive of approximately 6.5 km of carriageway. A total of 65 slight, 15 severe and one fatal accidents, where recorded for the Onshore Cable Corridor in this Section in the last five years. The majority of these accidents are attributable to driver error and thus it is anticipated that the traffic management associated with the Onshore Cable Corridor will have a **Negligible adverse effect** on Accidents and Safety in this section of a temporary and short-term nature. This effect is considered to be **Not Significant**.

### Wider Study Area

22.6.8.51. A total of 17 links were identified as experiencing an increase of more than 0.1 in the typical number of accidents within Section 4, as a result of the proposed development. The links that experience this greater level of predicted accidents are summarised below:

- Closewood Road;

- Newlands Road;
- Park Avenue;
- Pigeon House Lane;
- Pitymoor Lane; and
- Stakes Hill Road.

22.6.8.52. The predicted increase on these links is primarily a function of increased traffic flows, and as such it is anticipated that the Proposed Development will have a **Minor adverse effect** on these links of a temporary and short-term nature. This effect is considered to be **Not Significant**.

## 22.6.9. SECTION 5 – FARLINGTON

22.6.9.1. This section details the predicted impact of links within Section 5, which includes one option with both Cables being installed on Farlington Avenue and another option for one Cable being installed within Eveleigh Road and Portsmouth Water land between Eveleigh Road and Havant Road. Installation of each Cable within Farlington Avenue will require a temporary road closure between Sea View Road and Havant Road.

### Severance

#### Onshore Cable Corridor

22.6.9.2. Only one link has been identified as having a change in Severance as a consequence of the installation of the Onshore Cables, detailed below.

#### Farlington Avenue

22.6.9.3. This is a **High** sensitivity link, which is considered to have a Negligible baseline severance level. This link experiences a decrease in traffic flow as a result of the Proposed Development, however the impact of the proposed traffic management on this link is likely to give some limited hinderance to the movement of pedestrians, increasing the Severance to **Low** as a result of the Proposed Development. This represents a **Moderate adverse effect** of a temporary and short-term nature. This is considered to be a **Significant** effect given the high sensitivity of the link and use of Farlington Avenue by school children.

22.6.9.4. The construction period for Farlington Avenue will be approximately 11 weeks per circuit, reduced to 9 weeks if one circuit is installed within the Eveleigh Road and the Portsmouth Water land.

#### Eveleigh Road

22.6.9.5. This is a **High** sensitivity link which is anticipated to experience a **High** magnitude of change, based on the maximum increase in AADT of 199%, when construction is taking place the Farlington Avenue / Havant Road / Eastern Road junction as

assessed within the SRTM. It is predicted that this traffic flow increase would also occur during construction works on Farlington Avenue south of the junction with Eveleigh Road and that this increase in traffic may dissuade some vulnerable users from making certain journeys. This results in a **Major adverse effect** of a temporary and short-term nature. This is considered to be a **Significant** effect due to the use of Eveleigh Road by school children. The construction works at the Farlington Avenue / Havant Road / Eastern Road junction will take approximately one week per circuit should both be installed within Farlington Avenue. Construction work on Farlington Avenue south of the junction with Eveleigh Road will take 2 weeks per circuit.

- 22.6.9.6. If one cable circuit is installed within Eveleigh Road, this will also lead to an impact on severance. However, as the road will be closed to traffic during construction of the Cable route it is estimated that the Proposed Development will result in a **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**. Construction works along Eveleigh Road will take approximately two weeks.

#### Wider Study Area

The wider study area within Section 5 is affected by traffic distributing away from construction works at the Farlington Avenue / Havant Road / Eastern Road junction. Works through this junction will take one week per circuit. Farlington Avenue / Havant Road / Eastern Road junction. The required road closure on Farlington Avenue will take approximately four weeks per circuit.

#### Gilman Road

- 22.6.9.7. This is a **Medium** sensitivity link due to the presence of residential properties at its southern end. However for the majority the link is narrow lane with no footways or pedestrian crossing present, which indicates an existing low level of pedestrian movement. The Proposed Development therefore results in a **Negligible** level of Severance which results in a **Minor adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

#### Station Road

- 22.6.9.8. This is a **Medium** sensitivity link, residential in nature with no dedicated pedestrian crossing facilities or amenities present. It is predicted that the Proposed Development will increase the level of Severance to **Low** on the basis that the increased volume of traffic is result in some hinderance to movement. **Minor to Moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant** as the ability of pedestrians to cross this link is likely to remain largely unchanged.

## Traffic Delay

### Onshore Cable Corridor

22.6.9.9. One junction within Section 5 forms part of the Onshore Cable Corridor, these are as follows:

#### A2030 / Farlington Avenue / A2030 Eastern Road / Havant Road

22.6.9.10. This junction has been modelled with restricted right turns from Havant Road as reflected TMS proposals at this location. This leads to an increase in delay on Farlington Avenue, which is considered a **Low** magnitude of impact. As the junction has a **Medium** sensitivity this leads to a **Minor to Moderate adverse effect** on a temporary and short-term basis. This effect is considered to be **Not Significant** given the construction works at this junction will take approximately one week per circuit.

#### Farlington Avenue Shuttle Working Traffic Signals

22.6.9.11. One location of shuttle working traffic signals has been assessed along the Onshore Cable Corridor, on Farlington Avenue (**High** sensitivity). Based upon the LinSig modelling, this link will experience a **Low** magnitude of impact based on average delays of 20-45 seconds per vehicle. This leads to a **Moderate adverse effect** on a temporary basis and short-term. This effect is considered to be **Significant** given that shuttle working traffic signals will be required for four weeks per circuit.

#### B2177 Portsdown Hill Shuttle Working Traffic Signals

22.6.9.12. Traffic redistribution away from the Onshore Cable Corridor leads to an increase in delay of 50-130 seconds per vehicle on B2177 Portsdown Hill Road, which is categorised as a **Medium** magnitude of impact. B2177 Portsdown Hill Road has a **Low** baseline sensitivity. This is a **Moderate adverse effect** on a temporary basis. This effect is considered to be **Significant**.

22.6.9.13. In addition to the traffic redistribution on links, two junctions in the wider study area were taken forward for further assessment in Section 5, these are as follows.

## Wider Study Area

22.6.9.14. Traffic redistribution within Section 5 is primarily related to the modelled construction works at the Farlington Avenue / Havant Road / Eastern Road traffic signal junction. In viewing the predicted impacts it should be noted that the construction works at this junction will take approximately 1 week per circuit. It should also be noted however that a similar level of impact would be anticipated to result from the closure of Farlington Avenue, which will take approximately four weeks per circuit.

#### A3 Southampton Road / A3 London Road / Spur Road / Havant Road Roundabout

22.6.9.15. The A3 Southampton Road / A3 London Road / Spur Road / Havant Road junction has a **Low** baseline sensitivity. And has been identified as experiencing a **Negligible**



magnitude of impact, leading to a **Negligible adverse effect** on a temporary and short-term basis. This effect is considered to be **Not Significant**.

B2177 Portsdown Hill Road / Maylands Road / B2177 Bedhampton Road / Bedhampton Hill Roundabout

22.6.9.16.

The B2177 Portsdown Hill Road/Maylands Road / B2177 Bedhampton Road / B2177 Bedhampton Hill junction has a **Medium** baseline sensitivity. This junction has been identified as experiencing a **Negligible adverse effect** on a temporary and short-term basis, this effect is considered to be **Not Significant**.

### Pedestrian and Cycle Amenity

#### Onshore Cable Corridor

Farlington Avenue and Eveleigh Road has been categorised as having a **High** sensitivity due its proximity to Solent Infant School and Solent Junior School. During the construction works, pedestrian routes will be maintained wherever possible but some temporary crossing facilities may be required, categorised as a **Low** magnitude of change. This results in a **Moderate adverse effect** of a temporary and short-term nature. This is considered to be **Significant** due to the sensitivity of the link.

For the remainder of links within Section 5, Pedestrian and Cycle Amenity will be unchanged by construction works in the Onshore Cable Corridor, taking account of the FTMS proposals to ensure that pedestrian routes are maintained wherever possible. As such that the impact will be **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

#### Wider Study Area

Pedestrian and Cycle Amenity is not significantly impacted by the Proposed Development across the wider study area. As such the impact is considered to be a **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

### Fear and Intimidation

#### Onshore Cable Corridor / Wider Study Area

22.6.9.17.

Further assessment did not identify any links within Section 5 of the Onshore Cable Corridor or wider Study Area where there was a change in Fear and Intimidation. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

## Accidents and Safety

### Onshore Cable Corridor / Wider Study Area

- 22.6.9.18. The Onshore Cable Corridor in Section 5 is inclusive of approximately 1km of carriageway. A total of three slight, no severe and no fatal accidents, were recorded for the Onshore Cable Corridor in this Section in the last five years. The majority of these accidents are attributable to driver error and thus it is anticipated that the traffic management associated with the Onshore Cable Corridor will have a **Negligible adverse effect** on Accidents and Safety in this section. This effect is considered to be **Not Significant**.
- 22.6.9.19. Furthermore, all of the links contained within Section 5 in the wider Study Area experienced increases in typical number of accidents of less than 0.1 and thus the effect of the Proposed Development on the wider study area was considered to be **Negligible adverse effect**. This effect is considered to be **Not Significant**.

## **22.6.10. SECTION 6 – ZETLAND FIELD AND SAINSBURY’S CAR PARK**

- 22.6.10.1. There were 12 links identified for further assessment in Section 6 of the Study Area. The predicted impacts on links within Section 6 are described within this section. While the majority of this section includes the A2030 Eastern Road, there is also an option to install at least one Cable circuit within Zetland Field.

## Severance

### Onshore Cable Corridor / Wider Study Area

- 22.6.10.2. No links within Section 6 have been identified as experiencing an increase in Severance as a result of the Proposed Development. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary nature. This is considered to be a **Not Significant** effect.

## Traffic Delay

### Onshore Cable Corridor

- 22.6.10.3. Within the Onshore Cable Corridor, the A2030 Eastern Road / Grove Road / A2030 Eastern Road / Fitzherbert Road junction has a **Low** baseline sensitivity and has been identified as experiencing a **Negligible** magnitude of impact, leading to a **Negligible adverse effect** on a temporary basis and short-term basis. This effect is considered to be **Not Significant**.
- 22.6.10.4. Traffic flows along the A2030 Eastern Road within Section 6 are constrained by the traffic signals junction to the north and south, at the junction with Havant Road and the junction with Fitzherbert Road, which will limit the impacts of lane closures

associated with installation of the Onshore Cable Route. The Eastern Road in this location has been categorised as having a **Low** sensitivity rating and the Proposed Development has been predicted to lead to a **Medium** magnitude of impact on traffic delay. This leads to a **Minor to Moderate adverse effect** of a temporary and short-term nature. This is considered to be **Not Significant**.

- 22.6.10.5. If Zetland Field is used for both circuits the impact on A2030 Eastern Road will be **Minor to Moderate adverse effect** of a temporary and short-term nature. This is also considered to be **Not Significant**.

#### Wider Study Area

- 22.6.10.6. Away from the Onshore Cable Corridor, the following junction was identified for further assessment:

**A27 Western Road / A3 London Road / A397 Northern Road / M27 (Portsbridge Roundabout)**

- 22.6.10.7. This junction has a **Medium** baseline sensitivity. This junction operates over capacity in the DM and DS scenarios but Traffic Delay is increased by up to 30 seconds per vehicle as a result of the Proposed Development, which is categorised as a **Medium** impact and a **Moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Significant**.

#### Pedestrian and Cycle Amenity

##### Onshore Cable Corridor

- 22.6.10.8. Along A2030 Eastern Road (**Low** sensitivity), it has been predicted that the Proposed Development may require temporary narrowing of the existing shared-use path during construction. This is categorised as a **Negligible** magnitude of change and a **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

- 22.6.10.9. If the Zetland Field option is used for the installation of the Onshore Cables a temporary closure of Footpath 33 may be required to facilitate construction where the PROW meets Fitzherbert Road. During this period access to Zetland Road will still be possible via Fitzherbert Road and Waterworks Road, a diversion length of approximately 600 m. Footpath 33 is considered to be of a **Medium** sensitivity and the magnitude of change is categorised as **High** due to the closure of the PROW, leading to a **Major to Moderate adverse effect** of a temporary and short-term basis. This is considered to be **Significant**, although it should be noted that this closure will be required for a few days only.

### Wider Study Area

- 22.6.10.10. The assessment did not identify any links within the wider Study Area relevant to Section 6 where there was a change in Pedestrian and Cycle Amenity. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary and short-term nature. This is considered to be a **Not Significant** effect.

### Fear and Intimidation

- 22.6.10.11. The assessment did not identify any links within Section 6 of the Onshore Cable Corridor or wider study area where there was a change in Fear and Intimidation. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary nature. This effect is considered to be **Not Significant**.

### Accidents and Safety

#### Onshore Cable Corridor

- 22.6.10.12. The Onshore Cable Corridor in Section 6 is inclusive of approximately 1 km of carriageway. A total of three slight, no severe and no fatal accidents, were recorded for the Onshore Cable Corridor in this Section in the last five years. The majority of these accidents are attributable to driver error and thus it is anticipated that the traffic management associated with the Onshore Cable Corridor will have a **Negligible adverse impact** on Accidents and Safety in this section. This effect is considered to be **Not Significant**.

### Wider Study Area

- 22.6.10.13. All of the links contained within Section 6 in the wider Study Area experienced increases in typical number of accidents of less than 0.1 and thus the impact of the Proposed Development was considered to be **Negligible adverse effect**. This effect is considered to be **Not Significant**.

## 22.6.11. SECTION 7 – FARLINGTON JUNCTION TO AIRPORT SERVICE ROAD

- 22.6.11.1. This section provided a summary of Predicted Impacts on the nine roads within Section 7 of the Study Area which met the criteria to be taken forward for further assessment. While the majority of the Order Limits within Section 7 contains non-highway land a number of locations have been considered as a result of traffic redistribution away from the Onshore Cable Corridor.

## Severance

### Onshore Cable Corridor

- 22.6.11.2. No links within Section 7 have been identified as experiencing an increase in Severance as a result of the Proposed Development. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

### Wider Study Area

- 22.6.11.3. Dundas Lane (**High** sensitivity) is anticipated to experience an increase in Severance as result of the Proposed Development due to the increase in traffic flows on this link. The magnitude of impact has been categorised as **Medium** on the basis that the increase in traffic flow will make pedestrian journeys less attractive, which results in a **Major to Moderate adverse effect** on a temporary and short-term basis. This effect is considered to be **Significant**.

## Traffic Delay

### Onshore Cable Corridor

- 22.6.11.4. Within the Onshore Cable Corridor the A2030 Eastern Road / Anchorage Road experiences an increase in Traffic Delay on the Anchorage Road and Eastern Road right turn, but a decrease in delay on other approaches due to traffic redistribution. This junction has a **Low** baseline sensitivity. This is considered a **Low** magnitude of impact and a **Minor to Moderate** adverse effect on a temporary basis. This effect is considered to be **Not Significant**.

### Wider Study Area

- 22.6.11.5. Away from the Onshore Cable Corridor, four junctions in Section 7 of the wider study area were taken forward for further assessment. All predicted impacts at junctions within Section 7 are a result of traffic redistributing away from the Onshore Cable Corridor and specifically the lane closure modelled within the SRTM on the A2030 Eastern Road.

#### Norway Road / Copnor Road

- 22.6.11.6. The Norway Road / Copnor Road traffic signal junction (**Low** sensitivity) has been identified as experiencing a **Negligible** magnitude of impact, leading to a **Negligible adverse effect** on a temporary and short-term basis. This effect has therefore been considered to be **Not Significant**.

#### Copnor Road / Burrfields Road

- 22.6.11.7. Delay time per vehicle increases by up to 60 seconds on Copnor Road North due to traffic redistribution away from the Cable Corridor, which has been classified as a **Medium** magnitude of impact. This junction has a **High** baseline sensitivity. These factors together lead to a **Moderate to Major adverse effect** of a temporary and short-term basis. This effect is considered to be **Significant**.

#### Stubbington Avenue / A2047 Gladys Avenue / Angerstein Road Roundabout

- 22.6.11.8. This junction, which has been categorised as having a **Low** sensitivity, has been identified as experiencing a **Negligible** magnitude of impact, leading to a **Negligible** adverse effect on a temporary and short-term basis. This effect has therefore been considered to be **Not Significant**.

#### Burrfields Road / Moneyfield Avenue/Dundas Lane

- 22.6.11.9. This junction, which has been categorised as having a **Low** sensitivity, has been identified as experiencing a **Negligible** magnitude of impact, leading to a **Negligible** adverse effect on a temporary and short-term basis. This effect has therefore been considered to be **Not Significant**.

### Pedestrian and Cycle Amenity

#### Onshore Cable Corridor

- 22.6.11.10. The impact of construction of the Onshore Cable Route in Section 7 is likely to have a negligible adverse effect upon Pedestrian and Cycle Amenity. It is not anticipated that any temporary closure or narrowing of footways or cycleways will be required as the Onshore Cable Corridor in Section 7 falls predominately off-carriageway. As such it is considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

#### Wider Study Area

- 22.6.11.11. There were two links identified in the wider study area identified as being affected by changes in Pedestrian and Cycle Amenity as a result of temporary redistribution of traffic.



#### Airport Service Road (between Dundas Lane and A2030 Eastern Road)

22.6.11.12. Across the two DS scenarios, the worst-case proportional increase in traffic flow was 217%. The magnitude of change has been determined as **Low** as verges on this link allow for relatively good separation between pedestrians and vehicular traffic, and as such it is not anticipated that increased vehicle flows alone will negatively impact upon Pedestrian and Cycle Amenity in a considerable way.

22.6.11.13. A **Low** sensitivity has been determined as the link is situated in an industrial estate with limited receptors. The significance of effect equates to a **Minor adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

#### Dundas Lane between (Airport Service Road and Quartremaine Road)

22.6.11.14. Across the two DS scenarios, the worst-case proportional increase in traffic flow was 316% due to traffic redistributing away from the Eastern Road. Dundas Lane has been categorised as having a **High** sensitivity due to the location of Admiral Lord Nelson School on this link, the magnitude of change categorised as **Low** due to the increase in traffic on the link, as defined in Section 22.4. The magnitude of change has been classified as low as whilst this link saw a considerable increase in traffic in the DS scenario when compared with the DM, this is due to the already low traffic flow in the DM. This link saw a two-way 24 hour AADT increase from 616 PCU in the DM, to a maximum of 2,559 PCU in the DS, which equates to approximately one additional vehicle per minute. The existing pedestrian provision of Dundas Lane is also of a good quality with a signalised pedestrian crossing provided. This effect equates to a **Moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Significant** due to the sensitivity of the link.

#### Fear and Intimidation

22.6.11.15. The assessment did not identify any links within Section 7 within the Onshore Cable Corridor or wider study area where there was a change in Fear and Intimidation. As such it is considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

## Accidents and Safety

### Onshore Cable Corridor

- 22.6.11.16. The Onshore Cable Corridor in Section 7 is inclusive of approximately 0.5 km of carriageway. A total of two slight, no severe and no fatal accidents, were recorded for the Onshore Cable Corridor in this Section in the last five years. The majority of these accidents are attributable to driver error and thus it is anticipated that the traffic management associated with the Onshore Cable Corridor will have a **Negligible adverse effect** of a temporary and short-term nature on Accidents and Safety in this section. This effect is considered to be **Not Significant**.

### Wider Study Area

- 22.6.11.17. All of the links contained in the wider Study Area relevant to Section 7 experienced increases in typical number of accidents of less than 0.1 and thus the effect of the Proposed Development was considered to be **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

## **22.6.12. SECTION 8 – EASTERN ROAD (ADJACENT TO GREAT SALTERNS GOLF COURSE) TO MOORINGS WAY**

- 22.6.12.1. This section provides a summary of links within Section 8 of the Study Area that have been taken forward for further assessment. The predicted impacts of the Proposed Development on these links is further detailed as follows.

- 22.6.12.2. It should be noted that, as set out in paragraph 22.1.2.25, there are several options included within the Order Limits for the Cable Route within Section 8. As such, it should be noted that the likely impacts of the Proposed Development will differ dependent on which of these routing options are used.

## Severance

### Onshore Cable Corridor / Wider Study Area

- 22.6.12.3. No links within Section 8 were identified as experiencing an increase in Severance as a result of the Proposed Development either within the Onshore Cable Corridor or the wider study area. As such, it is considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary nature. This effect is considered to be **Not Significant**.

## Traffic Delay

### Onshore Cable Corridor

- 22.6.12.4. A summary of impacts to junctions within the Onshore Cable Corridor within Section 8 is included below. The following three junctions experience an increase in delay on some approaches but a decrease on others due to the redistribution of traffic, which

generally balances the operation of the junction between the DM and DS scenarios:

- A2030 Eastern Road / Airport Service Road, which has a **Low** baseline sensitivity has a **Medium** magnitude of change resulting in a **Minor to Moderate adverse effect** of a temporary and short-term basis. This is considered to be **Not Significant**;
- A2030 Eastern Road / Burrfields Road, which has a **Medium** baseline sensitivity has a **Medium** magnitude of change resulting in a **Moderate adverse effect** of a temporary and short-term basis. This is considered to be **Significant**; and
- A2030 Eastern Road / Tangier Road, which has a **Low** baseline sensitivity has a **Medium** magnitude of change resulting in a **Moderate adverse effect** of a temporary and short-term basis. This is considered to be **Significant**.

22.6.12.5. A2030 Eastern Road between Airport Service Road and Tangier Road will require a lane closure to facilitate construction of the Cable Route which will impact upon traffic delays. This section of the A2030 Eastern Road has a **Medium** sensitivity, with the **Magnitude of change** categorised as **High**. This leads to a **Major to Moderate adverse** effect on a temporary and short-term basis. This is considered to be **Significant**.

22.6.12.6. It should be noted that the impact on traffic delay in Section 8 to the south the junction with Tangier Road will be largely dependent the option taken forward for cable routing by the relevant contractor. The predicted impacts of each option are set out below:

#### Option 8a – Both Cables in Milton Common

22.6.12.7. This option would see the Construction Corridor being entirely off-carriageway, contained wholly in Milton Common. As such, this option has been identified as experiencing a **Negligible** magnitude of impact, leading to a **Negligible adverse effect** on a temporary and short-term basis. This effect is considered to be **Not Significant**.

#### Option 8b – One Cable in Milton Common

22.6.12.8. This option would see the Construction Corridor being partially accommodated on-carriageway along the Eastern Road (**Medium** sensitivity), requiring a Lane closure, and partially accommodated in Milton Common. As such, this option has been identified as experiencing a **High** magnitude of impact, leading to a **Major to Moderate** significance of effect on a temporary and short-term basis. This effect is considered to be **Significant**.

#### Option 8c – Both Cables in A2030 Eastern Road

22.6.12.9. This option would see the Construction Corridor accommodated for entirely within A2030 Eastern Road between the junction Tangier Road and the junction with Eastern Avenue. This option will see Lane closures on both the southbound and

northbound carriageways, albeit at separate points in time. This option has been identified as experiencing a **High** magnitude of impact, leading to a **Major to Moderate** significance of effect on a temporary basis. This effect is considered to be **Significant**.

#### Wider Study Area

- 22.6.12.10. Away from the Onshore Cable Corridor, the junctions discussed below were taken forward for further assessment. The predicted impacts are a result of traffic redistribution away from the Cable Corridor and specifically the distribution away from the lane closures modelled within the SRTM. Use of options 8a or 8b would therefore reduce the time period of the Predicted Impacts.

#### A3 Mile End Road / Church Street / Hope Street / Commercial Road: On Church Street

- 22.6.12.11. This junction has a **High** baseline sensitivity. Average delay per vehicle is increased by up to 65 seconds and on A3 Mile End Road it increases by up to 50 seconds due to traffic redistribution. This has been classified as a **Medium** magnitude of impact and a **Moderate to Major adverse effect** on of a temporary and short-term basis. This effect is considered to be **Significant**.

#### Milton Road / St Marys Road

- 22.6.12.12. This junction has a **High** baseline sensitivity. It been identified as experiencing a **Negligible** magnitude of impact, leading to a **Negligible** significance of effect on a temporary basis. This effect is considered to be **Not Significant** as it is unlikely to have a noticeable impact on traffic delay.

#### Pedestrian and Cycle Amenity

#### Onshore Cable Corridor

- 22.6.12.13. On A2030 Eastern Road between Airport Service Road and Tangier Road the installation of the Onshore Cable will require the temporary suspension of the shared-use path which runs adjacent to the A2030 Eastern Road. In such instances, a diversion route for the shared-use path will be provided directly adjacent to construction zone as outlined within the FTMS. Eastern Road has a **Medium** sensitivity and the impact has been categorised as **Low** magnitude of change owing to the fact that the diversion route will be short. This results in a **Minor to Moderate adverse effect** on the pedestrian and cycle amenity, which will be temporary and short term in nature. This is considered to be a **Not Significant** effect.

### Option 8a – Both Cables in Milton Common and Option 8b – One Cable in Milton Common

- 22.6.12.14. It is possible that, should Option 8a or 8b be utilised, the installation of the Onshore Cable will require the temporary suspension of the shared-use path which passes along the north of Milton Common adjacent to the A2030 Eastern Road. In such instances, a diversion route for the shared-use path will be provided directly adjacent to construction zone as outlined within the FTMS. Eastern Road has a **Medium** sensitivity and the impact has been categorised as **Low** magnitude of change owing to the fact that the diversion route will be short. This results in a **Minor to Moderate adverse effect** on the pedestrian and cycle amenity, which will be temporary and short term in nature. This effect is considered to be **Not Significant**.

### Option 8c – Both Cables in A2030 Eastern Road

- 22.6.12.15. This option would see the Construction Corridor being entirely on-carriageway, contained wholly in A2030 Eastern Road. As such, this option has been identified as experiencing a **Negligible** magnitude of impact to pedestrian and cycle amenity, leading to a **Negligible** significance of effect on a temporary short-term basis. This effect is considered to be **Not Significant**.

### Wider Study Area

- 22.6.12.16. Further assessment did not identify any links within Section 8 of the wider Study Area where there was a change in Pedestrian and Cycle Amenity, thus the impact of the Proposed Development was considered to be **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

### Fear and Intimidation

- 22.6.12.17. Further assessment did not identify any links within Section 8 of the Onshore Cable Corridor or wider Study Area where there was a change in Fear and Intimidation. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary nature. This effect is considered to be **Not Significant**.

## Accidents and Safety

### Onshore Cable Corridor

- 22.6.12.18. The Onshore Cable Corridor in Section 8 is inclusive of approximately 2.7 km of carriageway. A total of 37 slight, five severe and three fatal accidents, were recorded for the Onshore Cable Corridor in this Section in the last five years. The majority of these accidents are attributable to driver error and thus it is anticipated that the traffic management associated with the Onshore Cable Corridor will have a **Negligible adverse effect** on Accidents and Safety in this section of a temporary and short-term nature. This effect is considered to be **Not Significant**.

### Wider Study Area

- 22.6.12.19. Dundas Lane has been identified as having an increase in typical number of accidents by more than 0.1 per year as a result of the Proposed Development, due to the volume of traffic diverting away from the Eastern Road. Dundas Lane has been categorised as having a High sensitivity and the magnitude of change has been determined as **Low**. This is on the basis of Dundas Lane being having a 30mph speed limit with street lighting, a good footway provision and limited number of junctions. As such this is a **Moderate adverse effect** of a temporary and short-term nature. This effect is considered to be **Significant**. The duration for which this road is anticipated to experience increased traffic flow is likely to be dependent upon the cable routing option taken forward for the Eastern Road, which will range from 5 weeks to 19 weeks per circuit

## **22.6.13. SECTION 9 – MOORINGS WAY TO BRANSBURY ROAD**

- 22.6.13.1. There are six roads in Section 9 of the Study Area which met the criteria to be taken forward for further assessment. The predicted impacts on these links are further detail as follows where appropriate. In viewing these impacts it should be noted that the use of Moorings Way is only required when Option 8b or 8c is utilised, with 8a negating the use of this entirely.
- 22.6.13.2. In addition, the use of Furze Lane and Furze Lane bus link will not be required if the Cables are installed within the Portsmouth University playing fields.

## Severance

### Onshore Cable Corridor / Wider Study Area

- 22.6.13.3. No links within Section 9 were identified as experiencing an increase in Severance as a result of the Proposed Development in the Onshore Cable Corridor or wider study area. As such it is considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary nature. This effect is considered to be **Not Significant**.



## Traffic Delay

### Onshore Cable Corridor

22.6.13.4. No junctions were identified for assessment within Section 9 of the Onshore Cable Corridor. However, a number of shuttle working traffic signal locations have been assessed along the cable route, based upon where they will be required as part of the TMS. These locations are:

#### Moorings Ways

22.6.13.5. On this link the average delay per vehicle is approximately 30 seconds. The link is of **High** sensitivity due to the location of Moorings Infant School but the delay has been categorised as a **Low** magnitude of impact, leading to a **Moderate adverse effect** of a temporary and short-term. This is considered to be **Significant**, although it should be noted that the traffic delay per vehicle is low.

22.6.13.6. If construction makes use of Milton Common the only traffic delay on Moorings Way will be a result of construction traffic. As such this is considered to be a **Negligible** magnitude of change, resulting in a **Negligible adverse effect** of a temporary and short-term basis.

22.6.13.7. Construction along Moorings Way will take approximately eight weeks per circuit.

#### Locksway Road / Longshore Way / Kingsley Road

22.6.13.8. The Cable Route will use either Locksway Road or Longshore Way depending on if the Furze Lane or Portsmouth University option is used. Kingsley Road will be used when the Cable Route passes between the allotments and Bransbury Park.

22.6.13.9. On either link the average delay per vehicle is predicted to be approximately 30 seconds. Each link has a **Medium** sensitivity rating but the delay has been categorised as a **Low** magnitude of impact, leading to a **Minor to Moderate adverse effect** of a temporary basis. This effect is considered to be **Not Significant**.

22.6.13.10. Construction within these links will take following time period:

- Locksway Road: 1 week per circuit;
- Longshore Way: 2 weeks per circuit; and
- Kingsley Road: 1 day to 2 weeks per circuit.

### Public Transport

- 22.6.13.11. Public Transport is anticipated to see an impact outside of that experienced by general traffic in Section 9 due to the temporary suspension of Furze Lane bus link. As such, its predicted impacts have been considered independently in this Section. As bus users have been categorised having a **Medium** sensitivity as per Section 22.4. Taking note of this, it is anticipated that the temporary suspension of Furze Lane bus link will result in a **Medium** magnitude of change. This together equates to a **Moderate** adverse effect which is temporary and short term in nature. This effect is considered to be **Significant**.

### Wider Study Area

- 22.6.13.12. The only junction included within the wider study area relevant to Section 9 is the A2030 Velder Avenue / Milton Road traffic signal junction. This junction has a **High** baseline sensitivity. Traffic Delay increases at this junction by less than 30 seconds per vehicle, which is considered to be a **Negligible** magnitude of impact and a **Negligible adverse effect** on a temporary basis. This effect is considered to be **Not Significant**.

### Pedestrian and Cycle Amenity

#### Onshore Cable Corridor

- 22.6.13.13. It is anticipated that for the entirety of Section 9, pedestrian amenity will be relatively unchanged by construction works in the Onshore Cable Corridor, leading to a **Negligible adverse effect**. This effect is considered to be **Not Significant**.
- 22.6.13.14. Cycle amenity in Section 9 is only predicted to change on the Furze Lane bus link (**Medium** sensitivity) as a result of the Proposed Development, which will need to be temporarily closed to facilitate construction of the Cable Route. During these closures, cyclists will be able to use the existing footway along the bus link to bypass the construction works. This is categorised as a **Low** magnitude of change, leading to a **Minor to Moderate adverse effect** of a temporary and short-term nature. This is considered to be **Not Significant**.

- 22.6.13.15. Construction on the Furze Lane bus link will take approximately three weeks.

### Wider Study Area

- 22.6.13.16. The assessment did not identify any links within Section 9 of the wider study area where there was a change in Pedestrian and Cycle Amenity. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary nature and short-term. This effect is considered to be **Not Significant**.

### Fear and Intimidation

- 22.6.13.17. Further assessment did not identify any links within Section 9 of the Onshore Cable Corridor or wider study area where there was a change in Fear and Intimidation. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary and short-term nature.

### Accidents and Safety

#### Onshore Cable Corridor

- 22.6.13.18. The Onshore Cable Corridor in Section 9 is inclusive of approximately 1.5 km of carriageway. There were no recorded accidents for the Onshore Cable Corridor in this Section in the last five years and thus the effect of the Proposed Development was considered to be **Negligible adverse effect** of a temporary and short-term nature.

#### Wider Study Area

- 22.6.13.19. All of the links contained within Section 9 in the wider study area experienced increases in typical number of accidents of less than 0.1 and thus the effect of the Proposed Development was considered to be **Negligible adverse effect** of a temporary and short-term nature.

## **22.6.14. SECTION 10 – EASTNEY (LANDFALL)**

- 22.6.14.1. This section provides a summary of Predicated Impacts within Section 10 of the Study Area, which also includes Landfall.

### Severance

#### Onshore Cable Corridor / Wider Study Area

- 22.6.14.2. No links within Section 10 have been identified as experiencing an increase in Severance as a result of the Proposed Development. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

#### Landfall

- 22.6.14.3. It is not anticipated that construction of the Landfall will increase Severance. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary and medium-term nature. This effect is considered to be **Not Significant**.

### Traffic Delay

### Onshore Cable Corridor

- 22.6.14.4. There are no junctions included within Section 10 of the Onshore Cable Corridor, but one shuttle working traffic signal location has been assessed on Henderson Road, which is categorised as having a **Medium** sensitivity. The average delay per vehicle of 20-40 seconds has been categorised as a **Low** impact and a **Minor to Moderate adverse** effect of a temporary basis on a temporary and short term basis. This effect is considered to be **Not Significant**.
- 22.6.14.5. Construction along Henderson Road will take approximately 3 weeks per circuit and on Fort Cumberland Road it will take 4 weeks per circuit.

### Wider Study Area

- 22.6.14.6. No junctions were identified within the wider study area as requiring further assessment. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary nature. This effect is considered to be **Not Significant**.

### Landfall

- 22.6.14.7. It is not anticipated that construction activities in connection with the Landfall will have any impact on traffic delay. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary and medium-term nature. This effect is considered to be **Not Significant**.

### Pedestrian and Cycle Amenity

#### Onshore Cable Corridor

- 22.6.14.8. It is noted anticipated that the Proposed Development will require any temporary closure or narrowing of footways or cycleways within Section 10. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

#### Wider Study Area

- 22.6.14.9. The assessment did not identify any links within Section 10 of the wider study area where there was a change in Pedestrian and Cycle Amenity. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

### Landfall

- 22.6.14.10. It is noted anticipated that the Proposed Development will require any temporary closure or narrowing of footways or cycleways at the Landfall. As such it is considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

**Fear and Intimidation**

**Onshore Cable Corridor**

- 22.6.14.11. Further assessment did not identify any links within Section 10 of the Onshore Cable Corridor where there was a change in Fear and Intimidation. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

**Wider Study Area**

- 22.6.14.12. In Section 10 of the wider study area, one link experienced a change in Fear and Intimidation for the DS Scenarios when compared to the DM.

**Henderson Road (between Bransbury Road and Halliday Crescent)**

- 22.6.14.13. As a result in the reduction in average speed on Henderson Road that is anticipated to occur due to implementation of traffic management, the magnitude of Fear and Intimidation decreased from large to **Negligible**. As Henderson Road has been classified as having **low** sensitivity, this effect is thought to represent a **Negligible beneficial effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

**Landfall**

- 22.6.14.14. It is not anticipated that the Landfall will result in a change in Fear and Intimidation. As such is it considered that the Proposed Development will result in a **Negligible adverse effect** of a temporary and medium-term nature. This effect is considered to be **Not Significant**.

**Accidents and Safety**

**Onshore Cable Corridor**

- 22.6.14.15. The Onshore Cable Corridor in Section 10 is inclusive of approximately 0.7 km of carriageway. There were no recorded accidents for the Onshore Cable Corridor in this Section in the last five years. As such it has been determined that the Proposed Development will have **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

**Wider Study Area / Landfall**

- 22.6.14.16. All of the links contained within Section 10 in the wider study area experienced increases in typical number of accidents of less than 0.1 and thus the impact of the Proposed Development was considered to be **Negligible adverse effect** of a temporary and short-term nature. This effect is considered to be **Not Significant**.

## 22.6.15. DECOMMISSIONING

- 22.6.15.1. With regards to the Decommissioning Stage of the Proposed Development, it is assumed that the onshore cable ducts will remain in situ, with limited works being undertaken to remove the Onshore Cables via the Joint Bays. The Converter Station however would be removed.
- 22.6.15.2. Overall, it has been considered that these decommissioning activities will give rise to similar impacts and significant effects as those associated with the construction stage.
- 22.6.15.3. With respect to the Converter Station, impacts are expected to be very similar. For the Onshore Cable Corridor, the impacts are anticipated to a lesser degree owing to a shorter duration for the decommissioning works. Despite this, traffic management requirements along the Onshore Cable Corridor are likely to remain similar given the need to provide space for decommissioning activities to take place.
- 22.6.15.4. Therefore, to avoid duplication of analysis, the Predicted Impacts detailed above are also considered applicable for the Decommissioning Stage as a worst-case assessment.

## 22.7. CUMULATIVE EFFECTS

### 22.7.1. CONSTRUCTION STAGE

#### Cumulative Effects

- 22.7.1.1. Cumulative traffic effects of the Proposed Development have been considered.
- 22.7.1.2. The zone of influence for the 'other developments' has been identified as 5km from the Onshore Order Limits for both the construction and operational stage cumulative effects assessment.
- 22.7.1.3. The Stage 1 & 2 cumulative effects assessment is shown in Appendix 22.6.
- 22.7.1.4. The cumulative effects assessment has identified any other developments for consideration in Stage 3 & 4 either during the construction or operational stage. This reflects the use of the SRTM 2026 DM and DS scenarios. The 2026 scenario includes significant committed developments, as is discussed in Paragraph 22.4.9.14 and therefore all assessments within this ES chapter inherently include cumulative effects.
- 22.7.1.5. A full list of the committed developments included within the SRTM is included in the Cumulative Effect Assessment Matrix included in Appendix 22.6.



## **22.7.2. OPERATIONAL STAGE**

### **Cumulative Effects**

- 22.7.2.1. It is not envisaged that there will be any cumulative effects of the operational stage of the Converter Station or Cable Corridor with the committed developments defined above.

## **22.7.3. DECOMMISSIONING STAGE**

### **Cumulative Effects**

Given the assumptions stipulated in Section 22.6.15, the cumulative traffic effects of the Proposed Development during the Decommissioning Stage are considered to be similar to those attributed to the Construction Stage.

## **22.8. PROPOSED MITIGATION AND ENHANCEMENT**

- 22.8.1.1. Further to the embedded mitigation put forward within the TMS and CTMP, there are several additional mitigation measures proposed to further minimise the adverse effects of the Proposed Development. These additional mitigation measures are further detailed in this section.

## **22.8.2. TRAFFIC MANAGEMENT PROGRAMME**

- 22.8.2.1. It is anticipated that construction of the Cable Route within the Onshore Cable Corridor will be scheduled to avoid unnecessarily exacerbating any adverse effects. Examples of this include prohibiting construction works during the school terms in particular locations and avoiding major events in the vicinity of the Onshore Cable Corridor, as is set out in Chapter 3 (Description of the Proposed Development) of the ES Volume 1 (document reference 6.1.3). Public activities and events that are planned in proximity to the Converter Station Area and Onshore Cable Corridor, including but not limited to the following have been taken into consideration within the FTMS programme:

- School term time;
- Football season;
- Coastal Waterside Marathon;
- Great South Run;
- South Central Festival; and
- Victorious Festival.

- 22.8.2.2. Further to this indicative programme, consideration has been given with the FTMS to the construction programme for each individual section of the Onshore Cable. This considers the constraints listed above and links between nearby sections of the Onshore Cable Corridor, where for example multiple construction zones in the same area should be avoided. Works due to be undertaken in traffic sensitive locations will be scheduled at an appropriate time in accordance with the programme information provided in the FTMS for these roads.
- 22.8.2.3. Prohibiting of concurrent works which are likely to impact the same road users will minimise the impact of the Proposed Development on journey times and reduce the redistribution of traffic away from the Onshore Cable Corridor.
- 22.8.2.4. This strategic scheduling of works will aim to avoid the combination of works assessed within the SRTM or a similar scenario from occurring. This suggests that the analysis undertaken in this Chapter represents an over-estimate of the likely significant effects and in turn is a robust analysis, with actual impacts of the Proposed Development likely being lesser than those presented as a result of this additional mitigation.

### **22.8.3. CONSTRUCTION WORKER TRAVEL PLAN**

- 22.8.3.1. A Construction Worker Travel Plan ('CWTP') will be implemented for workers at the Converter Station during the construction stage. The CWTP is intended to promote sustainable travel amongst construction workers, and will use a package of measures such as Travel Information Notice Boards, promotional events and shuttle buses to and from key transport hubs to discourage the use of single occupancy cars for workers traveling to and from the Converter Station construction site.
- 22.8.3.2. The implementation of the CWTP will aim to reduce the number of construction workers travelling to and from the site by car to levels below that assessed within this Chapter.

## **22.9. RESIDUAL EFFECTS**

- 22.9.1.1. This section sets out the residual effects identified from the Proposed Development following the mitigation set out above. The following table provides a summary of the non-negligible effects, along with mitigation and residual impact where 'Significant'. A key to acronyms used can be found below the table.
- 22.9.1.2. Where additional mitigation comprising programming optimisation is proposed all works will seek to be scheduled at an appropriate time in accordance with the programme information provided in the FTMS. Whilst a number of sections cannot be subject to construction works simultaneously with works on other sections, as described in the FTMS, the construction period is sufficient to ensure that all works can be delivered subject to these restrictions.

**Table 22.10 – Summary of Effects Table for Traffic and Transport**

<b>Effects</b>	<b>Receptor</b>	<b>Significance and Nature of Effects Prior to mitigation</b>	<b>Summary of Mitigation / Enhancement</b>	<b>Significance and Nature of Residual Effects following Mitigation / Enhancement</b>
<b>Section 1</b>				
<b>Severance</b>	Lovedean Lane	Major to Moderate -T/D/MT Significant	Severance may be reduced through the implementation of the CWTP which will reduce the number of vehicular trips made to and from the Converter Station Area.	Major to Moderate -T/D/MT Significant
<b>Traffic Delay</b>	Broadway Lane Day Lane	Minor to Moderate -T/D/ST Not Significant	N/A	Minor to Moderate -T/D/ST Not Significant
	A3 (M) Junction 2	Moderate -T/D/ST Significant	Traffic delay on the wider network can be mitigated by scheduling of the works	Minor to Moderate -T/D/ST

			to avoid multiple construction locations in the same area. This will reduce cumulative effects of traffic redistribution across the wider study area.  Additionally, ongoing dialogue with the highway authority during construction works will help to dynamically adjust programming according to the prevailing conditions on site.	Not Significant  Minor to Moderate -/T/D/ST  Not Significant
	Dell Piece West / A3 Portsmouth Rd / Catherington Lane junction	Moderate -/T/D/ST  Not Significant		
<b>Pedestrian and Cycle Amenity</b>	PROW Footpath 4	Moderate -/T/D/MT  Significant	The nature of the construction works in this area mean this effect is difficult to mitigate. Given the duration of the temporary stopping up order (the length of the construction period) the effect will not reduce following mitigation. However, an alternative footpath route does exist to	Moderate -/T/D/MT  Significant

			the south (via PRoW Footpaths 19 and 28).	
	Broadway Lane	Major to Moderate -T/D/ST Significant	Pedestrian and cycle access through the works will be maintained where practicable as defined within the FTMS.	Major to Moderate -T/D/ST Significant
	Day Lane	Moderate -T/D/ST Significant		Minor to Moderate -T/D/ST Not Significant
<b>Fear and Intimidation</b>	All links in Section 1 of the Onshore Cable Corridor	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	All links in Section 1 of the Wider Study area	Negligible -T/I/ST Not Significant	N/A	Negligible -T/I/ST Not Significant
<b>Accidents and Safety</b>	All links in Section 1 of the Onshore Cable Corridor	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	All links in Section 1 of the Wider Study area	Negligible -T/I/ST	N/A	Negligible -T/I/ST

		Not Significant		Not Significant
<b>Abnormal Loads</b>	Construction Access Route to/ from Converter Station	Minor to Moderate -/T/D/ST Not Significant	Deliveries will take place under police escort, with each delivery likely to take place over separate weekends.  Pruning of vegetation will be required, in addition to temporary relocation of street furniture and signage as identified by the Route Access Survey.	Minor to Moderate -/T/D/ST Not Significant
<b>Section 2</b>				
<b>Severance</b>	Lovedean Lane	Major to Moderate -/T/D/ST Significant	Severance may be reduced through the implementation of the CWTP which will reduce the number of vehicular trips made to and from the Converter Station Area.  Additionally, ongoing dialogue with the highway authority during construction works will help to dynamically adjust	Moderate -/T/D/ST Significant



			programming according to the prevailing conditions on site.	
<b>Traffic Delay</b>	All links in Section 2 of the Onshore Cable Corridor	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	All links in Section 2 of the Wider Study area	Negligible -T/I/ST Not Significant	N/A	Negligible -T/I/ST Not Significant
<b>Pedestrian and Cycle Amenity</b>	PRoW Footpath 13	Minor to Moderate -T/D/ST Not Significant	This footpath will be temporarily diverted for 1-2 weeks as the Onshore Cable Corridor works progress in this area. Access will be retained for Footpath users throughout the works.	Minor to Moderate -T/D/ST Not Significant
<b>Fear and Intimidation</b>	Lovedean Lane	Major -T/D/ST Significant	Vehicle movements subject to CTMP along these roads.	Major -T/D/ST Significant
	Milton Road	Major -T/D/ST		Major

		Significant		-/T/D/ST Significant
<b>Accidents and Safety</b>	Silvester Road	Minor -/T/I/ST Not Significant	N/A	Minor -/T/I/ST Not Significant
<b>Section 3</b>				
<b>Severance</b>	Anmore Road	Moderate -/T/D/ST Significant	Pedestrian facilities to be provided as per FTMS.	Moderate -/T/D/ST Significant
	B2150 Hambledon Road	Minor to Moderate -/T/D/ST Not Significant		Minor to Moderate -/T/D/ST Not Significant
<b>Traffic Delay</b>	B2150 Hambledon Road	Moderate -/T/D/ST Significant	Traffic management in the form of shuttle working traffic signals will be required on the B2150 Hambledon Road within this Section. These signals are estimated to operate within capacity, leading to an average delay per	Moderate -/T/D/ST Significant

			vehicle of approximately 60 seconds.	
<b>Pedestrian and Cycle Amenity</b>	Anmore Road	Minor to Moderate -/T/D/ST Not Significant	A full closure of Anmore Road may be required. The aim is for pedestrian access to be retained during the works. If a full closure is required the duration is expected to be relatively short (a couple of days).	Minor to Moderate -/T/D/ST Not Significant
<b>Fear and Intimidation</b>	N/A	Negligible -/T/I/ST Not Significant	N/A	Negligible -/T/I/ST Not Significant
<b>Accidents and Safety</b>	N/A	Negligible -/T/D/ST Not Significant	N/A	Negligible -/T/D/ST Not Significant
<b>Section 4 – Option 1 (Construction works during school holidays)</b>				
<b>Severance</b>	Cunningham Road, Waterloooville	Minor to Moderate -/T/I/ST	N/A	Minor to Moderate -/T/I/ST

Frendstaple Road, Waterlooville	Not Significant		Not Significant
Furzeley Road, Waterlooville			
Hurstville Drive, Waterlooville	Moderate -/T//ST Significant	Severance can be mitigated by scheduling the works on A3 London Road at an appropriate time in accordance with the programme information provided in the FTMS for this road.  Additionally, ongoing dialogue with the highway authority during construction works will help to dynamically adjust programming according to the prevailing conditions on site.	Minor to Moderate -/T//ST Not Significant
Elizabeth Road/Woodlands Grove/Westbrook Grove, Waterlooville	Major to Moderate -/T//ST Significant		Moderate -/T//ST Significant
Closewood Road, Denmead	Moderate -/T//ST Significant		Minor to Moderate -/T//ST Not Significant
Mill Road, Waterlooville	Major to Moderate -/T//ST Significant		Moderate -/T//ST Significant
Park Avenue, Waterlooville			
Stakes Hill Road, Waterlooville			

<b>Traffic Delay</b>	B2150 Hambledon Road / Ashton Road traffic signals B2150 Hambledon Road / A3 Maurepas Way / Houghton Avenue roundabout	Moderate -/T/D/ST Significant	Scheduling the works on A3 London Road at an appropriate time in accordance with the programme information provided in the FTMS.  Avoiding multiple construction locations in the same area will reduce cumulative effects of traffic redistribution across the wider study area.	Minor to Moderate -/T/D/ST Not Significant
	B2150 Hambledon Road / Milton Road / Elettra Avenue roundabout	Moderate +/T/D/ST Significant	N/A	Moderate +/T/D/ST Significant
	A3 Maurepas Way / A3 London Road / Rockville Drive			
	A3 London Road / Ladybridge Road	Major -/T/D/ST Significant	Scheduling the works on A3 London Road at an appropriate time in accordance with the	Major to Moderate -/T/D/ST Significant

	Stakes Road/Stake Hill Road / Purbrook Way/Crookhorn Lane	Major -T//ST Significant	programme information provided in the FTMS.  Avoiding multiple construction locations in the same area will reduce cumulative effects of traffic redistribution across the wider study area.	Major to Moderate -T//ST Significant
	Purbrook Way / College Road	Moderate -T//ST Significant		Minor to Moderate -T//ST Not Significant
<b>Pedestrian and Cycle Amenity</b>	Stakes Hill Road, Waterloooville estbrook Grove, Waterloooville  Park Avenue, Waterloooville  Mill Road, Waterloooville	Major to moderate -T//ST Significant	Scheduling the works on A3 London Road at an appropriate time in accordance with the programme information provided in the FTMS for this road.  Ongoing dialogue with HCC during construction to identify any specific programming requirements.	Moderate -T//ST Significant
	Closewood Road, Denmead	Major to moderate -T//ST Significant	Temporary impact however limited opportunity for further mitigation.	Major to moderate -T//ST Significant



	Bus and Cycle Lanes within Section 4 Onshore Cable Corridor	Moderate -/T/D/ST Significant	Temporary closure of cycle lanes / bus lanes or suspension of bus lanes will be of a short duration at any one time not exceeding 100m as embedded within the FTMS.	Moderate -/T/D/ST Significant
	Shaftesbury Avenue, Waterloo	Moderate -/T/I/ST Significant	Scheduling the works on A3 London Road at an appropriate time in accordance with the programme information provided in the FTMS for this road.  Ongoing dialogue with HCC during construction to identify any specific programming requirements.	Minor to Moderate -/T/I/ST Not Significant
	Footpath 24 South of Link between A3 London Road and Portsdown Hill Road	Minor to Moderate -/T/D/ST Not Significant	N/A	Minor -/T/D/ST Not Significant

<b>Fear and Intimidation</b>	B2150 Hambledon Road, WaterlooVille	Minor +/T/D/ST Not Significant	N/A	Minor +/T/D/ST Not Significant
	Stakes Hill Road, WaterlooVille	Moderate -T//ST	Scheduling the works on A3 London Road at an appropriate time in accordance with the programme information provided in the FTMS for this road.	Minor to Moderate -T//ST
	Elizabeth Road, WaterlooVille Mill Road, WaterlooVille Westbrook Grove, WaterlooVille	Significant		Not Significant
	Purbrook Way, WaterlooVille	Major -T//ST Significant	Ongoing dialogue with HCC during construction to identify any specific programming requirements.	Major to Moderate -T//ST Significant
<b>Accidents and Safety</b>	Closewood Road	Minor	N/A	Minor
	Newlands Road	-T//ST		-T//ST
	Park Avenue	Not Significant		Not Significant
	Pigeon House Lane			
	Pitymoor Lane			
	Stakes Hill Road			

### Section 4 - Option 2 (Construction works during school term-time)

<b>Severance</b>	Cunningham Road, Waterlooville	Minor to Moderate -/T//ST	N/A	Minor to Moderate -/T//ST
	Frendstaple Road, Waterlooville	Not Significant		Not Significant
	Furzeley Road, Waterlooville			
	Hurstville Drive, Waterlooville	Moderate -/T//ST Significant	N/A	Moderate -/T//ST Significant
	Elizabeth Road/Woodlands Grove/Westbrook Grove, Waterlooville	Major to Moderate -/T//ST Significant	N/A	Major to Moderate -/T//ST Significant
	Closewood Road, Denmead	Moderate -/T//ST Significant	N/A	Moderate -/T//ST Significant
	Mill Road, Waterlooville	Major to Moderate	N/AN/A	Major to Moderate

	Park Avenue, Waterlooville  Stakes Hill Road, Waterlooville	-/T//ST Significant		-/T//ST Significant
<b>Traffic Delay</b>	B2150 Hambledon Road / Ashton Road traffic signals  B2150 Hambledon Road / A3 Maurepas Way / Houghton Avenue roundabout  Purbrook Way / College Road	Moderate -/T/D/ST Significant	Avoiding multiple construction locations in the same area may reduce cumulative effects of traffic redistribution across the wider study area.  Ongoing dialogue with the highway authority during construction works will help to dynamically adjust programming according to the prevailing conditions on site.	Moderate -/T/D/ST Significant
	B2150 Hambledon Road / Milton Road / Elettra Avenue roundabout	Moderate +/T/D/ST Significant	N/A	Moderate +/T/D/ST Significant
	A3 Maurepas Way / A3 London Road / Rockville Drive			

	A3 London Road / Ladybridge Road	Major -/T/D/ST Significant	Avoiding multiple construction locations in the same area may reduce cumulative effects of traffic redistribution across the wider study area.	Major -/T/D/ST Significant - /T/D/ST
	Stakes Road/Stake Hill Road / Purbrook Way/Crookhorn Lane	Major -/T/I/ST Significant	Ongoing dialogue with the highway authority during construction works will help to dynamically adjust programming according to the prevailing conditions on site.	Major -/T/I/ST Significant
<b>Pedestrian and Cycle Amenity</b>	Westbrook Grove, Waterlooille Park Avenue, Waterlooille Mill Road, Waterlooille	Major to moderate -/T/I/ST Significant	Avoiding multiple construction locations in the same area may reduce cumulative effects of traffic redistribution across the wider study area.  Ongoing dialogue with the highway authority during construction works will help to dynamically adjust programming according to the prevailing conditions on site.	Major to Moderate -/T/I/ST Significant

	Closewood Road, Denmead	Major to moderate -T/I/ST Significant	Temporary impact however limited opportunity for further mitigation.	Major to moderate -T/I/ST Significant
	Bus and Cycle Lanes within Section 4 Onshore Cable Corridor	Moderate -T/D/ST Significant	Temporary closure of cycle lanes / bus lanes or suspension of bus lanes will be of a short duration at any one time not exceeding 100m as embedded within the FTMS.	Moderate -T/D/ST Significant
	Shaftesbury Avenue, Waterlooville	Moderate -T/I/ST Significant	Avoiding multiple construction locations in the same area may reduce cumulative effects of traffic redistribution across the wider study area.  Ongoing dialogue with the highway authority during construction works will help to dynamically adjust programming according to the prevailing conditions on site..	Moderate -T/I/ST Significant



<b>Fear and Intimidation</b>	B2150 Hambledon Road, WaterlooVille	Minor +/T/D/ST Not Significant	N/A	Minor +/T/D/ST Not Significant
	Stakes Hill Road, WaterlooVille Elizabeth Road, WaterlooVille Mill Road, WaterlooVille Westbrook Grove, WaterlooVille	Moderate -T//ST Significant	Scheduling the works on A3 London Road at an appropriate time in accordance with the programme information provided in the FTMS for this road.  Ongoing dialogue with HCC during construction to identify any specific programming requirements.	Moderate -T//ST Significant
	Purbrook Way, WaterlooVille	Major -T//ST Significant		Major -T//ST Significant
<b>Accidents and Safety</b>	Closewood Road Newlands Road Park Avenue Pigeon House Lane Pitymoor Lane Stakes Hill Road	Minor -T//ST Not Significant	N/A	Minor -T//ST Not Significant

Section 5				
<b>Severance</b>	Farlington Avenue	Moderate -T/D/ST Significant	Severance can be mitigated by programming works at an appropriate time in accordance with the programme information provided in the FTMS for this road.  Additionally, ongoing dialogue with the highway authority during construction works will help to dynamically adjust programming according to the prevailing conditions on site.	Minor to Moderate -T/D/ST Not Significant
	Station Road	Minor to Moderate -T/I/ST Not Significant	N/A	Minor to Moderate -T/I/ST Not Significant
	Gilman Road	Minor -T/I/ST Not Significant	N/A	Minor -T/I/ST Not Significant

	Eveleigh Road	Major -/T/D/ST Significant	Severance can be mitigated by programming works at an appropriate time in accordance with the programme information provided in the FTMS for this road.  Additionally, ongoing dialogue with the highway authority during construction works will help to dynamically adjust programming according to the prevailing conditions on site.	Minor to Moderate -/T/D/ST Not Significant
<b>Traffic Delay</b>	A2030 / Farlington Avenue / A2030 Eastern Road / Havant Road	Minor to Moderate -/T/D/ST Not Significant	N/A	Minor to Moderate -/T/D/ST Not Significant
	Portsdown Hill Road Farlington Avenue	Moderate -/T/D/ST Significant	Ongoing dialogue with the highway authority during construction works will help to dynamically adjust programming according to the prevailing conditions on site.	Moderate -/T/D/ST Significant

	A3 Southampton Road / A3 London Road / Spur Road / Havant Road Roundabout	Negligible -/T//ST Not Significant	N/A	Negligible -/T//ST Not Significant
	B2177 Portsdown Hill Road / Maylands Road / B2177 Bedhampton Road / Bedhampton Hill Roundabout			
<b>Pedestrian and Cycle Amenity</b>	Farlington Avenue Eveleigh Road	Moderate -/T/D/ST Significant	Scheduling of works at an appropriate time in accordance with the programme information provided in the FTMS for this road.  Ongoing dialogue with HCC during construction to identify any specific programming requirements.	Minor to Moderate -/T/D/ST Not Significant
	All remaining links of Onshore Cable Corridor within Section 5	Negligible -/T/D/ST Not Significant	N/A	Negligible -/T/D/ST Not Significant

	Wider Study Area of Section 5	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
<b>Fear and Intimidation</b>	All links in Section 5 of the Onshore Cable Corridor	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	All links in Section 5 of the Wider Study area	Negligible -T/I/ST Not Significant	N/A	Negligible -T/I/ST Not Significant
<b>Accidents and Safety</b>	All links in Section 5 of the Onshore Cable Corridor	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	All links in Section 5 of the Wider Study area	Negligible -T/I/ST Not Significant	N/A	Negligible -T/I/ST Not Significant
<b>Section 6</b>				
<b>Severance</b>	All links in Section 6 of the Onshore Cable Corridor	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant

	All links in Section 6 of the Wider Study area	Negligible -T/I/ST Not Significant	N/A	Negligible -T/I/ST Not Significant
<b>Traffic Delay</b>	A2030 Eastern Road / Grove Road / A2030 Eastern Road / Fitzherbert Road junction	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	A2030 Eastern Road between junctions with Havant Road and Fitzherbert Road	Minor to Moderate -T/D/ST Not Significant	N/A	Minor to Moderate -T/D/ST Not Significant
	A27 Western Road / A3 London Road / A397 Northern Road / M27 (Portsbridge Roundabout)	Moderate -T/I/ST Significant	Scheduling the works on A2030 Eastern Road at an appropriate time in accordance with the programme information provided in the FTMS.	Moderate -T/I/ST Significant
<b>Pedestrian and Cycle Amenity</b>	A2030 Eastern Road	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant



	Footpath 33 (for Zetland Field option)	Major to Moderate -T/D/ST Significant	This closure will be required for a few days only.  Scheduling of works at an appropriate time in accordance with the programme information provided in the FTMS.  Ongoing dialogue with HCC during construction to identify any specific programming requirements.	Major to Moderate -T/D/ST Significant
	Wider Study Area of Section 6	Negligible -T/I/ST Not Significant	N/A	Negligible -T/I/ST Not Significant
<b>Fear and Intimidation</b>	All links in Section 6 of the Onshore Cable Corridor	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	All links in Section 6 of the Wider Study area	Negligible -T/I/ST Not Significant	N/A	Negligible -T/I/ST Not Significant

<b>Accidents and Safety</b>	All links in Section 6 of the Onshore Cable Corridor	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	All links in Section 6 of the Wider Study area	Negligible -T/I/ST Not Significant	N/A	Negligible -T/I/ST Not Significant
<b>Section 7</b>				
<b>Severance</b>	Onshore Cable Corridor of Section 7	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	Dundas Lane	Major to Moderate -T/I/ST Significant	Severance can be mitigated by programming works on A2030 Eastern Road at an appropriate time in accordance with the programme information provided in the FTMS.  Additionally, ongoing dialogue with the highway authority during construction works will help to dynamically adjust	Major to Moderate -T/I/ST Significant

			programming according to the prevailing conditions on site.	
<b>Traffic Delay</b>	A2030 Eastern Road / Anchorage Road	Minor to Moderate -/T/D/ST Not Significant	Scheduling of works on A2030 Eastern Road at an appropriate time in accordance with the programme information provided in the FTMS.	Minor to Moderate -/T/D/ST Not Significant
	Norway Road / Copnor Road	Negligible -/T//ST	N/A	Negligible -/T//ST
	Stubbington Avenue / A2047 Gladys Avenue / Angerstein Road Roundabout	Not Significant		Not Significant
	Burrfields Road / Moneyfield Avenue/Dundas Lane			
	Copnor Road / Burrfields Road	Major to Moderate -/T//ST Significant	Scheduling of works on A2030 Eastern Road at an appropriate time in accordance with the programme information provided in the FTMS for this road.	Moderate -/T//ST Significant

			Ongoing dialogue with HCC during construction to identify any specific programming requirements.	
<b>Pedestrian and Cycle Amenity</b>	Onshore Cable Corridor	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	Airport Service Road	Minor -T/I/ST Not Significant	N/A	Minor -T/I/ST Not Significant
	Dundas Lane	Moderate -T/I/ST Significant	Scheduling of works at an appropriate time in accordance with the programme information provided in the FTMS for this road.  Ongoing dialogue with HCC during construction to identify any specific programming requirements.	Moderate -T/I/ST Significant

<b>Fear and Intimidation</b>	All links in Section 7 of the Onshore Cable Corridor	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	All links in Section 7 of the Wider Study area	Negligible -T/I/ST Not Significant	N/A	Negligible -T/I/ST Not Significant
<b>Accidents and Safety</b>	All links in Section 7 of the Onshore Cable Corridor	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	All links in Section 7 of the Wider Study area	Negligible -T/I/ST Not Significant	N/A	Negligible -T/I/ST Not Significant
<b>Section 8</b>				
<b>Severance</b>	All links in Section 8 of the Onshore Cable Corridor	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	All links in Section 8 of the Wider Study area	Negligible -T/I/ST Not Significant	N/A	Negligible -T/I/ST Not Significant

<b>Traffic Delay</b>	A2030 Eastern Road / Airport Service Road Junction	Minor to Moderate -/T/D/ST Not Significant	N/A	Minor -/T/D/ST Not Significant
	A2030 Eastern Road / Burrfields Road Junction A2030 Eastern Road / Tangier Road Junction	Moderate -/T/D/ST Significant	Programming of works in accordance with PCC work embargoes, at an appropriate time in accordance with the programme information provided in the FTMS for this road. Avoiding multiple construction locations in the same area to limit the potential for traffic redistribution.	Moderate -/T/D/ST Significant
	A2030 Eastern Road between Airport Service Road and Tangier Road	Major to Moderate -/T/D/ST Significant		Major to Moderate -/T/D/ST Significant
	Onshore Cable Corridor Option 8a	Negligible -/T/D/ST Not significant	N/A	Negligible -/T/D/ST Not Significant
	Onshore Cable Corridor Option 8b	Major to Moderate	Programming of works in accordance with PCC work	Major to Moderate



	Onshore Cable Corridor Option 8c	-/T/D/ST Significant	embargoes, at an appropriate time in accordance with the programme information provided in the FTMS for this road. Avoiding multiple construction locations in the same area to limit the potential for traffic redistribution.	-/T/D/ST Significant
	A3 Mile End Road/Church Street / Hope Street / Commercial Road	Major to Moderate -/T/I/ST Significant		Major to Moderate -/T/I/ST Significant
	Milton Road / St Marys Road	Negligible -/T/I/ST Not Significant		Negligible -/T/I/ST Not Significant
<b>Pedestrian and Cycle Amenity</b>	A2030 Eastern Road between Airport Service Road and Tangier Road	Minor to Moderate -/T/D/ST Not Significant	N/A	Minor to Moderate -/T/D/ST Not Significant
	Option 8a and 8b of the Onshore Cable Corridor	Minor to Moderate -/T/D/ST Not Significant	N/A	Minor -/T/D/ST Not Significant
	Option 8c of the Onshore Cable Corridor	Negligible -/T/D/ST	N/A	Negligible -/T/D/ST

		Not Significant		Not Significant
	Wider Study Area of Section 8	Negligible -T//ST Not Significant	N/A	Negligible -T//ST Not Significant
<b>Fear and Intimidation</b>	All links in Section 8 of the Onshore Cable Corridor	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	All links in Section 8 of the Wider Study area	Negligible -T//ST Not Significant	N/A	Negligible -T//ST Not Significant
<b>Accidents and Safety</b>	Onshore Cable Corridor in Section 8	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	Dundas Lane	Moderate -T//ST Significant	Scheduling of works on A2030 Eastern Road at an appropriate time in accordance with the programme information provided in the FTMS for this road.	Moderate -T//ST Significant

<b>Section 9</b>				
<b>Severance</b>	All links in Section 9 of the Onshore Cable Corridor	Negligible -/T/D/ST Not Significant	N/A	Negligible -/T/D/ST Not Significant
	All links in Section 9 of the Wider Study area	Negligible -/T/I/ST Not Significant	N/A	Negligible -/T/I/ST Not Significant
<b>Traffic Delay</b>	Moorings Way	Moderate -/T/D/ST Significant	Programming of works in accordance with PCC work embargoes, at an appropriate time in accordance with the programme information provided in the FTMS for this road. Avoiding multiple construction locations in the same area.	Moderate -/T/D/ST Significant
	Locksway Road, Longshore Way, Kingsley Road	Minor to Moderate -/T/D/ST Not Significant	N/A	Minor to Moderate -/T/D/ST Not Significant

	A2030 Velder Avenue / Milton Road traffic signal junction	Negligible -T/I/ST Not Significant	N/A	Negligible -T/I/ST Not Significant
	Furze Lane bus link	Moderate -T/D/ST Significant	A shuttle service routing along Moorings Way and Locksway Road will connect to existing Service 13 which continues along Milton Road.	Minor to Moderate -T/D/ST Not Significant
<b>Pedestrian and Cycle Amenity</b>	All Pedestrian links in Section 9	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	NCN 222 on-road section of the Moorings Way to Furze Lane Bus Link	Minor to Moderate -T/D/ST Not Significant	Temporarily route cyclists along the adjacent footway. This would retain access for cyclists and avoid a circuitous detour.	Minor to Moderate -T/D/ST Not Significant
<b>Fear and Intimidation</b>	All links in Section 9 of the Onshore Cable Corridor	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant

	All links in Section 9 of the Wider Study area	Negligible -T/I/ST Not Significant	N/A	Negligible -T/I/ST Not Significant
<b>Accidents and Safety</b>	All links in Section 9 of the Onshore Cable Corridor	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	All links in Section 9 of the Wider Study area	Negligible -T/I/ST Not Significant	N/A	Negligible -T/I/ST Not Significant
<b>Section 10</b>				
<b>Severance</b>	All links in Section 10 of the Onshore Cable Corridor	Negligible -T/D/ST Not Significant	N/A	Negligible -T/D/ST Not Significant
	All links in Section 10 of the Wider Study area	Negligible -T/I/ST Not Significant	N/A	Negligible -T/I/ST Not Significant
<b>Traffic Delay</b>	Henderson Road	Minor to Moderate -T/D/ST Not Significant	N/A	Minor to Moderate -T/D/ST Not Significant

	Wider Study Area and Landfall of Section 10	Negligible -/T//ST Not Significant	N/A	Negligible -/T//ST Not Significant
<b>Pedestrian and Cycle Amenity</b>	All links in Section 10 of the Onshore Cable Corridor	Negligible -/T/D/ST Not Significant	N/A	Negligible -/T/D/ST Not Significant
	All links in Section 10 of the Wider Study area	Negligible -/T//ST Not Significant	N/A	Negligible -/T//ST Not Significant
<b>Fear and Intimidation</b>	Onshore Cable Corridor in Section 10	Negligible -/T/D/ST Not Significant	N/A	Negligible -/T/D/ST Not Significant
	Henderson Road (between Bransbury Road and Halliday Crescent)	Negligible +/T//ST Not Significant	N/A	Negligible +/T//ST Not Significant
	Landfall of Section 10	Negligible -/T//MT Not Significant	N/A	Negligible -/T//MT Not Significant



<b>Accidents and Safety</b>	All links in Section 10 of the Onshore Cable Corridor	Negligible -/T/D/ST Not Significant	N/A	Negligible -/T/D/ST Not Significant
	All links in Section 10 of the Wider Study area	Negligible -/T/I/ST Not Significant	N/A	Negligible -/T/I/ST Not Significant

Key to table:

+ / - = Beneficial or Adverse P / T = Permanent or Temporary, D / I = Direct or Indirect, ST / MT / LT = Short Term, Medium Term or Long Term, N/A = Not Applicable

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**AQUIND Limited**

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# **AQUIND INTERCONNECTOR**

## **Environmental Statement – Volume 3 – Appendix 22.3 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

Document Ref: 6.3.22.2

PINS Ref.: EN020022

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# **AQUIND INTERCONNECTOR**

Environmental Statement – Volume 3 –  
Appendix 22.3 Consultation Responses

**PINS REF.: EN020022**

**DOCUMENT: 6.3.22.2**

**DATE: 14 NOVEMBER 2019**

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## DOCUMENT

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<b>Document Owner</b>	WSP UK Limited
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# APPENDIX 22.3 CONSULTATION RESPONSES

## 1.1. PRE- PIER CONSULTATION

1.1.1.1. This section outlines the responses received from statutory consultees before the publication of the PEIR.

Consultee	Date and Method of Consultation	Discussion	Summary of Outcome of Discussions
<b>Hampshire County Council</b>	Written response 26 March 2018	Further information required regarding cable laying proposals, carriageway widths and appropriateness of routes.	Details of construction methodology are included in Chapter 3 - Description of the Proposed Development. An assessment of the Onshore Cable Corridor has been included within Chapter 21 of the EIA.
		Consideration should be given to the committed development in the area, ensuring baseline conditions are accurate.	All traffic modelling has been undertaken using the SRTM and a future year of 2026. This includes all consented and local plan development within the study area.
		A Transport Assessment or Transport Statement will be required.	This has been undertaken to support the DCO submission.

## 1.2. POST PIER CONSULTATION

1.2.1.1. This section outlines the responses received from statutory consultees following the publication of the PEIR. These responses have been considered within the EIA.

### 1.2.2. BUCKLAND DEVELOPMENT LTD

Discussion	Summary of Outcome of Discussions
<p><b>Construction programme should not prejudice development of Land North of Highbank Avenue. This will be accessed from the A3 London Road opposite Downside Road.</b></p>	<p>Traffic management proposals along A3 London Road will not prejudice development. Details of side-road / business access proposals are included within the FTMS.</p>

### 1.2.3. DENMEAD PARISH COUNCIL

Discussion	Summary of Outcome of Discussions
<p><b>Construction traffic should use the A3(M) rather than local roads.</b></p>	<p>Construction traffic will use the A3 (M) to access the local road network as prescribed within the CTMP.</p>
<p><b>The site will create additional traffic purely by being there.</b></p>	<p>Once operational the convertor station will generate very low volumes of traffic for maintenance purposes only.</p>
<p><b>Why can't the A3(M) form part of the Onshore Cable Corridor?</b></p>	<p>Use of the A3(M) is not possible without agreement from Highways England. Traffic Management requirements on such roads (lane closures) would lead to significant disruption to the Strategic Road Network, with knock-on repercussions to the local road network as a result of traffic redistribution.</p>
<p><b>Concerns regarding access to residential properties.</b></p>	<p>Access to residential properties will be maintained where possible but some vehicular restrictions will be required when cable installation is underway immediately outside an access. This will impact individual properties for a maximum of 1-2 weeks per circuit, during which time pedestrian and cycle access will be retained at all times.</p>

Discussion	Summary of Outcome of Discussions
<p><b>Forest Road / Hambledon Road is a 'rat run' for commuter traffic</b></p>	<p>Impacts on Hambledon Road and Forest Road have been fully assessed within the TA.</p>
<p><b>Concerns regarding landscape and visual impacts at Converter Station</b></p>	<p>The Applicant has met with WCC, EHDC and SDNPA on several occasions since the Statutory Consultation to discuss Converter Station design and landscaping. This has culminated in a set of Design Principles and Landscape Principles being drafted upon which the detailed design and landscaping mitigation will be based. Details of the discussions and principles are set out in the Design and Access Statement (“DAS”).</p>

#### 1.2.4. EAST HAMPSHIRE DISTRICT COUNCIL

Discussion	Summary of Outcome of Discussions
<p><b>It is questioned whether a ‘negligible’ impact is a reasonable reflection of the impact of a 25% increase in traffic on Lovedean Lane (albeit this is during peak construction). Lovedean Lane is a predominantly residential road and Day Lane is a rural lane with a width unable to accommodate two-way HGV flow. The impact of the additional traffic during construction is considered to be significant and under played by the PEIR.</b></p>	<p>Impact is based upon PEIR assessment criteria. Further assessment has been completed within the EIA and associated Transport Assessment.</p>
<p><b>The Construction Traffic Management Plan should include details of the Converter Station access arrangements and the timing of deliveries / contractors to avoid a situation of vehicles arriving early and being parked on local roads. EHDC would like to maintain dialogue with AQUIND as these documents evolve.</b></p>	<p>CTMP provides detailed as required.</p>

#### 1.2.5. GRAINGER

Discussion	Summary of Outcome of Discussions
<p><b>The Red Line Boundary should fall outside of all Grainger Land so as not to prejudice the delivery of future development at the West of Waterlooville MDA (Berewood) and Blue Star Land, which is allocated for residential development under the Havant Local Plan.</b></p>	<p>The final Order Limit does not include Grainger land.</p>
<p><b>Construction programme / works should not disrupt proposals for Ladybridge roundabout, due to commence in Spring 2020 and be fully constructed by November / December 2020.</b></p>	<p>This will be fully considered as part of the construction programme once a contractor has been appointed.</p>



1.2.6. HAMPSHIRE COUNTY COUNCIL

Discussion	Summary of Outcome of Discussions
<b>Impact on A3 London Road needs to be quantified</b>	Impact on A3 London Road is fully assessed within the TA.
<b>Details of the Converter Station Access are required</b>	Site access options have been submitted to HCC for review. The proposals are also included within the TA.
<b>Confirmation on proposed delivery mechanism for cables across Anmore Road and site access into Kings Pond Meadow is required</b>	Details will be included within the PD. The cables will be installed via trenching. Access to Kings Pond Meadow will necessitate works to the existing farm access west of Soake Road.
<b>Section 4 – Need to subdivide to account for this sections’ length and varying highway characteristics</b>	Section 4 has been subdivided accordingly in the FTMS which details the proposed traffic management for each sub-section.
<b>The impact of the opportunity to take the Onshore Cable Corridor away from the A3 London Road onto parallel service roads / minor residential roads (such as Hambledon Parade) have not been fully considered.</b>	Full details of traffic management proposals for parallel service roads / minor residential roads (including Hambledon Parade) are included within the Traffic Management Strategy.
<b>Opportunities for avoiding the A3 London Road by utilising the West of Waterlooville MDA site have not been included.</b>	The Applicant has worked with Grainger to discuss this option, ultimately Grainger consider the risks to their programme delivery would be unacceptable to allow the Applicant to utilise its land.

Discussion	Summary of Outcome of Discussions
<p><b>Bus lane and bus stop closures along the A3 star corridor are considered to have a significant impact on bus journey times / reliability. Mitigation may be required such a direct funding of additional services to avoid undermining efforts of the Transforming Cities Fund (TCF).</b></p>	<p>AQUIND has met First Group who do not consider the works of particular concern compared to other undertakers works.</p> <p>Mitigation will be provided where possible through the implementation of bus priority as part of the traffic management proposals. Where temporary bus stop closures are required an alternative stop will be provided where possible.</p> <p>TCF bids do not yet constitute committed schemes and therefore cannot be considered in the design of the cable route.</p>
<p><b>The acceptability of installing cables at the roundabout with Ladybridge Road must be considered in the context of other projects.</b></p>	<p>The final Order Limit has taken account of the proposals for Ladybridge Roundabout</p>
<p><b>Disagree with use of general travel pattern data in the construction phase methodology. Measures should be used to actively reduce single occupancy car trips.</b></p>	<p>All construction traffic associated with the construction of the Converter Station will use the designated construction traffic access route included within the CTMP.</p> <p>A Construction Worker Travel Plan has been developed and is included within the CTMP.</p>
<p><b>Insufficient analysis of the suitability of the access route to the Converter Station has been undertaken. Specifically, there are concerns regarding the ability of Lovedean Lane to accommodate two-way HGV traffic given its predominately residential nature.</b></p>	<p>A full assessment has been included within the CTMP.</p>

Discussion	Summary of Outcome of Discussions
<p>Traffic data analysis is required to confirm the peak periods especially outside schools and sensitive receptors to help clarify the restrictions that should be applied to HGV movements.</p>	<p>Traffic modelling has been completed using the SRTM based on standard AM and PM peak periods.</p> <p>CTMP includes details of construction traffic restrictions.</p>
<p>The construction traffic access route for the Converter Station has implications for asset resilience. Elements of the route are unlikely to be of a standard to accommodate the anticipated vehicle loading levels. The applicant must examine this matter further and provide suitable mitigation measures to ensure that:</p> <ul style="list-style-type: none"> <li>• HCC is not left with a maintenance burden and;</li> <li>• The highway remains in a safe operational condition both during and beyond the construction period.</li> </ul>	<p>This has been addressed within the CTMP.</p>
<p>AQUIND should take account of the planned works on Lovedean Lane to install a pedestrian island.</p>	<p>Temporary removal may be required to allow access by abnormal loads.</p>
<p>Details of the Internal Road Route should be provided to HCC to ensure it is suitable for construction traffic.</p>	<p>Details included within the PD.</p>
<p>A CTMP should be produced that considers the following aspects:</p> <ul style="list-style-type: none"> <li>• Mud;</li> <li>• Turning of delivery vehicles;</li> <li>• Contractors vehicle parking;</li> <li>• Suitability of routes to the site; and</li> <li>• Mitigation measures.</li> </ul>	<p>Details are included within the CTMP.</p>

Discussion	Summary of Outcome of Discussions
<p><b>Details of the construction site compound(s) and number of cable gangs will be required.</b></p>	<p>Details are included within the CTMP.</p>
<p><b>HCC require confirmation of anticipated vehicular numbers and permanent access arrangements for the operational phase of the Proposed Development.</b></p>	<p>Details are included within the CTMP.</p>
<p><b>A CTMP will be required for the decommissioning phase of the Proposed Development.</b></p>	<p>This has been noted and will be dealt with at the time as necessary.</p>
<p><b>Confirmation is required of the availability of access to private properties during the installation of the Onshore Cable Corridor.</b></p>	<p>The proposals for access to residential properties, businesses and side-roads has been included within the FTMS.</p>
<p><b>Confirmation of the locations for Jointing Bays and Link Boxes are required to ensure they are not situated within highway land.</b></p>	<p>Due to the need for flexibility, it is not possible to confirm the location of Jointing Bays at this stage.</p>
<p><b>The TA should not be limited to order limits but assess impacts on the adjoining network, including the following key junctions:</b></p> <ul style="list-style-type: none"> <li>• <b>Stakes Road/Stakes Hill Road Roundabout;</b></li> <li>• <b>College Road / Purbrook Road junction;</b></li> <li>• <b>Asda Roundabout;</b></li> <li>• <b>A3(M) junction 3; and</b></li> <li>• <b>A3(M) junction 4.</b></li> </ul>	<p>Following scoping discussions, additional traffic modelling has been conducted using the SRTM, with all junctions included within the study area.</p> <p>Analysis of the SRTM results has been included within the EIA and TA.</p>

Discussion	Summary of Outcome of Discussions
<p><b>The TA should assess the potential for traffic redistribution during the installation of the Onshore Cable Corridor and required mitigation.</b></p>	<p>Following scoping discussions, additional traffic modelling has been conducted using the SRTM, with all junctions included within the study area.</p> <p>Analysis of the SRTM results has been included within the EIA and TA.</p>
<p><b>Highways England should be consulted on the A3(M) corridor</b></p>	<p>HE have been consulted.</p>
<p><b>Clarification is sought regarding how the project team have determined the traffic sensitivity of the route. This information should be obtained from Hampshire County Council's New Roads and Street Works Act (NRSWA) team.</b></p>	<p>The route sensitivity has now been superseded by full analysis of sensitive receptors as detailed within Chapter 22 of the ES.</p>
<p><b>It is not clear what triggers a road to be considered specifically highly sensitive.</b></p>	<p>The PEIR sensitivity has now been superseded by full analysis of sensitive receptors as detailed within Chapter 22 of the ES.</p>
<p><b>A list of all roads to be assessed and on which of the four criteria they have been triggered for assessment should be provided.</b></p>	<p>The PEIR sensitivity has now been superseded by full analysis of sensitive receptors as detailed within Chapter 22 of the ES.</p>
<p><b>An understanding of the whole construction programme and its impacts throughout should be discussed in greater detail with relevant officers at the highway authority to ensure appropriate coordination within the programme.</b></p>	<p>Construction programme is included within Chapter 3 of the ES.</p>

Discussion	Summary of Outcome of Discussions
<p><b>Details are required on the factors assumed for TEMPRO growth rates and how these have been derived. Confirmation is sought that TEMPRO can accurately assess the impact of the additional development. Manual assignment of trips from the MDA may be a more appropriate method. In addition, confirmation is required on the level of development currently assumed within TEMPRO.</b></p>	<p>Details have been provided within the TA where appropriate, however the majority of the study area has been assessed using the SRTM.</p>
<p><b>No details of the TA have been provided.</b></p>	<p>A full TA has been completed in support of the DCO with the scope and methodology agreed with HCC and PCC prior to submission.</p>
<p><b>Personal Injury Accident (PIA) Data is considered out of date. Analysis should review whether there are any patterns of accidents which would be exacerbated by construction of the Proposed Development. A particular focus should be applied on the construction traffic route from the A3(M) to Lovedean Convertor Station.</b></p>	<p>Updated PIA data has been collected and full analysis has been included within the TA.</p>



Discussion	Summary of Outcome of Discussions
<p><b>The link sensitivity assessment work does not appear to have considered schools or picked up the Hambledon Parade shops or Purbrook shopping areas.</b></p> <p><b>The table in section 5 should be amended to include existing traffic flows for comparison and checking purposes. Clarification is also sought on the type of HGV classes using the routes at present and in the forecast years.</b></p> <p><b>Some values are missing from the table and the review has also noted a significant delay on the A3 London Road corridor as a result of the works however no mitigation or acknowledgement of this is made elsewhere within the PIER.</b></p>	<p>Further analysis has been included within the EIA, TA and TMS.</p>
<p><b>Three Traffic Management categories have been proposed of ‘major, moderate and minor’ based on their anticipated impact. The exact definition of these should be provided for clarity.</b></p> <p><b>Any closures on the A3 London Road will likely be required at night.</b></p> <p><b>Any works on the A2030, A3 and B2177 would require comprehensive local consultation which would be outside the consultation process for the DCO application.</b></p>	<p>Assessment has been superseded by the TA and EIA.</p> <p>Temporary closures of the A3 London Road are proposed for weekends only</p> <p>The FTMS provides full details of the communication strategy to be employed.</p>

Discussion	Summary of Outcome of Discussions
<p><b>Legal implementation of cables in the highway</b></p>	<p>If “made” the DCO will confer on to the Undertaker (and their contractors and agents) the right to carry out street works. The terms of the DCO in this regard are to be discussed to determine how the process may be best effected, including any amendments required to the NRSWA 1991 (for instance in relation to notices and notice periods) to facilitate the works being carried in the most expedient manner. This discussion will be informed by the construction methodology and the traffic management measures proposed.</p>
<p><b>There are a number of planned highway works within the area primarily as a result of the ongoing build out for the West of Waterloo MDA site and our traffic management and safety engineering programmes. This includes a significant scheme at Ladybridge Roundabout. The programme dates for these works are broadly consistent with that proposed for this project.</b></p>	<p>All committed works will be considered as part of the construction programme as appropriate.</p>
<p><b>No details have been provided on how the presence of the plant and apparatus within the highway will be recorded. Clarification on who is to do this and how it will be made available is required.</b></p>	<p>If “made” the DCO will confer on to the Undertaker (and their contractors and agents) the right to carry out street works. The terms of the DCO in this regard are to be discussed to determine how the process may be best effected, including any amendments required to the NRSWA 1991 (for instance in relation to notices and notice periods) to facilitate the works being carried in the most expedient manner. This discussion will be informed by the construction methodology and the traffic management measures proposed.</p>

**1.2.7. HAVANT BOROUGH COUNCIL**

Discussion	Summary of Outcome of Discussions
<p>The preliminary nature of the information in the PEIR, means that we cannot conclude what the full impact of the works on the A3 would be. Further details are required regarding the traffic management strategy and the subsequent impacts on traffic flow.</p>	
<p>The EIA and accompanying appendices should clearly document in a table any consultations undertaken with regards to the scope of the proposed assessment, including matters agreed/not agreed. Where the scope differs from that requested by the relevant highways authority, the ES should provide justification for the alternative approach. This is as per the Scoping Opinion provided by the Secretary of State on 07/12/18.</p>	<p>Full assessment has been included within the EIA and accompanying Transport Assessment.</p>
<p>Considering the preliminary nature of the information provided in the PEIR and the need to undertake further traffic surveys, it is considered that the assessment of cumulative environmental effects in the EIA would be too late for HBC to influence the proposal.</p>	<p>Full assessment has been included within EIA and accompanying Transport Assessment.</p>
<p>There are several committed works by the Highway Authority, primarily in relation to the West of Waterlooville MDA, including improvements at the roundabout with Ladybridge Road. the construction programme should be coordinated with these to avoid conflict and delay.</p>	<p>All committed works will be considered as part of the construction programme as appropriate.</p>

### 1.2.8. HIGHWAYS ENGLAND

Discussion	Summary of Outcome of Discussions
<p><b>The impact of redistributing traffic to the SRN because of the works associated with the installation of the Onshore Cable Corridor needs to be fully assessed. This includes the impact to junctions 2, 3, 4 and 5 of the A3(M) and their associated slip roads. Such matters are considered important from the perspective of maintaining network resilience and journey time reliability.</b></p>	<p>Full assessment has been included within the EIA and accompanying Transport Assessment.</p>

### 1.2.9. HORNDEAN PARISH COUNCIL

Discussion	Summary of Outcome of Discussions
<p><b>The anticipated levels of construction traffic will potentially give rise to significant congestion along the A3 corridor, in the village centre and on Lovedean Lane. A traffic management plan will need to be in place to mitigate any impacts.</b></p>	<p>Full assessment has been included within the EIA and accompanying Transport Assessment.</p>

### 1.2.10. PORTSMOUTH CITY COUNCIL

Discussion	Summary of Outcome of Discussions
<p><b>Wider network assessments of the impact of the proposed traffic management are required.</b></p>	<p>Full assessment has been included within the EIA and accompanying Transport Assessment using the SRTM.</p>

Discussion	Summary of Outcome of Discussions
<p><b>The scale of any delays needs to be quantified to understand the likely impact to emergency services and how to respond accordingly.</b></p>	<p>Full assessment has been included within the EIA and accompanying Transport Assessment using the SRTM .</p>
<p><b>Reduction in capacity on the A2030 Eastern Road due to roadworks would reduce resilience on an already strained network. It is questionable how this could be mitigated.</b></p>	<p>Impacts have been fully assessed within the Transport Assessment. The construction programme will aim to minimise impacts by scheduling outside of busy periods, including use of night-time works.</p>
<p><b>The Onshore Cable Corridor uses mostly classified roads that form a key corridor to the mainland. It is expected that motorised and non-motorised users will be significantly affected.</b></p>	<p>Further assessments on all users has been included within the EIA and Transport Assessment.</p>
<p><b>It is unlikely that the proposed working hours of 07:00-19:00 will be permitted. Planned works on traffic sensitive routes are normally only allowed during off-peak hours (09:30-15:30).</b></p>	<p>The FTMS provides details of the construction programme for the Onshore Cable Corridor, including how events and other times of year will be avoided to minimise impacts.</p>
<p><b>Portsmouth also operates several works embargoes coinciding with major events, Bank Holidays and for the entire month of December. Only emergency works will be permitted during such times. The proposed works is likely to clash with committed schemes being delivered within Portsmouth including those associated with the Transforming Cities Fund.</b></p>	
<p><b>The routing of abnormal loads carrying the 50T cable drums from the Ferryport through the city centre would disrupt traffic and bus services even during off peak hours.</b></p>	<p>It is not proposed to route cable drum deliveries thorough the city centre. Instead they would be routed along the M275 and A27 Havant Bypass. Consideration for abnormal loads will be given in the EIA.</p>

Discussion	Summary of Outcome of Discussions
<p><b>A detailed Construction Traffic Management Plan would be required, tailored for each phase. This would set out the Traffic Management requirements and associated drawings which will need to be agreed by the Highway Authority and Colas.</b></p>	<p>A Construction Traffic Management Plan has been completed for the DCO.</p>
<p><b>Where roads closures are required, access for residents and business should be retained at all times.</b></p>	<p>Access to residential properties will be maintained where possible but some vehicular restrictions will be required when cable installation is underway immediately outside an access. This will impact individual properties for a maximum of 1-2 weeks per circuit, during which time pedestrian and cycle access will be retained at all times.</p>
<p><b>Coordination is required between contractors to avoid any unnecessary delays. The Construction Traffic Management Plan should detail how this would work and who will ultimately be responsible.</b></p>	<p>A Construction Traffic Management Plan has been completed for the DCO.</p>
<p><b>The City Council is currently in receipt of ministerial directives from DEFRA with regards to Air Quality in Portsmouth. Whilst the areas subject to these directives are not located along the proposed Onshore Cable Corridor, it is likely that traffic redistribution could affect them (A3 &amp; A2047 corridors) and exacerbate matters. Therefore, alternative routes for the Onshore Cable Corridor should be considered.</b></p>	<p>Further assessment have been included as part of the Air Quality Chapter in the EIA.</p>

Discussion	Summary of Outcome of Discussions
<p><b>The applicant will need to mitigate substantial impacts on the transport network as per paragraph 5.13.9 in The Overarching National Policy Statement for Energy (ONPSE EN-1). This could include funding contributions to bring forward proposed capacity enhancements for the Park and Ride at Tipner.</b></p>	<p>Full assessment of impacts has been included within EIA and accompanying Transport Assessment using the SRTM.</p>
<p><b>Under the New Roads and Street Act, all works on the public highway are required to have notices served correctly on the Street Works Register with appropriate traffic regulation orders. Colas highlight a need for collaborative working/programming.</b></p>	<p>This has been discussed with PCC and HCC.</p>



**1.2.11. SOUTH DOWNS NATIONAL PARK**

Discussion	Summary of Outcome of Discussions
<p><b>The impact of the Monarch’s Way Long Distance footpath has not been sufficiently recognised.</b></p>	<p>An assessment of Monarch’s Way has been included in the EIA.</p>

**1.2.12. WINCHESTER CITY COUNCIL**

Discussion	Summary of Outcome of Discussions
<p><b>Within the PEIR there were some inconsistencies relating to the terminology that had been used and data relating to the duration of the installation of the Onshore Cable Corridor.</b></p>	<p>Clarification has been provided. PEIR terminology referred to construction durations per circuit.</p>
<p><b>Considered the preliminary nature of the information contained with the PEIR, further detail is required on the assessment of impacts arising from the proposed traffic management. In particular additional clarification is required regarding the proposed traffic management along the B2150 Hambledon Road and its impacts.</b></p>	<p>A full assessment of the impacts of the proposed traffic management along the B2150 Hambledon Road has been provided in the EIA and associated TA.</p>





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# **AQUIND INTERCONNECTOR**

## **Environmental Statement – Volume 3 - Appendix 22.4 Baseline and Methodology Tables**

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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# **AQUIND INTERCONNECTOR**

Environmental Statement – Volume 3 -  
Appendix 22.4 Baseline and Methodology  
Tables

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# APPENDIX 22.4 BASELINE AND METHODOLOGY

## TABLES

### 1.1. ASSESSMENT OF ROADS CONTAINING SENSITIVE RECEPTORS WITH A HIGH SENSITIVITY

**Table 1 - Assessment of roads containing sensitive receptors with a high sensitivity**

<b>Road</b>	<b>Road Description / Location</b>	<b>Justification for High Sensitive Receptors</b>
<b>A2030 Winston Churchill Avenue / Victoria Road North / Goldsmith Avenue</b>	Between A3 Anglesea Road and A288 Milton Road	International College Portsmouth; Portsmouth Law Courts; Somerstown Community Centre; ARK Ayrton Primary School; Southsea Fire Station; Priory Tennis Sports Centre; Priory School; Lidl supermarket; Fratton Park (home to Portsmouth City Football Club); and Pompey Centre Retail Park.
<b>A2047 London Road / A2047 Kingston Road/ A2047 Fratton Road Corridor</b>	Between Portsbridge Roundabout and the A2030 Goldsmith Avenue.	Corpus Christi RC Primary School; concentration of commercial / retail premises between Stubbington Avenue and the B2152 Lake Road; an Aldi supermarket; The Portsmouth Academy; and an Asda supermarket.
<b>A288 Copnor Road / A288 Baffins Road / A288 Milton Road Corridor</b>	Between Portsbridge Roundabout and the A2030 Goldsmith Avenue.	A Lidl supermarket; Roko Health Club; Copnor Road surgery; Copnor Primary School; Kirkland Surgery; Miltoncross School; St Mary's Community Health Campus; St Mary's Treatment Centre; and Proximity to



Road	Road Description / Location	Justification for High Sensitive Receptors
		Fratton Park (Home of Portsmouth City Football Club) / the Pompey Centre retail park.
<b>A288 Eastney Road</b>	Between A2030 Goldsmith Avenue and Bransbury Road.	Mary Rose Academy; Milton Park Primary School; and Eastney Community Centre.
<b>A3 Northern Parade / A3 Twyford Avenue / A3 Stamshaw Road Corridor</b>	Between Portsbridge Roundabout and M275 Junction 2.	Howard Road Community Centre; Portsmouth Gymnastics Centre; Portsmouth Athletic Club; Nuffield Health Portsmouth Gym; Mountbatten Centre; Northern Parade Junior School; Northern Parade Infant School; and Stamshaw Infant School.
<b>A3 Southampton Road</b>	Between the M27 Junction 12 spur and Spur Road Roundabout.	Queen Alexandra Hospital.
<b>B2152 Lake Road</b>	Between A2030 Holbrook Road and A2047 Fratton Road.	ARK Dickens Primary Academy and Lake Road practice.
<b>Battenburg Avenue</b>	Hillsea, Portsmouth	Willows Centre and Cliffdale Primary School
<b>Crookhorn Lane</b>	Between Purbrook Way and B2177 Portsdown Hill Road	Crookhorn Lane Surgery; Riverside School; Phoenix community centre, Purbrook Chase Precinct (commercial premises); Moreland Primary School; The Portsmouth Golf Centre and route for NCN 222.
<b>College Road</b>	Between Purbrook Way and Crookhorn Lane	Havant and South Downs College – South Downs Campus
<b>Dundas Lane</b>	Portsmouth	Admiral Lord Nelson School and Ocean Retail Park.

<b>Road</b>	<b>Road Description / Location</b>	<b>Justification for High Sensitive Receptors</b>
<b>Elizabeth Road / Woodlands Grove / Westbrook Grove</b>	Between Stakes Hill Road and Ladybridge Road	Purbrook Infant School and Purbrook Junior School.
<b>Eagle Avenue</b>	Wecock Farm, Waterlooville	Rachel Maddoxs School, Acorn Community Centre and residential properties.
<b>Eveleigh Road</b>	Between Farlington Avenue and Gillman Road.	Solent Infant School.
<b>Farlington Avenue</b>	Between Burnham Road and A2030 Havant Road	Proximity to Solent Infant and Junior Schools.
<b>Frendstaple Road</b>	Waterlooville	Stakes Lodge Doctors Surgery and residential properties
<b>Furze Lane</b>	Between Moorings Way to Furze Lane Bus Link and Locksway Road.	University of Portsmouth Langstone Sports Site) and NCN 222 (off-road).
<b>Gladys Avenue</b>	Between A3 Northern Parade and A2047 London Road.	Corpus Christi RC Primary School.
<b>Grove Road</b>	Between Lower Drayton Lane and A2030 Eastern Road.	Route for NCN 22, Springfield School and Mountbatten Business Park.
<b>Grove Road South</b>	Between B2154 Elm Grove and Marmion Road Portsmouth	St John's College Junior School
<b>Hart Plain Avenue</b>	Between Milton Road and A3 London Road	Cowplain Community School; Hart Plain Infant School; and Hart Plain Junior School

<b>Road</b>	<b>Road Description / Location</b>	<b>Justification for High Sensitive Receptors</b>
<b>Havant Road / A2030 Havant Road</b>	Between Farlington Avenue and A2030 Eastern Road	Proximity to Solent Infant and Junior Schools.
<b>Kent Road</b>	Southsea, Portsmouth	Portsmouth High School GDST
<b>Lovedean Lane</b>	Between Day Lane and A3 Portsmouth Road.	Tesco Express and Woodcroft Primary School.
<b>Lyndhurst Road</b>	Portsmouth	Lyndhurst Junior School and College Park Infant School
<b>Medina Road / Cow Lane / Northharbour Road</b>	Cosham	Medina Primary School, Jubilee House Care Home and residential properties.
<b>Middle Street</b>	Portsmouth City Centre	Portsmouth University
<b>Mill Road</b>	Between A3 London Road and Elizabeth Road.	Mill Hill Primary School.
<b>Milton Road</b>	Between B2150 Hambledon Road and Lovedean Lane	Cowplain Community School; Hart Plain Infant School; Hart Plain Junior School; Vine Medical Group Health Centre Site and Milton Parade Shops.
<b>Moorings Way</b>	Between A2030 Eastern Road and the Moorings Way to Furze Lane Bus Link.	Moorings Way Infant School, and an on-road section of NCN route 222.
<b>New Road</b>	Between A2047 Kingston Road and A288 Copnor Road.	Newbridge Junior School.
<b>Park Avenue</b>	Between A3 London Road and Stakes Road	Purbrook Park School

<b>Road</b>	<b>Road Description / Location</b>	<b>Justification for High Sensitive Receptors</b>
<b>Purbrook Heath Road</b>	Between Newlands Lane and A3 London Road	Rowans Hospice and Woodside Nursery School.
<b>Purbrook Way</b>	Between Stakes Hill Road and B2150 Hulbert Road.	Havant and South Downs College – South Downs Campus, a B&Q retail store and an Asda supermarket.
<b>Solent Road</b>	Between Drayton Lane and Farlington Avenue.	Solent Junior School
<b>Stakes Road</b>	Widley, Waterlooville	Latham Lodge Care Home, and residential properties near the carriageway.
<b>Stakes Hill Road</b>	Between Rockville Drive and Purbrook Way	St Peter's Catholic Primary School; Oaklands Catholic School; Oaklands Care Home; Crookhorn College and route for NCN 222.
<b>St Mary's Road</b>	Between A2047 Fratton Road and A288 Milton Road.	The Portsmouth Academy.
<b>Stubbington Avenue</b>	Between A2047 London Road and A288 Copnor Road.	Good Manors Day Nursery; College Park Infant School; and Lyndhurst Junior School.
<b>The Dale / Fir Copse Road</b>	Between A3 London Road and Stakes Road	Purbrook Park School
<b>Victoria Grove</b>	Southsea Portsmouth	Home of Comfort Charitable Nursing Home. Otherwise no other significant trip generators.
<b>Warfield Avenue</b>	Waterlooville Town Centre	Waterloo School and proximity to Waterlooville Town Centre.

## 1.2. ASSESSMENT OF ROADS CONTAINING SENSITIVE RECEPTORS WITH A MEDIUM SENSITIVITY

**Table 2 - Assessment of roads containing sensitive receptors with a medium sensitivity**

Road	Road Description / Location	Justification for Medium Sensitive Receptors
<b>A2030 Eastern Road</b>	Between Airport Service Road and Moorings Way	Strategic route into Portsmouth; includes NCN route 222 on adjacent shared use path(s). Access to Ocean Retail Park along Burrfields Road. and Portsmouth College on Tangier Road.
<b>A2030 Havant Road</b>	Between A2030 Eastern Road and A3(M) Junction 5.	Route for NCN 222.
<b>A2030 Velder Avenue</b>	Between the A2030 Eastern Road and the A288 Milton Road.	Proximity to Fratton Park (Home of Portsmouth City Football Club) and the Pompey Centre retail park.
<b>A3 London Road</b>	Between A3 Maurepas Way and Ladybridge Road	Cluster of commercial premises Moorings Way between Campbell Crescent and Ladybridge Road plus four PRow.
	Between Ladybridge Road and B2177 Portsdown Hill Road	Commercial premises near Lansdowne Avenue.

Road	Road Description / Location	Justification for Medium Sensitive Receptors
<b>A3 Maurepas Way</b>	Between B2150 Hambledon Road and A3 London Road	Asda Supermarket, Waterlooville Fire Station, GP surgery and pedestrian links to Waterlooville town centre from MDA.
<b>A3 Mile End Road / A3 Commercial Road / A3 Hope Street / A3 Marketway / A3 Alfred Road / A3 Anglesea Road Corridor</b>	Between the end of the M275 and A2030 Goldsmith Avenue.	Portsmouth International Cargo Terminal; HMNB Portsmouth; Victory Retail Park; Sainsbury's supermarket; Cascades Shopping Centre; St John's Cathedral; Gunwharf Quays; and The University of Portsmouth.
<b>A397 Northern Road</b>	Between Spur Road roundabout and Portsbridge roundabout.	Cosham Interchange (bus stands) and route for NCN 22.
<b>Angerstein Road</b>	North End, Portsmouth	Residential street.
<b>Anmore Road</b>	Denmead	Residential street.
<b>Anchorage Road</b>	Between Norway Road and the A2030 Eastern Road.	Morrisons Supermarket.
<b>Aylesbury Road/Queen's Road/Paulsgrove Road</b>	Fratton, Portsmouth	Residential street.
<b>Brading Avenue</b>	Southsea, Portsmouth	Residential street.

Road	Road Description / Location	Justification for Medium Sensitive Receptors
<b>B2177 Southwick Road</b>	Between Crooked Walk Lane and Pitymoor Lane	Rural with on-road cycle lanes
<b>B2149 Dell Piece West</b>	Between A3 Portsmouth Road and A3(M)	Morrisons supermarket
<b>B2150 Hambledon Road</b>	Between Soake Road and A3 Maurepas Way	Key link between Denmead and Waterlooville. Commercial premises at Hambledon Parade. Large number of commercial premises in central Waterlooville including Wellington Retail Park; a Sainsbury's supermarket and a Lidl supermarket.
<b>Cardiff Road</b>	North End, Portsmouth	Residential street.
<b>Cherry Tree Avenue</b>	Cowplain, Waterlooville	Residential street.
<b>Closewood Road</b>	Denmead	Rural Road – lack of significant trip generators.
<b>Eastney Esplanade</b>	Southsea, Portsmouth	Southsea Green and beachfront and parks set back from the highway.
<b>Ebery Grove</b>	Milton, Portsmouth	Residential street.
<b>Eldon Street / Norfolk Street</b>	Southsea, Portsmouth	Residential street.



<b>Road</b>	<b>Road Description / Location</b>	<b>Justification for Medium Sensitive Receptors</b>
<b>Gillman Road</b>	Between B2177 Portsdown Hill Road and A2030 Havant Road.	Route for NCN 222
<b>Guildford Road</b>	Fratton, Portsmouth	Residential Street. Traffic calming at the junction with Manchester Street prohibits vehicular through access creating a circuitous detour away from Guildford Road.
<b>Haselmere Road</b>	Eastney, Portsmouth	Residential street.
<b>Hayling Avenue</b>	Milton, Portsmouth	Residential street.
<b>Henderson Road</b>	Eastney	Residential Street. Properties and community facilities (Eastney Swimming Pool / Cockleshell Naval Community Centre) set back from the highway.
<b>Hurstville Drive</b>	Waterlooville	Residential street.
<b>Jubilee Road</b>	Eastney, Portsmouth	Residential street.
<b>Langley Road / Queen's Road / Pink Road</b>	Fratton, Portsmouth	Residential street.
<b>Lower Drayton Lane</b>	Between Havant Road and Grove Road.	Route for NCN 222.

Road	Road Description / Location	Justification for Medium Sensitive Receptors
<b>Lower Farlington Road / Fitzherbert Road</b>	Between A2030 Havant Road and A2030 Eastern Road.	Sainsbury's Supermarket; B&M Store and Route for NCN 222.
<b>Mead End Road</b>	Denmead	Residential street.
<b>Milk Road</b>	Waterlooville	Distributor access road into MDA. Residential properties set back from highway.
<b>Moorings Way to Furze Lane Bus Link</b>	Between Moorings Way and Furze Lane.	Bus link and part of NCN route 222 via adjacent shared-use path.
<b>Norway Road</b>	Hilsea, Portsmouth	Distributor road - properties separated from the highway. However, there is a Lidl supermarket which can be considered a significant trip generator.
<b>Park Lane</b>	Cosham	Residential street.
<b>Powerscourt Road</b>	North End, Portsmouth	Residential street.
<b>Rockville Drive</b>	Waterlooville	Cluster of retail premises with some separation from the highway. Also, proximity to Waterlooville Town Centre.
<b>Rectory Avenue</b>	Cosham	Residential street.

Road	Road Description / Location	Justification for Medium Sensitive Receptors
<b>Selbourne Terrace/Claremont Road/Walmer Road</b>	Fratton, Portsmouth	Residential street.
<b>Shaftesbury Avenue</b>	Purbrook, Waterlooville	Residential street.
<b>Shearer Road</b>	Fratton, Portsmouth	Residential street.
<b>Silvester Road</b>	Between Milton Road and A3 London Road	Lidl supermarket and residential road
<b>Soake Road</b>	Anmore	Narrow road home providing access to some industrial units and a Builder's Merchant. Limited separation from the highway.
<b>Station Road</b>	Cosham	Residential properties set back from highway. Lack of significant trip generators.
<b>Sultan Road</b>	Portsmouth	Residential street.
<b>Tangier Road</b>	Between A288 Copnor Road and A2030 Eastern Road.	Portsmouth College and a Goals Soccer centre.
<b>Torrington Road</b>	Portsmouth	Residential street.
<b>Victoria Avenue</b>	Portsmouth	Properties set back from the highway.

### 1.3. ASSESSMENT OF ROADS CONTAINING SENSITIVE RECEPTORS WITH A LOW SENSITIVITY

**Table 3 - Assessment of roads containing sensitive receptor with a low sensitivity**

Road	Road Description / Location	Justification for Low Sensitive Receptors
<b>A3 Portsmouth Road</b>	Waterlooville / Lovedean	Residential street but with properties setback from the carriageway with screening
<b>A288 Eastern Parade</b>	Eastney, Portsmouth	Residential street. Southsea Green on the southern side of the carriageway is set back from the highway.
<b>A288 Southsea Terrace</b>	Southsea, Portsmouth	Residential street and park both set back from the carriageway.
<b>B2149 Havant Road</b>	Horndean	Residential street – lack of significant trip generators. Properties set back from highway.
<b>B2149</b>	South of B2149 Dell Piece east and north of Rowlands Golf Course	Rural – lack of significant trip generators but close to Forest of Bere.
<b>B2177 Portsdown Hill Road</b>	Portsdown Hill, Cosham	Residential / rural. Residential properties and Portsdown Hill Viewpoint Car Park set back from the highway.
<b>Cunningham Road</b>	Waterlooville	Residential street – lack of significant trip generators. Residential properties set back from the highway with adequate screening.

Road	Road Description / Location	Justification for Low Sensitive Receptors
Day Lane	Lovedean	Rural Road – lack of significant trip generators. Some residential properties but set back from the highway with considerable screening.
Ferndale	Waterlooville	Residential street – lack of significant trip generators. Properties set back from highway with adequate screening.
Furzeley Road	Denmead	Furzeley Golf Course is located on both side of the carriageway and requires crossing of the road. Some residential properties but set back from the carriageway.
Hill Road	Portchester	Portchester Railway Station (not a major interchange) and Portchester Fire Station.
Longwood Avenue	Waterlooville	Residential street – lack of significant trip generators. Properties set back from highway with adequate screening.
Morelands Road	Waterlooville	Residential street – lack of significant trip generators. Properties set back from highway.
Privett Road	Widely, Waterlooville	Residential street – lack of significant trip generators. Properties set back from highway.

Road	Road Description / Location	Justification for Low Sensitive Receptors
Southwick Road	Denmead	Residential street – set back from the carriageway with adequate screening.
Stratford Road	Waterlooville	Distributor road. Residential properties set back from highway with no direct access onto the road.
Sunnymead Drive	Waterlooville	Residential street – lack of significant trip generators. Properties set back from highway.
Victory Avenue	Horndean	Residential street – lack of significant trip generators. Properties set back from highway with adequate screening.

#### 1.4. ASSESSMENT OF ROADS CONTAINING SENSITIVE RECEPTORS WITH A NEGLIGIBLE SENSITIVITY

**Table 4 - Assessment of roads containing sensitive receptors with a negligible sensitivity**

Road	Road Description / Location	Justification for Negligible Sensitive Receptors
A3(M)	East of Waterlooville	Dual carriageway motorway with limited access.
Apless Lane	Rural road south of Worlds End negligible	Rural road – lack of significant trip generators.

Road	Road Description / Location	Justification for Negligible Sensitive Receptors
<b>Airport Service Road</b>	Portsmouth	Industrial area with car dealerships set back from the carriageway.
<b>B2150 Hulbert Road</b>	Waterlooville	Residential properties set back from the highway. Distributor road type characteristics.
<b>B2177 Portsdown Hill Road</b>	Between A3 London Road and Farlington Avenue	Frequently used route by learner drivers / motorcyclists and access to Portsdown Hill viewpoint.
<b>Bridge Street</b>	Southwick	Rural Road – lack of significant trip generators.
<b>Common Lane</b>	North of Southwick	Rural Road – lack of significant trip generators.
<b>Edney's Lane</b>	Denmead	Rural Road – lack of significant trip generators.
<b>Hinton Manor Lane</b>	West of Clanfield	Rural road – lack of significant trip generators.
<b>M275</b>	Portsmouth	Dual carriageway motorway with limited access.
<b>Newlands Lane</b>	West of Waterlooville	Rural road – lack of significant trip generators.
<b>Tipner Lane</b>	Tipner, Portsmouth	Park & Ride access road only providing a link to Junction 1 of the M275.
<b>Pigeon House Lane</b>	West of Waterlooville	Rural road – lack of significant trip generators.



<b>Road</b>	<b>Road Description / Location</b>	<b>Justification for Negligible Sensitive Receptors</b>
<b>Pitymoor Lane</b>	West of Waterlooville	Rural road – lack of significant trip generators.
<b>Portchester Lane</b>	Northwest of Fort Southwick	Rural road – lack of significant trip generators.
<b>Quartremaine Road</b>	Portsmouth	Road serving industrial estate. No residential properties.
<b>Rushmere Lane</b>	North of Anthill Common	Rural road – lack of significant trip generators.
<b>Sheepwash Lane</b>	South of Denmead	Rural road – lack of significant trip generators.
<b>Skew Road</b>	Between Portsdown Hill Road and M27, west of Cosham	Rural road – lack of significant trip generators.
<b>Unnamed Road between Kidmore Lane and Edney's Lane</b>	North of Denmead	Rural road – lack of significant trip generators.
<b>Widley Walk</b>	West of Waterlooville	Rural Road – lack of significant trip generators.
<b>Williams Road</b>	Portsmouth	Road serving industrial estate. No residential properties.





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# **AQUIND INTERCONNECTOR**

## **Environmental Statement – Volume 3 – Appendix 22.5 Impact Tables**

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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# **AQUIND INTERCONNECTOR**

Environmental Statement – Volume 3 –  
Appendix 22.5 Impact Tables

**PINS REF.: EN020022**

**DOCUMENT: 6.3.22.5**

**DATE: 14 NOVEMBER 2019**

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## APPENDIX 22.5 IMPACT TABLES

### 1.1. SUMMARY OF LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

#### 1.1.1. SECTION 1 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 1 - Section 1: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
<b>B2149</b>	65022_65048	Low	HGV CHANGE OVER 10%	11412	11232	11266	-2%	-1%	350	339	340	-3%	-3%
<b>B2149 Dell Piece West</b>	65133_65234	Moderate	HGV CHANGE OVER 10%	10745	11412	11399	6%	6%	128	144	146	13%	14%
<b>B2149 Dell Piece West</b>	65234_65132	Moderate	HGV CHANGE OVER 10%	27343	28440	28444	4%	4%	376	517	518	37%	38%
<b>B2149 Havant Road</b>	65045_65022	Low	HGV CHANGE OVER 10%	15014	14982	14986	0%	0%	274	298	299	9%	9%
<b>Broadway Lane</b>	65631_65731	Moderate	10 - 30% AADT CHANGE	4167	4901	4895	18%	17%	73	90	90	24%	24%
<b>Broadway Lane</b>	65631_65732	Moderate	CABLE CORRIDOR	1273	1088	1088	-15%	-15%	5	7	7	33%	33%
<b>Broadway Lane</b>	65731_65631	Moderate	10 - 30% AADT CHANGE	4167	4901	4895	18%	17%	73	90	90	24%	24%
<b>Broadway Lane</b>	65732_65631	Moderate	CABLE CORRIDOR	1273	1088	1088	-15%	-15%	5	7	7	33%	33%
<b>Day Lane</b>	65631_65632	Low	OVER 30% AADT CHANGE	3532	4443	4437	26%	26%	68	225	225	233%	233%
<b>Day Lane</b>	65632_65631	Low	10 - 30% AADT CHANGE	3532	4443	4437	26%	26%	68	225	225	233%	233%
<b>Five Heads Road</b>	65434_65736	Moderate	10 - 30% AADT CHANGE	987	1065	1066	8%	8%	20	21	21	2%	4%
<b>Frogmore Lane</b>	63137_63136	Moderate	10 - 30% AADT CHANGE	4667	4854	4842	4%	4%	88	81	81	-8%	-8%
<b>Frogmore Lane</b>	65531_63137	Moderate	10 - 30% AADT CHANGE	6259	6730	6720	8%	7%	123	119	119	-3%	-3%

<b>Frogmore Lane</b>	65532_65531	Moderate	10 - 30% AADT CHANGE	1992	2060	2054	3%	3%	57	53	53	-6%	-6%
<b>Hazleton Way</b>	65211_65131	Moderate	10 - 30% AADT CHANGE	4599	5005	5006	9%	9%	65	67	67	2%	2%
<b>Lovedean Lane</b>	63131_63133	High	10 - 30% AADT CHANGE	4932	6070	6068	23%	23%	53	202	202	282%	282%
<b>Lovedean Lane</b>	63131_65633	High	10 - 30% AADT CHANGE	6524	7946	7946	22%	22%	88	240	240	173%	173%
<b>Lovedean Lane</b>	63133_63131	High	10 - 30% AADT CHANGE	4932	6070	6068	23%	23%	53	202	202	282%	282%
<b>Lovedean Lane</b>	65632_65633	High	10 - 30% AADT CHANGE	5570	7039	7037	26%	26%	90	242	242	168%	168%
<b>Lovedean Lane</b>	65632_65634	High	10 - 30% AADT CHANGE	4687	5298	5297	13%	13%	77	73	73	-6%	-5%
<b>Lovedean Lane</b>	65633_63131	High	10 - 30% AADT CHANGE	6524	7946	7946	22%	22%	88	240	240	173%	173%
<b>Lovedean Lane</b>	65633_65632	High	OVER 30% AADT CHANGE	5570	7039	7037	26%	26%	90	242	242	168%	168%
<b>Stonechat Road</b>	65533_65532	Moderate	10 - 30% AADT CHANGE	2007	2084	2077	4%	4%	21	20	20	-3%	-3%
<b>Victory Avenue</b>	65432_65531	Low	10 - 30% AADT CHANGE	4462	4884	4880	9%	9%	69	69	69	-1%	-1%
<b>Yoells Lane</b>	63131_63137	Moderate	10 - 30% AADT CHANGE	1665	1962	1964	18%	18%	37	40	40	8%	8%
<b>Yoells Lane</b>	63137_63131	Moderate	10 - 30% AADT CHANGE	1665	1962	1964	18%	18%	37	40	40	8%	8%



1.1.2. SECTION 2 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 2 - Section 2: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Edneys Lane	37040_37039	Moderate	OVER 30% AADT CHANGE	544	876	879	61%	62%	4	5	5	20%	20%
Edneys Lane	37039_37040	Moderate	OVER 30% AADT CHANGE	544	876	879	61%	62%	4	5	5	20%	20%
Longwood Avenue	63233_63031	Low	OVER 30% AADT CHANGE	4187	4732	4720	13%	13%	126	141	140	12%	11%
Lovedean Lane	63133_63134	High	10 - 30% AADT CHANGE	5955	7045	7057	18%	18%	67	208	208	209%	209%
Lovedean Lane	63134_63133	High	10 - 30% AADT CHANGE	5955	7045	7057	18%	18%	67	208	208	209%	209%
Lovedean Lane	63134_63135	High	10 - 30% AADT CHANGE	9404	10583	10597	13%	13%	146	279	279	91%	92%
Lovedean Lane	63135_63034	High	10 - 30% AADT CHANGE	5015	5593	5602	12%	12%	38	161	161	328%	328%
Lovedean Lane	63034_63135	High	10 - 30% AADT CHANGE	5015	5593	5602	12%	12%	38	161	161	328%	328%
Lovedean Lane	63135_63134	High	10 - 30% AADT CHANGE	9404	10583	10597	13%	13%	146	279	279	91%	92%
Milton Road	63121_63135	High	10 - 30% AADT CHANGE	7569	8402	8409	11%	11%	126	138	138	10%	10%
Uplands Road	37134_37132	Moderate	10 - 30% AADT CHANGE	1621	1741	1734	7%	7%	27	27	27	3%	3%
Uplands Road	37137_37134	Moderate	10 - 30% AADT CHANGE	1621	1741	1734	7%	7%	27	27	27	3%	3%
Eagle Avenue	63232_63132	Low	10 - 30% AADT CHANGE	3775	4311	4308	14%	14%	14	15	15	10%	10%

<b>Eagle Avenue</b>	63132_63232	Low	10 - 30% AADT CHANGE	3775	4311	4308	14%	14%	14	15	15	10%	10%
<b>Longwood Avenue</b>	63031_63033	Low	10 - 30% AADT CHANGE	9150	9749	9745	7%	7%	175	191	190	9%	8%
<b>Woodbury Grove</b>	63133_63102	Low	10 - 30% AADT CHANGE	2600	2848	2862	10%	10%	19	36	36	83%	84%

1.1.3. SECTION 3 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 3 - Section 3: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Anmore Road	37043_37038	Moderate	OVER 30% AADT CHANGE	3102	3920	3921	26%	26%	69	84	84	21%	21%
Mead End Road	37038_37037	Moderate	OVER 30% AADT CHANGE	1430	1976	1980	38%	38%	6	9	9	39%	39%
Silvester Road	63332_62732	Moderate	OVER 30% AADT CHANGE	5204	7433	7430	43%	43%	53	76	76	43%	43%
Silvester Road	63435_63332	Moderate	OVER 30% AADT CHANGE	6376	8376	8374	31%	31%	93	115	115	23%	23%
Anmore Lane	37043_65731	Moderate	10 - 30% AADT CHANGE	3648	4063	4055	11%	11%	69	85	85	24%	24%
Anmore Road	37038_37033	Moderate	10 - 30% AADT CHANGE	1672	1944	1941	16%	16%	62	74	74	20%	20%
Anmore Road	37038_37043	Moderate	10 - 30% AADT CHANGE	3102	3920	3921	26%	26%	69	84	84	21%	21%
Anmore Road	37033_37038	Moderate	10 - 30% AADT CHANGE	1672	1944	1941	16%	16%	62	74	74	20%	20%
Mead End Road	37037_37038	Moderate	10 - 30% AADT CHANGE	1430	1976	1980	38%	38%	6	9	9	39%	39%
Milton Road	63434_63435	High	10 - 30% AADT CHANGE	14024	16229	16230	16%	16%	333	339	338	2%	1%
Milton Road	63435_63233	High	10 - 30% AADT CHANGE	10157	10590	10589	4%	4%	257	242	241	-6%	-6%
Silvester Road	62732_63332	Moderate	10 - 30% AADT CHANGE	5204	7433	7430	43%	43%	53	76	76	43%	43%
Silvester Road	63332_63435	Moderate	10 - 30% AADT CHANGE	6376	8376	8374	31%	31%	93	115	115	23%	23%

<b>Uplands Road</b>	37132_37250	Moderate	10 - 30% AADT CHANGE	1541	1652	1646	7%	7%	27	27	27	3%	3%
<b>Cherry Tree Avenue</b>	62832_62833	Moderate	10 - 30% AADT CHANGE	1281	1442	1437	13%	12%	7	7	7	3%	3%
<b>Cherry Tree Avenue</b>	62833_62832	Moderate	10 - 30% AADT CHANGE	1281	1442	1437	13%	12%	7	7	7	3%	3%
<b>Southwick Road</b>	37031_37142	Low	10 - 30% AADT CHANGE	3779	4160	4146	10%	10%	73	85	85	17%	17%
<b>Southwick Road</b>	37141_37121	Low	10 - 30% AADT CHANGE	3779	4160	4146	10%	10%	73	85	85	17%	17%
<b>Southwick Road</b>	37142_37141	Low	10 - 30% AADT CHANGE	3779	4160	4146	10%	10%	73	85	85	17%	17%
<b>Sunnymead Drive</b>	63531_63432	Low	10 - 30% AADT CHANGE	9277	9885	9881	7%	7%	175	186	186	6%	6%

1.1.4. SECTION 4 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 4 - Section 4: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
<b>A3 London Road</b>	56432_57036	Moderate	OVER 30% AADT CHANGE	5553	5641	5634	2%	1%	125	113	113	-9%	-9%
<b>A3 London Road</b>	57035_57036	Moderate	OVER 30% AADT CHANGE	1354	1268	1303	-6%	-4%	185	253	271	37%	46%
<b>A3 London Road</b>	62732_62731	Moderate	10 - 30% AADT CHANGE	8865	9483	9474	7%	7%	188	156	156	-17%	-17%
<b>A3 London Road</b>	57011_57035	Moderate	HGV CHANGE OVER 10%	23432	23824	23683	2%	1%	884	961	973	9%	10%
<b>A3 London Road</b>	56431_56432	Moderate	CABLE CORRIDOR	19994	19177	19155	-4%	-4%	542	483	481	-11%	-11%
<b>A3 London Road</b>	56432_56431	Moderate	CABLE CORRIDOR	19994	19177	19155	-4%	-4%	542	483	481	-11%	-11%

<b>A3 London Road</b>	36930_36963	Moderate	CABLE CORRIDOR	22221	12363	12299	-44%	-45%	459	350	348	-24%	-24%
<b>A3 London Road</b>	36963_36930	Moderate	CABLE CORRIDOR	22221	12363	12299	-44%	-45%	459	350	348	-24%	-24%
<b>A3 London Road</b>	36930_36959	Moderate	CABLE CORRIDOR	15702	8659	8588	-45%	-45%	418	313	311	-25%	-26%
<b>A3 London Road</b>	36959_36930	Moderate	CABLE CORRIDOR	15702	8659	8588	-45%	-45%	418	313	311	-25%	-26%
<b>A3 London Road</b>	36959_63921	Moderate	CABLE CORRIDOR	20546	13200	13153	-36%	-36%	435	330	327	-24%	-25%
<b>A3 London Road</b>	63921_36959	Moderate	CABLE CORRIDOR	20546	13200	13153	-36%	-36%	435	330	327	-24%	-25%
<b>A3 London Road</b>	36963_64421	Moderate	CABLE CORRIDOR	22630	13173	13222	-42%	-42%	462	358	356	-23%	-23%
<b>A3 London Road</b>	64421_36963	Moderate	CABLE CORRIDOR	22630	13173	13222	-42%	-42%	462	358	356	-23%	-23%
<b>A3 London Road</b>	56431_57035	Moderate	CABLE CORRIDOR	24549	24563	24373	0%	-1%	781	780	770	0%	-1%
<b>A3 London Road</b>	57035_56431	Moderate	CABLE CORRIDOR	24549	24563	24373	0%	-1%	781	780	770	0%	-1%
<b>A3 London Road</b>	57036_56432	Moderate	CABLE CORRIDOR	5553	5641	5634	2%	1%	125	113	113	-9%	-9%
<b>A3 London Road</b>	56432_64531	Moderate	CABLE CORRIDOR	22291	20115	20109	-10%	-10%	640	570	567	-11%	-11%
<b>A3 London Road</b>	64531_56432	Moderate	CABLE CORRIDOR	22291	20115	20109	-10%	-10%	640	570	567	-11%	-11%
<b>A3 London Road</b>	57036_57035	Moderate	CABLE CORRIDOR	1354	1268	1303	-6%	-4%	185	253	271	37%	46%
<b>A3 London Road</b>	64421_64533	Moderate	CABLE CORRIDOR	21688	13403	13430	-38%	-38%	527	358	368	-32%	-30%

<b>A3 London Road</b>	64533_64421	Moderate	CABLE CORRIDOR	21688	13403	13430	-38%	-38%	527	358	368	-32%	-30%
<b>A3 London Road</b>	64531_64532	Moderate	CABLE CORRIDOR	22132	17131	17103	-23%	-23%	640	502	499	-22%	-22%
<b>A3 London Road</b>	64532_64531	Moderate	CABLE CORRIDOR	22132	17131	17103	-23%	-23%	640	502	499	-22%	-22%
<b>A3 London Road</b>	64532_64533	Moderate	CABLE CORRIDOR	20548	14444	14457	-30%	-30%	538	397	394	-26%	-27%
<b>A3 London Road</b>	64533_64532	Moderate	CABLE CORRIDOR	20548	14444	14457	-30%	-30%	538	397	394	-26%	-27%
<b>A3 Maurepas Way</b>	63911_90122	Moderate	CABLE CORRIDOR	35347	17019	16975	-52%	-52%	962	744	735	-23%	-24%
<b>A3 Maurepas Way</b>	63921_63923	Moderate	CABLE CORRIDOR	21778	13035	12995	-40%	-40%	357	224	223	-37%	-38%
<b>A3 Maurepas Way</b>	63923_90122	Moderate	CABLE CORRIDOR	21778	13035	12995	-40%	-40%	357	224	223	-37%	-38%
<b>A3 Maurepas Way</b>	90122_63911	Moderate	CABLE CORRIDOR	35347	17019	16975	-52%	-52%	962	744	735	-23%	-24%
<b>A3 Maurepas Way</b>	63923_63921	Moderate	CABLE CORRIDOR	21778	13035	12995	-40%	-40%	357	224	223	-37%	-38%
<b>A3 Maurepas Way</b>	90122_63923	Moderate	CABLE CORRIDOR	21778	13035	12995	-40%	-40%	357	224	223	-37%	-38%
<b>Apollo Drive</b>	64602_64634	Low	10 - 30% AADT CHANGE	3494	3748	3765	7%	8%	129	149	150	16%	16%
<b>Apollo Drive</b>	64634_64602	Low	HGV CHANGE OVER 10%	3494	3748	3765	7%	8%	129	149	150	16%	16%
<b>B2150</b>	64234_62735	Moderate	10 - 30% AADT CHANGE	2627	3299	3298	26%	26%	41	49	49	19%	20%
<b>B2150 Hambledon Road</b>	63611_63622	Moderate	CABLE CORRIDOR	30923	24226	24241	-22%	-22%	1086	991	979	-9%	-10%

<b>B2150 Hambledon Road</b>	63622_63611	Moderate	CABLE CORRIDOR	30923	24226	24241	-22%	-22%	1086	991	979	-9%	-10%
<b>B2150 Hambledon Road</b>	37042_37002	Moderate	CABLE CORRIDOR	19654	16209	16225	-18%	-17%	740	690	679	-7%	-8%
<b>B2150 Hambledon Road</b>	37002_37041	Moderate	CABLE CORRIDOR	19654	16209	16225	-18%	-17%	740	690	679	-7%	-8%
<b>B2150 Hambledon Road</b>	63502_37042	Moderate	CABLE CORRIDOR	20124	19228	19217	-4%	-5%	759	744	733	-2%	-3%
<b>B2150 Hambledon Road</b>	63532_63502	Moderate	CABLE CORRIDOR	20124	19634	19655	-2%	-2%	759	749	738	-1%	-3%
<b>B2150 Hambledon Road</b>	63532_63622	Moderate	CABLE CORRIDOR	13279	11486	11508	-14%	-13%	595	571	560	-4%	-6%
<b>B2150 Hambledon Road</b>	63622_63532	Moderate	CABLE CORRIDOR	13279	11486	11508	-14%	-13%	595	571	560	-4%	-6%
<b>B2150 Hambledon Road</b>	63611_90122	Moderate	CABLE CORRIDOR	28639	19670	19669	-31%	-31%	947	840	829	-11%	-12%
<b>B2150 Hambledon Road</b>	90122_63611	Moderate	CABLE CORRIDOR	28639	19670	19669	-31%	-31%	947	840	829	-11%	-12%
<b>B2150 Hambledon Road</b>	37021_37041	Moderate	CABLE CORRIDOR	19078	16048	16074	-16%	-16%	740	680	669	-8%	-10%
<b>B2150 Hambledon Road</b>	37041_37021	Moderate	CABLE CORRIDOR	19078	16048	16074	-16%	-16%	740	680	669	-8%	-10%
<b>B2177</b>	56433_56431	Moderate	10 - 30% AADT CHANGE	7348	7897	7729	7%	5%	355	390	383	10%	8%
<b>B2177</b>	56431_56433	Moderate	CABLE CORRIDOR	7348	7897	7729	7%	5%	355	390	383	10%	8%
<b>B2177 Southwick Road</b>	36921_36952	Moderate	10 - 30% AADT CHANGE	11533	12660	12670	10%	10%	661	703	703	6%	6%
<b>Cherry Tree Avenue</b>	62833_62739	Moderate	10 - 30% AADT CHANGE	1281	1442	1437	13%	12%	7	7	7	3%	3%



<b>Cherry Tree Avenue</b>	62739_62833	Moderate	10 - 30% AADT CHANGE	1281	1442	1437	13%	12%	7	7	7	3%	3%
<b>Closewood Road</b>	37034_37042	Moderate	OVER 30% AADT CHANGE	923	3127	3079	239%	234%	19	58	58	204%	204%
<b>Closewood Road</b>	37042_37034	Moderate	OVER 30% AADT CHANGE	923	3127	3079	239%	234%	19	58	58	204%	204%
<b>College Road</b>	64634_64335	High	10 - 30% AADT CHANGE	5277	5502	5520	4%	5%	192	218	218	13%	13%
<b>College Road</b>	64335_64634	High	HGV CHANGE OVER 10%	5277	5502	5520	4%	5%	192	218	218	13%	13%
<b>Crooked Walk Lane</b>	36942_36921	Moderate	OVER 30% AADT CHANGE	2110	2980	2991	41%	42%	65	100	99	54%	53%
<b>Crooked Walk Lane</b>	36921_36942	Moderate	OVER 30% AADT CHANGE	2110	2980	2991	41%	42%	65	100	99	54%	53%
<b>Crookhorn Lane</b>	64333_64321	High	10 - 30% AADT CHANGE	4365	4654	4609	7%	6%	78	72	74	-7%	-5%
<b>Cunningham Road</b>	36902_36960	Low	OVER 30% AADT CHANGE	5355	8305	8293	55%	55%	78	82	82	5%	5%
<b>Cunningham Road</b>	36960_36902	Low	OVER 30% AADT CHANGE	5355	8305	8293	55%	55%	78	82	82	5%	5%
<b>Elizabeth Road</b>	36961_64433	High	OVER 30% AADT CHANGE	1825	3619	3572	98%	96%	56	65	68	15%	20%
<b>Elizabeth Road</b>	64131_36961	High	OVER 30% AADT CHANGE	1984	3556	3524	79%	78%	69	78	80	12%	16%
<b>Elizabeth Road</b>	64433_36961	High	OVER 30% AADT CHANGE	1825	3619	3572	98%	96%	56	65	68	15%	20%
<b>Elizabeth Road</b>	36961_64131	High	OVER 30% AADT CHANGE	1984	3556	3524	79%	78%	69	78	80	12%	16%
<b>Elizabeth Road</b>	64131_64136	High	OVER 30% AADT CHANGE	4154	5689	5645	37%	36%	89	93	95	4%	7%

<b>Elizabeth Road</b>	64136_64131	High	10 - 30% AADT CHANGE	4154	5689	5645	37%	36%	89	93	95	4%	7%
<b>Ferndale</b>	63833_63831	Low	10 - 30% AADT CHANGE	1143	1158	1158	1%	1%	7	6	6	-3%	-4%
<b>Ferndale</b>	63832_63833	Low	10 - 30% AADT CHANGE	2174	2371	2375	9%	9%	12	13	13	5%	5%
<b>Frendstaple Road</b>	64232_64222	Low	OVER 30% AADT CHANGE	6400	8538	8542	33%	33%	313	303	307	-3%	-2%
<b>Frendstaple Road</b>	64233_64221	Low	10 - 30% AADT CHANGE	3945	4223	4226	7%	7%	21	27	27	30%	30%
<b>Furzeley Corner</b>	37145_37034	Low	OVER 30% AADT CHANGE	3305	6039	6068	83%	84%	54	117	128	116%	135%
<b>Furzeley Corner</b>	37034_37145	Low	OVER 30% AADT CHANGE	3305	6039	6068	83%	84%	54	117	128	116%	135%
<b>Furzeley Road</b>	37145_37035	Low	OVER 30% AADT CHANGE	4252	5990	6009	41%	41%	36	66	77	82%	110%
<b>Furzeley Road</b>	37035_37145	Low	OVER 30% AADT CHANGE	4252	5990	6009	41%	41%	36	66	77	82%	110%
<b>Hart Plain Avenue</b>	62731_63331	High	10 - 30% AADT CHANGE	2480	2787	2786	12%	12%	97	104	105	7%	7%
<b>Hill Road</b>	29133_29134	Low	HGV CHANGE OVER 10%	13097	13135	13097	0%	0%	213	233	233	10%	9%
<b>Hurstville Drive</b>	36962_64232	Moderate	OVER 30% AADT CHANGE	2887	5393	5399	87%	87%	264	260	264	-1%	0%
<b>Hurstville Drive</b>	64232_36962	Moderate	10 - 30% AADT CHANGE	2887	5393	5399	87%	87%	264	260	264	-1%	0%
<b>Jubilee Road</b>	63602_63635	Moderate	10 - 30% AADT CHANGE	5400	6025	6039	12%	12%	155	157	157	1%	1%
<b>Milk Lane</b>	90051_36963	Moderate	OVER 30% AADT CHANGE	713	1768	1768	148%	148%	5	11	11	134%	134%

<b>Milk Lane</b>	36963_90051	Moderate	OVER 30% AADT CHANGE	713	1768	1768	148%	148%	5	11	11	134%	134%
<b>Mill Road</b>	36961_36960	High	OVER 30% AADT CHANGE	1455	4702	4665	223%	221%	61	66	66	8%	9%
<b>Mill Road</b>	36960_36961	High	OVER 30% AADT CHANGE	1455	4702	4665	223%	221%	61	66	66	8%	9%
<b>Mill Road</b>	36959_36960	High	CABLE CORRIDOR	4771	4474	4498	-6%	-6%	17	16	16	-7%	-7%
<b>Mill Road</b>	36960_36959	High	CABLE CORRIDOR	4771	4474	4498	-6%	-6%	17	16	16	-7%	-7%
<b>Milton Road</b>	63622_63635	High	CABLE CORRIDOR	9556	6648	6661	-30%	-30%	131	137	135	5%	4%
<b>Milton Road</b>	63635_63622	High	CABLE CORRIDOR	9556	6648	6661	-30%	-30%	131	137	135	5%	4%
<b>Morelands Road</b>	64303_64333	Low	10 - 30% AADT CHANGE	3383	3657	3648	8%	8%	106	100	100	-6%	-5%
<b>Morelands Road</b>	64301_64331	Low	10 - 30% AADT CHANGE	964	1104	1114	15%	16%	6	6	6	-2%	1%
<b>Park Avenue</b>	64531_64534	High	OVER 30% AADT CHANGE	155	2934	2955	1788%	1802%	0	67	67	-	-
<b>Park Avenue</b>	64534_64531	High	OVER 30% AADT CHANGE	155	2934	2955	1788%	1802%	0	67	67	-	-
<b>Park Avenue</b>	64432_64534	High	OVER 30% AADT CHANGE	3645	7581	7608	108%	109%	57	125	125	118%	118%
<b>Park Avenue</b>	64534_64432	High	OVER 30% AADT CHANGE	3645	7581	7608	108%	109%	57	125	125	118%	118%
<b>Park Lane</b>	62737_62739	Moderate	OVER 30% AADT CHANGE	3708	4101	4125	11%	11%	39	48	48	23%	23%
<b>Park Lane</b>	62834_62737	Moderate	10 - 30% AADT CHANGE	4332	4427	4411	2%	2%	54	59	59	9%	9%

<b>Privett Road</b>	64534_64502	Low	OVER 30% AADT CHANGE	3490	4647	4653	33%	33%	57	58	58	1%	1%
<b>Privett Road</b>	64502_64534	Low	OVER 30% AADT CHANGE	3490	4647	4653	33%	33%	57	58	58	1%	1%
<b>Purbrook Heath Road</b>	36958_64533	High	OVER 30% AADT CHANGE	4073	5685	5707	40%	40%	48	78	88	62%	84%
<b>Purbrook Heath Road</b>	36957_36958	High	OVER 30% AADT CHANGE	1503	1022	1027	-32%	-32%	13	9	9	-30%	-29%
<b>Purbrook Heath Road</b>	64533_36958	High	10 - 30% AADT CHANGE	4073	5685	5707	40%	40%	48	78	88	62%	84%
<b>Purbrook Way</b>	64335_64621	High	10 - 30% AADT CHANGE	20255	22116	22188	9%	10%	470	547	556	16%	18%
<b>Purbrook Way</b>	64321_64322	High	10 - 30% AADT CHANGE	14978	16615	16669	11%	11%	278	330	339	19%	22%
<b>Purbrook Way</b>	64322_64335	High	10 - 30% AADT CHANGE	14978	16615	16669	11%	11%	278	330	339	19%	22%
<b>Purbrook Way</b>	64621_60021	High	10 - 30% AADT CHANGE	18946	20777	20888	10%	10%	402	464	474	15%	18%
<b>Purbrook Way</b>	60021_60027	High	HGV CHANGE OVER 10%	21111	22062	22116	5%	5%	355	403	410	13%	15%
<b>Purbrook Way</b>	60023_60016	High	HGV CHANGE OVER 10%	8832	9491	9503	7%	8%	149	186	186	25%	24%
<b>Purbrook Way</b>	60027_60023	High	HGV CHANGE OVER 10%	21111	22062	22116	5%	5%	355	403	410	13%	15%
<b>Purbrook Way</b>	64621_64335	High	HGV CHANGE OVER 10%	20255	22116	22188	9%	10%	470	547	556	16%	18%
<b>Rockville Drive</b>	63913_63921	Moderate	OVER 30% AADT CHANGE	5033	5784	5927	15%	18%	108	165	166	52%	53%
<b>Rockville Drive</b>	63921_63913	Moderate	HGV CHANGE OVER 10%	5033	5784	5927	15%	18%	108	165	166	52%	53%

<b>Shaftesbury Avenue</b>	64231_64332	Moderate	OVER 30% AADT CHANGE	117	350	299	200%	157%	3	3	3	-7%	-12%
<b>Shaftesbury Avenue</b>	64332_64434	Moderate	OVER 30% AADT CHANGE	117	347	299	198%	157%	3	3	3	-7%	-12%
<b>Soake Road</b>	37041_37043	Moderate	OVER 30% AADT CHANGE	572	151	141	-74%	-75%	0	2	2	12247%	12154%
<b>Soake Road</b>	37043_37041	Moderate	CABLE CORRIDOR	572	151	141	-74%	-75%	0	2	2	12247%	12154%
<b>Stakes Hill Road</b>	63935_63913	High	OVER 30% AADT CHANGE	5630	6381	6525	13%	16%	108	165	166	52%	53%
<b>Stakes Hill Road</b>	63935_36962	High	OVER 30% AADT CHANGE	7495	10590	10580	41%	41%	222	260	262	17%	18%
<b>Stakes Hill Road</b>	64136_64221	High	OVER 30% AADT CHANGE	7649	10642	10692	39%	40%	50	98	98	98%	98%
<b>Stakes Hill Road</b>	64221_64231	High	OVER 30% AADT CHANGE	10016	12455	12502	24%	25%	67	109	110	63%	64%
<b>Stakes Hill Road</b>	64231_64334	High	OVER 30% AADT CHANGE	9905	12121	12215	22%	23%	64	107	107	67%	67%
<b>Stakes Hill Road</b>	64334_64321	High	OVER 30% AADT CHANGE	8956	11055	11149	23%	24%	64	116	116	80%	80%
<b>Stakes Hill Road</b>	64221_64136	High	10 - 30% AADT CHANGE	7649	10642	10692	39%	40%	50	98	98	98%	98%
<b>Stakes Hill Road</b>	64321_64334	High	10 - 30% AADT CHANGE	8956	11055	11149	23%	24%	64	116	116	80%	80%
<b>Stakes Hill Road</b>	64334_64231	High	10 - 30% AADT CHANGE	9905	12121	12215	22%	23%	64	107	107	67%	67%
<b>Stakes Hill Road</b>	64231_64221	High	10 - 30% AADT CHANGE	10016	12455	12502	24%	25%	67	109	110	63%	64%
<b>Stakes Hill Road</b>	36962_64136	High	10 - 30% AADT CHANGE	9948	11199	11186	13%	12%	123	149	152	21%	23%

<b>Stakes Hill Road</b>	63913_63935	High	HGV CHANGE OVER 10%	5630	6381	6525	13%	16%	108	165	166	52%	53%
<b>Stakes Road</b>	64320_64321	Low	10 - 30% AADT CHANGE	8969	9544	9725	6%	8%	148	159	168	8%	13%
<b>Stakes Road</b>	64436_64320	Low	10 - 30% AADT CHANGE	8969	9544	9725	6%	8%	148	159	168	8%	13%
<b>Stakes Road</b>	64431_64432	Low	HGV CHANGE OVER 10%	9984	8205	8120	-18%	-19%	115	150	161	30%	40%
<b>Stakes Road</b>	64432_64431	Low	HGV CHANGE OVER 10%	9984	8205	8120	-18%	-19%	115	150	161	30%	40%
<b>Stratford Road</b>	62721_63833	Low	10 - 30% AADT CHANGE	1036	1215	1219	17%	18%	6	6	6	15%	15%
<b>Sunnymead Drive</b>	63532_63531	Low	OVER 30% AADT CHANGE	6936	7884	7883	14%	14%	159	172	172	8%	8%
<b>Sunnymead Drive</b>	63531_63532	Low	CABLE CORRIDOR	6936	7884	7883	14%	14%	159	172	172	8%	8%
<b>Tempest Avenue</b>	62739_62738	Moderate	10 - 30% AADT CHANGE	4933	5479	5499	11%	11%	46	55	55	20%	20%
<b>Warfield Avenue</b>	63903_63935	High	OVER 30% AADT CHANGE	5648	10265	10266	82%	82%	316	380	381	20%	21%
<b>Westbrook Grove</b>	64434_64435	High	OVER 30% AADT CHANGE	1942	3966	3871	104%	99%	59	67	70	14%	19%
<b>Westbrook Grove</b>	64433_64434	High	OVER 30% AADT CHANGE	1825	3619	3572	98%	96%	56	65	68	15%	20%
<b>Westbrook Grove</b>	64434_64433	High	OVER 30% AADT CHANGE	1825	3619	3572	98%	96%	56	65	68	15%	20%
<b>Westbrook Grove</b>	64435_64434	High	OVER 30% AADT CHANGE	1942	3966	3871	104%	99%	59	67	70	14%	19%

1.1.5. SECTION 5 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 5 - Section 5: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
A2030 Havant Road	56212_56333	Moderate	CABLE CORRIDOR	18114	18284	18488	1%	2%	286	353	360	24%	26%
A2030 Havant Road	56333_56212	Moderate	10 - 30% AADT CHANGE	18114	18284	18488	1%	2%	286	353	360	24%	26%
A2030 Havant Road	56335_56333	Moderate	10 - 30% AADT CHANGE	19832	20139	20292	2%	2%	298	362	370	21%	24%
A3 London Road	57421_57011	Moderate	HGV CHANGE OVER 10%	25293	25900	25708	2%	2%	885	961	973	9%	10%
A397 Northern Road	57522_57421	Moderate	HGV CHANGE OVER 10%	31711	32876	32648	4%	3%	1060	1172	1176	11%	11%
Eveleigh Road	56334_56338	High	OVER 30% AADT CHANGE	1044	3027	3125	190%	199%	8	66	73	692%	783%
Eveleigh Road	56338_56334	High	OVER 30% AADT CHANGE	1044	3027	3125	190%	199%	8	66	73	692%	783%
Farlington Avenue	56331_56338	High	CABLE CORRIDOR	7042	5920	5973	-16%	-15%	424	273	258	-36%	-39%
Farlington Avenue	56331_56434	High	CABLE CORRIDOR	4072	3823	3678	-6%	-10%	358	219	204	-39%	-43%
Farlington Avenue	56338_56331	High	CABLE CORRIDOR	7042	5920	5973	-16%	-15%	424	273	258	-36%	-39%
Farlington Avenue	56338_56511	High	CABLE CORRIDOR	6043	3025	2985	-50%	-51%	416	210	188	-50%	-55%
Farlington Avenue	56434_56331	High	CABLE CORRIDOR	4072	3823	3678	-6%	-10%	358	219	204	-39%	-43%
Farlington Avenue	56511_56338	High	CABLE CORRIDOR	6043	3025	2985	-50%	-51%	416	210	188	-50%	-55%



<b>Gillman Road</b>	56334_56335	Moderate	OVER 30% AADT CHANGE	6337	8216	8311	30%	31%	53	108	115	103%	117%
<b>Havant Road</b>	56212_56511	High	CABLE CORRIDOR	17896	12705	12773	-29%	-29%	587	219	218	-63%	-63%
<b>Havant Road</b>	56436_56511	High	10 - 30% AADT CHANGE	13410	14885	14888	11%	11%	217	392	370	80%	70%
<b>Havant Road</b>	56436_56732	High	10 - 30% AADT CHANGE	11761	12336	12396	5%	5%	231	235	236	2%	2%
<b>Havant Road</b>	56511_56212	High	CABLE CORRIDOR	17896	12705	12773	-29%	-29%	587	219	218	-63%	-63%
<b>Havant Road</b>	56511_56436	High	CABLE CORRIDOR	13410	14885	14888	11%	11%	217	392	370	80%	70%
<b>Lower Drayton Lane</b>	56532_56731	Moderate	10 - 30% AADT CHANGE	6438	7197	7112	12%	10%	127	126	123	0%	-3%
<b>Lower Drayton Lane</b>	56731_56532	Moderate	10 - 30% AADT CHANGE	6438	7197	7112	12%	10%	127	126	123	0%	-3%
<b>Lower Drayton Lane</b>	56731_56732	Moderate	10 - 30% AADT CHANGE	7408	8169	8062	10%	9%	151	152	151	0%	0%
<b>Rectory Avenue</b>	56337_56336	Moderate	10 - 30% AADT CHANGE	1490	1701	1699	14%	14%	39	49	49	26%	28%
<b>Station Road</b>	56535_56436	Moderate	OVER 30% AADT CHANGE	2355	4043	3984	72%	69%	47	223	201	376%	328%

1.1.6. SECTION 6 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 6 - Section 6: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026	2026	2026	% e (DS1)	% e (DS2)	2026	2026	2026	% e (DS1)	% e (DS2)
A2030 Eastern Road	56115_56116	Moderate	CABLE CORRIDOR	15473	11544	11680	-25%	-25%	680	385	393	-43%	-42%
A2030 Eastern Road	56116_56115	Moderate	CABLE CORRIDOR	15473	11544	11680	-25%	-25%	680	385	393	-43%	-42%
A2030 Eastern Road	56116_56212	Moderate	CABLE CORRIDOR	8989	4925	5058	-45%	-44%	482	122	130	-75%	-73%
A2030 Eastern Road	56212_56116	Moderate	CABLE CORRIDOR	8989	4925	5058	-45%	-44%	482	122	130	-75%	-73%
A2047 London Road	58240_58235	High	HGV CHANGE OVER	30669	31247	30967	2%	1%	2055	2172	2184	6%	6%
A397 Northern Road	57430_57522	Moderate	HGV CHANGE OVER	25480	26591	26475	4%	4%	349	459	471	31%	35%
A397 Northern Road	57430_57842	Moderate	HGV CHANGE OVER	24630	25739	25623	5%	4%	350	459	471	31%	35%
A397 Northern Road	57522_57430	Moderate	HGV CHANGE OVER	25480	26591	26475	4%	4%	349	459	471	31%	35%
A397 Northern Road	57835_57847	Moderate	HGV CHANGE OVER	14840	15192	15382	2%	4%	129	192	222	49%	72%
A397 Northern Road	57839_57842	Moderate	HGV CHANGE OVER	14740	14951	15165	1%	3%	130	200	224	54%	72%
A397 Northern Road	57840_57836	Moderate	HGV CHANGE OVER	18929	20085	19750	6%	4%	473	520	501	10%	6%
A397 Northern Road	57841_57840	Moderate	10 - 30% AADT 3E	10179	11282	10955	11%	8%	228	273	255	20%	12%
A397 Northern Road	57842_57430	Moderate	HGV CHANGE OVER	24630	25739	25623	5%	4%	350	459	471	31%	35%
A397 Northern Road	57842_57841	Moderate	HGV CHANGE OVER	10259	11173	10841	9%	6%	225	266	254	18%	13%

<b>A397 Northern Road</b>	57847_57839	Moderate	HGV CHANGE OVER	21742	22036	22340	1%	3%	311	385	399	24%	28%
<b>Fitzherbert Road</b>	56231_56110	Moderate	HGV CHANGE OVER	7029	7280	7282	4%	4%	259	280	280	8%	8%
<b>Grove Road</b>	56115_56534	High	OVER 30% AADT GE	8555	10201	10263	19%	20%	356	493	472	38%	32%
<b>Grove Road</b>	56536_56534	High	HGV CHANGE OVER	4956	4931	5016	-1%	1%	174	210	208	21%	20%
<b>Lower Drayton Lane</b>	56101_56536	Moderate	10 - 30% AADT GE	3369	3994	4052	19%	20%	128	168	169	31%	32%
<b>Lower Drayton Lane</b>	56531_56532	Moderate	10 - 30% AADT GE	5434	6023	6044	11%	11%	215	214	212	0%	-2%
<b>Lower Drayton Lane</b>	56532_56531	Moderate	10 - 30% AADT GE	5434	6023	6044	11%	11%	215	214	212	0%	-2%
<b>Lower Drayton Lane</b>	56536_56101	Moderate	10 - 30% AADT GE	3369	3994	4052	19%	20%	128	168	169	31%	32%
<b>Lower Farlington Road</b>	56333_56231	Moderate	HGV CHANGE OVER	4603	4838	4842	5%	5%	48	68	68	41%	41%
<b>Medina Road/Cow lane/Norharbour Road</b>	57531_57521	Moderate	OVER 30% AADT GE	164	251	209	53%	28%	0	0	0	-	-
<b>Portsbridge Roundabout</b>	57833_57834	High	HGV CHANGE OVER	20428	20445	20549	0%	1%	211	281	306	33%	45%
<b>Station Road</b>	56534_56535	Moderate	OVER 30% AADT GE	3756	5570	5546	48%	48%	182	353	334	94%	83%

1.1.7. SECTION 7 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 7 - Section 7: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
A2047 London Road	58230_58240	High	HGV CHANGE OVER 10%	30832	31451	31128	2%	1%	2061	2181	2189	6%	6%
A2047 London Road	58333_58230	High	HGV CHANGE OVER 10%	17369	17231	17551	-1%	1%	876	944	970	8%	11%
A288 Copnor Road	55031_54911	High	10 - 30% AADT CHANGE	16243	17532	16673	8%	3%	274	297	334	8%	22%
A288 Copnor Road	55131_55132	High	10 - 30% AADT CHANGE	17683	18959	18125	7%	2%	338	369	397	9%	18%
A288 Copnor Road	55132_55133	High	10 - 30% AADT CHANGE	15822	17085	16266	8%	3%	305	335	364	10%	19%
A288 Copnor Road	55133_55031	High	10 - 30% AADT CHANGE	16757	18220	17166	9%	2%	316	347	376	10%	19%
A288 Copnor Road	58111_55131	High	10 - 30% AADT CHANGE	14514	15469	14860	7%	2%	322	352	381	10%	18%
A288 Copnor Road	58111_58131	High	HGV CHANGE OVER 10%	29278	29931	29651	2%	1%	1617	1735	1743	7%	8%
Anchorage Road	55311_55322	Moderate	10 - 30% AADT CHANGE	12989	13421	14664	3%	13%	117	117	117	0%	0%
Anchorage Road	55321_55333	Moderate	OVER 30% AADT CHANGE	11794	12539	14294	6%	21%	0	0	0	-	-
Anchorage Road	55322_55311	Moderate	10 - 30% AADT CHANGE	12989	13421	14664	3%	13%	117	117	117	0%	0%
Anchorage Road	55322_55332	Moderate	10 - 30% AADT CHANGE	10124	10586	11778	5%	16%	0	0	0	-	-
Anchorage Road	55332_55322	Moderate	10 - 30% AADT CHANGE	10124	10586	11778	5%	16%	0	0	0	-	-

<b>Anchorage Road</b>	55332_55333	Moderate	10 - 30% AADT CHANGE	11563	12055	13193	4%	14%	0	0	0	-	-
<b>Anchorage Road</b>	55333_55321	Moderate	10 - 30% AADT CHANGE	11794	12539	14294	6%	21%	0	0	0	-	-
<b>Anchorage Road</b>	55333_55332	Moderate	10 - 30% AADT CHANGE	11563	12055	13193	4%	14%	0	0	0	-	-
<b>Angerstein Road</b>	54531_54520	Moderate	10 - 30% AADT CHANGE	5153	5425	5125	5%	-1%	0	0	0	-	-
<b>Battenburg Avenue</b>	55133_54832	High	OVER 30% AADT CHANGE	921	1117	886	21%	-4%	12	12	12	0%	0%
<b>Dundas Lane</b>	55334_55432	High	OVER 30% AADT CHANGE	615	2558	1420	316%	131%	133	269	254	102%	91%
<b>Dundas Lane</b>	55432_55334	High	OVER 30% AADT CHANGE	615	2558	1420	316%	131%	133	269	254	102%	91%
<b>Kipling Road</b>	58433_58632	High	10 - 30% AADT CHANGE	2106	2314	2195	10%	4%	0	0	0	-	-
<b>Meyrick Road</b>	54203_54233	Low	10 - 30% AADT CHANGE	2782	2757	3050	-1%	10%	0	0	0	-	-
<b>Norway Road</b>	55321_58132	Moderate	HGV CHANGE OVER 10%	14613	14774	14641	1%	0%	982	1066	1054	9%	7%
<b>Norway Road</b>	58132_58111	Moderate	HGV CHANGE OVER 10%	18632	19434	18865	4%	1%	1246	1336	1309	7%	5%
<b>Stubbington Avenue</b>	54731_54732	High	OVER 30% AADT CHANGE	3548	3504	3540	-1%	0%	0	0	0	-	-
<b>Stubbington Avenue</b>	54732_54911	High	10 - 30% AADT CHANGE	1928	1693	1933	-12%	0%	0	0	0	-	-
<b>Torrington Road</b>	55131_58431	Moderate	10 - 30% AADT CHANGE	3118	3433	3210	10%	3%	16	16	16	-1%	0%

1.1.8. SECTION 8 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 8 - Section 8: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
A2030 Eastern Road	55311_55412	Moderate	CABLE CORRIDOR	45133	39744	41130	-12%	-9%	2214	2053	2058	-7%	-7%
A2030 Eastern Road	55412_55311	Moderate	CABLE CORRIDOR	45133	39744	41130	-12%	-9%	2214	2053	2058	-7%	-7%
A2030 Eastern Road	55412_56011	Moderate	CABLE CORRIDOR	44580	37210	39679	-17%	-11%	2040	1734	1758	-15%	-14%
A2030 Eastern Road	55832_56034	Moderate	CABLE CORRIDOR	34819	31670	33816	-9%	-3%	1309	1271	1281	-3%	-2%
A2030 Eastern Road	56011_55412	Moderate	CABLE CORRIDOR	44580	37210	39679	-17%	-11%	2040	1734	1758	-15%	-14%
A2030 Eastern Road	56011_56012	Moderate	CABLE CORRIDOR	41416	36820	40011	-11%	-3%	1903	1818	1839	-4%	-3%
A2030 Eastern Road	56012_56011	Moderate	CABLE CORRIDOR	41416	36820	40011	-11%	-3%	1903	1818	1839	-4%	-3%
A2030 Eastern Road	56012_56034	Moderate	CABLE CORRIDOR	37596	34037	36667	-9%	-2%	1569	1584	1559	1%	-1%
A2030 Eastern Road	56034_55832	Moderate	CABLE CORRIDOR	34819	31670	33816	-9%	-3%	1309	1271	1281	-3%	-2%
A2030 Eastern Road	56034_56012	Moderate	HGV CHANGE OVER 10%	37596	34037	36667	-9%	-2%	1569	1584	1559	1%	-1%
A2047 Kingston Crescent	54411_54432	High	HGV CHANGE OVER 10%	18656	19047	18660	2%	0%	288	362	301	26%	5%
A2047 Kingston Crescent	54431_54241	High	HGV CHANGE OVER 10%	12128	12191	12264	1%	1%	114	180	125	59%	10%
A2047 Kingston Crescent	54432_54431	High	HGV CHANGE OVER 10%	20103	20523	20224	2%	1%	235	322	248	37%	5%

<b>A288 Baffins Road</b>	55631_55721	High	HGV CHANGE OVER 10%	12117	13058	12301	8%	2%	188	222	217	18%	16%
<b>A288 Boffins Road</b>	55632_55631	High	HGV CHANGE OVER 10%	13783	14793	14024	7%	2%	201	235	229	17%	14%
<b>A288 Copnor Road</b>	52436_52438	High	10 - 30% AADT CHANGE	26105	27855	26660	7%	2%	519	547	559	5%	8%
<b>A288 Copnor Road</b>	52437_55633	High	10 - 30% AADT CHANGE	28243	28809	28495	2%	1%	602	628	585	4%	-3%
<b>A288 Copnor Road</b>	52438_52437	High	HGV CHANGE OVER 10%	26564	27027	26828	2%	1%	352	373	351	6%	0%
<b>A288 Copnor Road</b>	54911_54931	High	10 - 30% AADT CHANGE	23917	24906	24470	4%	2%	635	661	674	4%	6%
<b>A288 Copnor Road</b>	54931_54932	High	10 - 30% AADT CHANGE	24846	25869	25470	4%	3%	579	606	618	5%	7%
<b>A288 Copnor Road</b>	54932_52436	High	10 - 30% AADT CHANGE	26036	27765	26577	7%	2%	520	548	560	5%	8%
<b>A288 Milton Road</b>	55633_55632	High	HGV CHANGE OVER 10%	24347	25176	24741	3%	2%	387	410	403	6%	4%
<b>Aylesbury Road/Queen's Road/Paulsgrove Road</b>	54634_52531	Moderate	10 - 30% AADT CHANGE	3912	4536	3999	16%	2%	39	47	40	22%	3%
<b>Burrfields Road</b>	56011_55421	High	10 - 30% AADT CHANGE	9045	6155	6841	-32%	-24%	490	333	382	-32%	-22%
<b>Cardiff Road</b>	54520_54522	Moderate	10 - 30% AADT CHANGE	4473	4757	4484	6%	0%	0	0	0	0%	-100%
<b>Church Street Roundabout</b>	53341_53360	Moderate	HGV CHANGE OVER 10%	41132	41752	41371	2%	1%	656	726	671	11%	2%
<b>Dundas Lane</b>	55421_55431	High	10 - 30% AADT CHANGE	15397	14145	14246	-8%	-7%	846	657	757	-22%	-10%
<b>Dundas Lane</b>	55431_55432	High	OVER 30% AADT CHANGE	7814	11542	11341	48%	45%	1047	1266	1234	21%	18%



<b>Dundas Lane</b>	55432_55431	High	OVER 30% AADT CHANGE	7814	11542	11341	48%	45%	1047	1266	1234	21%	18%
<b>Ebery Grove</b>	56002_56033	Moderate	HGV CHANGE OVER 10%	4979	4851	5031	-3%	1%	249	302	267	21%	8%
<b>Guildford Road</b>	52332_52333	Moderate	10 - 30% AADT CHANGE	2831	3237	2881	14%	2%	0	0	0	-	-
<b>Hayling Avenue</b>	56033_56034	Moderate	HGV CHANGE OVER 10%	5968	5724	6068	-4%	2%	288	346	307	20%	7%
<b>Hayling Avenue</b>	56034_56033	Moderate	CABLE CORRIDOR	5968	5724	6068	-4%	2%	288	346	307	20%	7%
<b>Langley Road/Queen's Road/Pink Road</b>	54631_52635	Moderate	OVER 30% AADT CHANGE	1047	1288	1051	23%	0%	2	2	2	6%	4%
<b>Langstone Road</b>	55721_55732	Moderate	10 - 30% AADT CHANGE	9807	9802	9876	0%	1%	148	176	177	19%	19%
<b>Langstone Road</b>	55732_55831	Moderate	10 - 30% AADT CHANGE	7542	7457	7567	-1%	0%	173	200	202	15%	17%
<b>Lyndhurst Road</b>	54732_54633	High	OVER 30% AADT CHANGE	1932	2491	1909	29%	-1%	0	0	0	-	-
<b>New Road</b>	52531_52532	High	10 - 30% AADT CHANGE	7792	8201	7764	5%	0%	450	460	444	2%	-1%
<b>New Road</b>	52532_52635	High	10 - 30% AADT CHANGE	7635	8254	7649	8%	0%	394	405	388	3%	-2%
<b>New Road</b>	52633_52611	High	10 - 30% AADT CHANGE	4899	5260	4919	7%	0%	373	383	368	3%	-1%
<b>New Road</b>	52634_52633	High	10 - 30% AADT CHANGE	5761	6120	5785	6%	0%	373	383	368	3%	-1%
<b>New Road</b>	52635_52634	High	10 - 30% AADT CHANGE	7606	8546	7648	12%	1%	393	404	387	3%	-2%
<b>New Road East</b>	52435_52438	High	10 - 30% AADT CHANGE	3997	4707	3973	18%	-1%	317	328	326	3%	3%

<b>New Road East</b>	52435_52534	High	10 - 30% AADT CHANGE	3452	4142	3500	20%	1%	242	254	251	5%	4%
<b>New Road East</b>	52438_52435	High	10 - 30% AADT CHANGE	3997	4707	3973	18%	-1%	317	328	326	3%	3%
<b>New Road East</b>	52534_52435	High	10 - 30% AADT CHANGE	3452	4142	3500	20%	1%	242	254	251	5%	4%
<b>Paulsgrove Road</b>	54633_54634	Moderate	OVER 30% AADT CHANGE	3329	4214	3380	27%	2%	15	28	15	82%	1%
<b>Powerscourt Road</b>	54434_54631	Moderate	10 - 30% AADT CHANGE	2291	2731	2303	19%	1%	26	23	27	-15%	3%
<b>Powerscourt Road</b>	54631_54434	Moderate	10 - 30% AADT CHANGE	2291	2731	2303	19%	1%	26	23	27	-15%	3%
<b>Powerscourt Road</b>	54634_54631	Moderate	10 - 30% AADT CHANGE	1244	1443	1252	16%	1%	25	21	26	-16%	3%
<b>Rudmore Roundabout</b>	54241_54240	High	HGV CHANGE OVER 10%	26701	26606	27102	0%	2%	354	421	366	19%	3%
<b>Shearer Road</b>	52634_52334	Moderate	OVER 30% AADT CHANGE	1940	2544	1959	31%	1%	22	23	22	3%	-3%
<b>Sultan Road</b>	53233_52632	Moderate	10 - 30% AADT CHANGE	4641	5044	4709	9%	1%	12	12	12	2%	0%
<b>Tangier Road</b>	56012_56032	Moderate	CABLE CORRIDOR	3221	2311	2794	-28%	-13%	288	195	238	-32%	-17%
<b>Tangier Road</b>	56032_56012	Moderate	CABLE CORRIDOR	3221	2311	2794	-28%	-13%	288	195	238	-32%	-17%

1.1.9. SECTION 9 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 9 - Section 9: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
A2030 Eastern Road	51912_55832	Moderate	CABLE CORRIDOR	32348	30213	31736	-7%	-2%	1074	1069	1074	0%	0%
A2030 Eastern Road	55832_51912	Moderate	CABLE CORRIDOR	32348	30213	31736	-7%	-2%	1074	1069	1074	0%	0%
Furze Lane/Moorings Way	51833_55931	High	CABLE CORRIDOR	114	113	114	-1%	0%	0	0	0	-	-
Furze Lane/Moorings Way	55931_51833	High	CABLE CORRIDOR	114	113	114	-1%	0%	0	0	0	-	-
Guildford Road	52231_52332	Moderate	10 - 30% AADT CHANGE	5263	5630	5311	7%	1%	22	23	22	3%	-3%
Locksway Road/Furze Lane	51832_51833	High	CABLE CORRIDOR	114	113	114	-1%	0%	0	0	0	-	-
Locksway Road/Furze Lane	51833_51832	High	CABLE CORRIDOR	114	113	114	-1%	0%	0	0	0	-	-
Moorings Way	51802_55931	High	CABLE CORRIDOR	4367	4346	4369	0%	0%	125	125	125	0%	0%
Moorings Way	55931_51802	High	CABLE CORRIDOR	4367	4346	4369	0%	0%	125	125	125	0%	0%
Selbourne Terrace/Claremont Road/Walmer Road/Guildford Road	52832_52231	Moderate	10 - 30% AADT CHANGE	3908	4272	3946	9%	1%	45	46	45	2%	-1%

1.1.10. SECTION 10 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 10 - Section 10: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
A288 Eastern Parade	49231_49232	Low	10 - 30% AADT CHANGE	685	862	841	26%	23%	2	2	2	0%	1%
A288 Southsea Terrace	50532_50632	Low	10 - 30% AADT CHANGE	3783	4157	3878	10%	3%	114	125	115	10%	0%
Brading Avenue	49201_49231	Moderate	10 - 30% AADT CHANGE	2889	3180	3178	10%	10%	15	16	16	3%	3%
Bransbury Road	51732_51733	High	CABLE CORRIDOR	4438	4147	4158	-7%	-6%	43	42	42	-2%	-2%
Bransbury Road	51733_51732	High	CABLE CORRIDOR	4438	4147	4158	-7%	-6%	43	42	42	-2%	-2%
Eastney Esplanade	49233_49632	Moderate	10 - 30% AADT CHANGE	2645	2759	2779	4%	5%	4	5	5	16%	19%
Eastney Esplanade	49234_49233	Moderate	10 - 30% AADT CHANGE	1054	1204	1219	14%	16%	3	4	4	22%	24%
Eastney Esplanade	49632_49631	Moderate	10 - 30% AADT CHANGE	2721	2835	2854	4%	5%	4	5	5	16%	19%
Fort Cumberland Road	49131_49132	High	CABLE CORRIDOR	4427	4419	4427	0%	0%	36	36	36	0%	0%
Fort Cumberland Road	49132_49131	High	CABLE CORRIDOR	4427	4419	4427	0%	0%	36	36	36	0%	0%
Fort Cumberland Road	49132_49135	High	CABLE CORRIDOR	12	12	12	0%	0%	0	0	0	-	-
Fort Cumberland Road	49135_49132	High	CABLE CORRIDOR	12	12	12	0%	0%	0	0	0	-	-
Grove Road South	50111_50234	High	10 - 30% AADT CHANGE	1764	1853	1749	5%	-1%	34	38	36	12%	5%

<b>Haslemere Road</b>	51531_49534	Moderate	OVER 30% AADT CHANGE	270	283	537	5%	99%	0	0	0	0%	-100%
<b>Henderson Road</b>	49131_49235	Moderate	CABLE CORRIDOR	3191	3034	3027	-5%	-5%	31	30	30	-3%	-3%
<b>Henderson Road</b>	49235_49131	Moderate	CABLE CORRIDOR	3191	3034	3027	-5%	-5%	31	30	30	-3%	-3%
<b>Henderson Road</b>	49421_51732	Moderate	CABLE CORRIDOR	456	305	295	-33%	-35%	3	3	3	-17%	-18%
<b>Henderson Road</b>	51703_49235	Moderate	CABLE CORRIDOR	4894	4453	4453	-9%	-9%	46	45	45	-3%	-3%
<b>Henderson Road</b>	51732_49421	Moderate	CABLE CORRIDOR	456	305	295	-33%	-35%	3	3	3	-17%	-18%
<b>Henderson Road</b>	51732_51703	Moderate	CABLE CORRIDOR	4894	4453	4453	-9%	-9%	46	45	45	-3%	-3%
<b>Henderson Road/Eastney Esplanade</b>	49131_49234	Moderate	10 - 30% AADT CHANGE	1054	1204	1219	14%	16%	3	4	4	22%	24%
<b>Kent Road</b>	50234_50432	High	10 - 30% AADT CHANGE	4711	5096	4634	8%	-2%	97	102	96	5%	-1%
<b>Kent Road</b>	50431_50532	High	10 - 30% AADT CHANGE	3555	3904	3644	10%	2%	108	118	108	10%	0%
<b>Kent Road</b>	50432_50431	High	10 - 30% AADT CHANGE	4330	4703	4254	9%	-2%	87	93	87	6%	-1%
<b>Middle Street</b>	50931_50936	High	10 - 30% AADT CHANGE	4596	4680	4597	2%	0%	94	110	94	17%	0%
<b>Norfolk Street/Eldon Street/Middle Street</b>	50131_50931	Moderate	10 - 30% AADT CHANGE	3649	3710	3655	2%	0%	72	83	72	14%	-1%
<b>Victoria Avenue</b>	50631_50633	Moderate	10 - 30% AADT CHANGE	291	335	289	15%	-1%	7	7	7	0%	0%
<b>Victoria Grove</b>	51239_49933	High	OVER 30% AADT CHANGE	1522	1647	1509	8%	-1%	5	6	8	23%	85%

Wilson Grove/Chelsea Road	51233_51239	High	10 - 30% AADT CHANGE	1649	1751	1635	6%	-1%	5	6	9	21%	78%
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## 1.2. SEVERANCE ASSESSMENT

### 1.2.1. SECTION 1 – SEVERANCE: LOVEDEAN (CONVERTER STATION AREA)

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	DM Severance	DS Severance
B2149 Dell Piece West	Medium	10745	11412	11399	6%	6%	Low	Low
Anmore Road	Medium	1273	1088	1088	-15%	-15%	Negligible	Negligible
Broadway Lane	Medium	4167	4901	4895	18%	17%	Low	Low
Day Lane	Low	3532	4443	4437	26%	26%	Low	Low
Frogmore Lane	Medium	6259	6730	6720	8%	7%	Low	Low
Five Heads Roads	Medium	987	1065	1066	8%	8%	Low	Low
Hazleton Way	Medium	4599	5005	5006	9%	9%	Low	Low
Hinton Manor Lane	Negligible	1762	2334	2338	32%	33%	Low	Low
Lovedean Lane	High	5570	7039	7037	26%	26%	Low	Medium
Stonechat Road	Medium	2007	2084	2077	4%	4%	Negligible	Negligible
Victory Avenue	Low	4462	4884	4880	9%	9%	Low	Low
Yoells Lane	Moderate	1665	1962	1964	18%	18%	Negligible	Negligible

### 1.2.2. SECTION 2 – SEVERANCE: ANMORE

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	DM Severance	DS Severance
Anmore Lane	Medium	544	876	879	61%	62%	Negligible	Negligible
Broadway Lane	Negligible	544	876	879	61%	62%	Negligible	Negligible
Eagle Avenue	Low	3775	4311	4308	14%	14%	Low	Low
Longwood Avenue	Low	4187	4732	4720	13%	13%	Low	Low

Lovedean Lane	High	5955	7045	7057	18%	18%	Low	Medium
Milton Road	High	7569	8402	8409	11%	11%	Low	Low
Rushmere Lane	Negligible	1624	1747	1740	8%	7%	Negligible	Negligible
Uplands Road	Medium	1621	1741	1734	7%	7%	Negligible	Negligible
Woodbury Grove	Low	2600	2848	2862	10%	10%	Negligible	Negligible

1.2.3. SECTION 3 – DENMEAD / KINGS POND MEADOWS

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	DM Severance	DS Severance
Anmore Road	Moderate	3102	3920	3921	26%	26%	Negligible	Negligible
B1250 Hambledon Road	Moderate	TBC	TBC	TBC	TBC	TBC	Negligible	Low
Cherry Tree Avenue	Moderate	1281	1442	1437	13%	12%	Negligible	Negligible
Mead End Road	Moderate	1430	1976	1980	38%	38%	Negligible	Negligible
Milton Road	High	14060	16265	16266	16%	16%	Low	Low
Silvester Road	Moderate	5204	7433	7430	43%	43%	Negligible	Low
Southwick Road	Low	3779	4160	4146	10%	10%	Low	Low
Sunnymead Drive	Low	9277	9885	9881	7%	7%	Low	Low
Uplands Road	Moderate	1541	1652	1646	7%	7%	Negligible	Negligible

1.2.4. SECTION 4 – SEVERANCE: HAMBLEDON ROAD TO FARLINGTON AVENUE

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	DM Severance	DS Severance
A3 London Road between Forest Roundabout and Ladybridge Roundabout	Moderate	5553	5641	5634	2%	1%	Low	Low
A3 London Road between Ladybridge Roundabout and Portsdown Hill Road	Moderate	1354	1268	1303	-6%	-4%	Low	Low
A3 Maurepas Way	Moderate	35347	17019	16975	-52%	-52%	Low	Low
B2150 Hambledon Road between Soake Road and Milton Road	Moderate	20124	19634	19655	-2%	-2%	Low	Low



<b>B2150 Hambledon Road between Milton Road and A3 Maurepas Way</b>	Moderate	30923	24226	24241	-22%	-22%	Low	Low
<b>B2150 Hulbert Road</b>	Negligible	6619	7417	7414	12%	12%	Low	Low
<b>B2177 Portsdown Hill Road</b>	Negligible	14321	15348	15263	7%	7%	Low	Low
<b>B2177 Southwick Road</b>	Moderate	2110	2980	2991	41%	42%	Negligible	Negligible
<b>Bridge Street</b>	Negligible	1581	1705	1697	8%	7%	Negligible	Negligible
<b>Cherry Tree Avenue</b>	Moderate	1281	1442	1437	13%	12%	Low	Low
<b>Closewood Road</b>	Moderate	923	3127	3079	239%	234%	Negligible	Medium
<b>College Road</b>	High	5277	5502	5520	4%	5%	Low	Low
<b>Common Lane</b>	Negligible	1717	1847	1839	8%	7%	Negligible	Negligible
<b>Crookhorn Lane</b>	High	4365	4654	4609	7%	6%	Low	Low
<b>Cunningham Road</b>	Low	5355	8305	8293	55%	55%	Low	Medium
<b>Elizabeth Road / Woodlands Grove / Westbrook Grove</b>	High	1942	3966	3871	104%	99%	Low	Medium
<b>Ferndale</b>	Low	2174	2371	2375	9%	9%	Low	Low
<b>Frendstaple Road</b>	Low	6400	8538	8542	33%	33%	Low	Medium
<b>Furzeley Road</b>	Low	3305	6039	6068	83%	84%	Low	Medium
<b>Hart Plain Avenue</b>	High	2480	2787	2786	12%	12%	Low	Low
<b>Hurstville Drive</b>	Moderate	2887	5393	5399	87%	87%	Low	Medium
<b>Jubilee Road</b>	Moderate	5400	6025	6039	12%	12%	Low	Low
<b>Mill Road</b>	High	1825	3618	3571	98%	96%	Low	Medium
<b>Morelands Road</b>	Low	964	1104	1114	15%	16%	Negligible	Negligible
<b>Newlands Lane</b>	Negligible	2851	5195	5200	82%	82%	Negligible	Negligible
<b>Park Avenue</b>	High	155	2934	2955	1788%	1802%	Low	Medium
<b>Pigeon House Lane</b>	Negligible	369	554	593	50%	61%	Negligible	Negligible

<b>Pitymoor Lane</b>	Negligible	2185	3226	3186	48%	46%	Negligible	Negligible
<b>Portchester Lane</b>	Negligible	2674	3567	3563	33%	33%	Negligible	Negligible
<b>Privett Road</b>	Low	3490	4647	4653	33%	33%	Low	Low
<b>Purbrook Heath Road</b>	High	4073	5685	5707	40%	40%	Negligible	Negligible
<b>Purbrook Way</b>	High	14978	16615	16669	11%	11%	Low	Low
<b>Rockville Drive</b>	Moderate	5033	5784	5927	15%	18%	Low	Low
<b>Shaftesbury Avenue</b>	Moderate	117	350	299	200%	157%	Negligible	Negligible
<b>Sheepwash Lane</b>	Negligible	2387	3639	3639	52%	52%	Negligible	Negligible
<b>Skew Road</b>	Negligible	8446	8558	8528	1%	1%	Low	Low
<b>Stakes Hill Road</b>	High	7495	10590	10580	41%	41%	Low	Medium
<b>Stakes Road</b>	Low	8969	9544	9725	6%	8%	Low	Low
<b>Stratford Road</b>	Low	1036	1215	1219	17%	18%	Negligible	Negligible
<b>Sunnymead Drive</b>	Low	6936	7884	7883	14%	14%	Low	Low
<b>Tempest Avenue</b>	Moderate	4933	5479	5499	11%	11%	Low	Low
<b>Warfield Avenue</b>	High	5648	10265	10266	82%	82%	Low	Low
<b>Widley Walk</b>	Negligible	113	255	248	125%	120%	Negligible	Negligible

**1.2.5. SECTION 5 – SEVERANCE: FARLINGTON**

<b>Road</b>	<b>Base Sensitivity</b>	<b>DM</b>	<b>DS1</b>	<b>DS2</b>	<b>% Change DS1</b>	<b>% Change DS2</b>	<b>DM Severance</b>	<b>DS Severance</b>
<b>A2030 Havant Road</b>	Medium	19,832	20,139	20,292	2%	2%	Medium	Medium
<b>A3 London Road</b>	Medium	25,293	25,900	25,708	2%	2%	Medium	Medium
<b>A397 Northern Road</b>	Medium	31,711	32,876	32,648	4%	3%	Medium	Medium
<b>Eveleigh Road</b>	High	1,044	3,027	3,125	190%	199%	Negligible	Low
<b>Farlington Avenue</b>	High	4,072	3,823	3,678	-6%	-10%	Negligible	Low
<b>Gillman Road</b>	Medium	6,337	8,216	8,311	30%	31%	Negligible	Negligible

<b>Havant Road / A2030 Havant Road</b>	High	13,410	14,885	14,888	11%	11%	Medium	Medium
<b>Lower Drayton Lane</b>	Medium	6,438	7,197	7,112	12%	10%	Negligible	Negligible
<b>Rectory Avenue</b>	Medium	1,490	1,701	1,699	14%	14%	Negligible	Negligible
<b>Station Road</b>	Medium	2,355	4,043	3,984	72%	69%	Negligible	Low

**1.2.6. SECTION 6 – SEVERANCE: ZETLAND FIELD AND SAINSBURY'S CAR PARK**

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	DM Severance	DS Severance
<b>A2030 Eastern Road</b>	Medium	8,989	4,925	5,058	-45%	-44%	Medium	Medium
<b>A2047 London Road / A2047</b>	High	30,669	31,247	30,967	2%	1%	Medium	Medium
<b>A397 Northern Road</b>	Medium	10,179	11,282	10,955	11%	8%	Medium	Medium
<b>Grove Road</b>	High	8,555	10,201	10,263	19%	20%	Medium	Medium
<b>Lower Drayton Lane</b>	Medium	3,369	3,994	4,052	19%	20%	Negligible	Negligible
<b>Lower Farlington Road / Fitzherbert Road</b>	Medium	4,603	4,838	4,842	5%	5%	Negligible	Negligible
<b>Medina Road / Cow Lane / Northharbour Road</b>	High	164	251	209	53%	28%	Negligible	Negligible

**1.2.7. SECTION 7 – SEVERANCE: FARLINGTON JUNCTION TO AIRPORT SERVICE ROAD**

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	DM Severance	DS Severance
<b>A2047 London Road / A2047 Kingston Road / A2047 Fratton Road Corridor</b>	High	30,832	31,451	31,128	2%	1%	Low	Low
<b>A288 Copnor Road / A288 Baffins Road / A288 Milton Road Corridor</b>	High	16,757	18,220	17,166	9%	2%	Low	Low
<b>Anchorage Road</b>	Medium	11,794	12,539	14,294	6%	21%	Negligible	Negligible
<b>Angerstein Road</b>	Medium	5,153	5,425	5,125	5%	-1%	Negligible	Negligible
<b>Battenburg Avenue</b>	High	921	1,117	886	21%	-4%	Negligible	Negligible

Dundas Lane	High	615	2,558	1,420	316%	131%	Negligible	Negligible
Kipling Road	High	2,106	2,314	2,195	10%	4%	Negligible	Negligible
Norway Road	Medium	18,632	19,434	18,865	4%	1%	Medium	Medium
Stubbington Avenue	High	3,548	3,504	3,540	-1%	0%	Low	Low
Torrington Avenue	Medium	3,118	3,433	3,210	10%	3%	Negligible	Negligible

1.2.8. SECTION 8 – SEVERANCE: EASTERN ROAD (ADJACENT TO GREAT SALTERNS GOLF COURSE)

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	DM Severance	DS Severance
A2030 Eastern Road	Medium	37596	34037	36667	-9%	-2%	Medium	Medium
A2047 London Road / A2047 Kingston Road/ A2047 Fratton Road Corridor	High	20103	20523	20224	2%	1%	Low	Low
A288 Copnor Road / A288 Baffins Road / A288 Milton Road Corridor	High	12117	13058	12301	8%	2%	Low	Low
A3 Mile End Road / A3 Commercial Road / A3 Hope Street / A3 Marketway / A3 Alfred Road / A3 Anglesea Road Corridor	Medium	41132	41752	41371	2%	1%	Low	Low
A3 Northern Parade / A3 Twyford Avenue / A3 Stamshaw Road Corridor	High	26701	26606	27102	0%	2%	Low	Low
Aylesbury Road/Queen's Road/Paulsgrove Road	Medium	3329	4214	3380	27%	2%	Negligible	Negligible
Burrfields Road	High	9045	6155	6841	-32%	-24%	Low	Low
Cardiff Road	Medium	4473	4757	4484	6%	0%	Negligible	Negligible
Dundas Lane	High	7814	11542	11341	48%	45%	Negligible	Negligible
Ebery Grove	Medium	4979	4851	5031	-3%	1%	Negligible	Negligible
Guildford Road	Medium	2831	3237	2881	14%	2%	Negligible	Negligible
Hayling Avenue	Medium	5968	5724	6068	-4%	2%	Negligible	Negligible
Langley Road / Queen's Road / Pink Road	Medium	1047	1288	1051	23%	0%	Negligible	Negligible
Langstone Road	Medium	9807	9802	9876	0%	1%	Negligible	Negligible

<b>Lyndhurst Road</b>	High	1932	2491	1909	29%	-1%	Negligible	Negligible
<b>Milton Road</b>	High	24347	25176	24741	3%	2%	Low	Low
<b>New Road</b>	High	7606	8546	7648	12%	1%	Negligible	Negligible
<b>New Road East</b>	High	3452	4142	3500	20%	1%	Negligible	Negligible
<b>Powerscourt Road</b>	Medium	2291	2731	2303	19%	1%	Negligible	Negligible
<b>Shearer Road</b>	Medium	1940	2544	1959	31%	1%	Negligible	Negligible
<b>Sultan Road</b>	Medium	4641	5044	4709	9%	1%	Negligible	Negligible
<b>Tangier Road</b>	Medium	3221	2311	2794	-28%	-13%	Negligible	Negligible

**1.2.9. SECTION 9 – SEVERANCE: MOORINGS WAY TO BRANSBURY ROAD**

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	DM Severance	DS Severance
<b>A2030 Eastern Road</b>	Medium	32348	30213	31736	-7%	-2%	Medium	Medium
<b>Furze Lane</b>	High	114	113	114	-1%	0%	Negligible	Negligible
<b>Guildford Road</b>	Medium	5263	5630	5311	7%	1%	Negligible	Negligible
<b>Moorings Way</b>	High	4367	4346	4369	0%	0%	Negligible	Negligible
<b>Selbourne Terrace / Claremount Road / Walmer Road</b>	Medium	3908	4272	3946	9%	1%	Negligible	Negligible

**1.2.10. SECTION 10 – SEVERANCE: EASTNEY (LANDFALL)**

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	DM Severance	DS Severance
<b>A288 Eastern Parade</b>	Low	685	862	841	26%	23%	Negligible	Negligible
<b>A288 Eastney Road</b>	High	4438	4147	4158	-7%	-6%	Negligible	Negligible
<b>A288 Southsea Terrace</b>	Low	3783	4157	3878	10%	3%	Negligible	Negligible
<b>Brading Avenue</b>	Medium	2889	3180	3178	10%	10%	Negligible	Negligible
<b>Eastney Esplanade</b>	Medium	1054	1204	1219	14%	16%	Negligible	Negligible
<b>Eldon Street / Norfolk Street</b>	Medium	3649	3710	3655	2%	0%	Negligible	Negligible

<b>Fort Cumberland Road</b>	High	4427	4419	4427	0%	0%	Negligible	Negligible
<b>Grove Road South</b>	High	1764	1853	1749	5%	-1%	Negligible	Negligible
<b>Haselmere Road</b>	Medium	270	283	537	5%	99%	Negligible	Negligible
<b>Henderson Road</b>	Medium	1054	1204	1219	14%	16%	Negligible	Negligible
<b>Kent Road</b>	High	3555	3904	3644	10%	2%	Negligible	Negligible
<b>Middle Street</b>	High	4596	4680	4597	2%	0%	Negligible	Negligible
<b>Victoria Avenue</b>	Medium	291	335	289	15%	-1%	Negligible	Negligible
<b>Victoria Grove</b>	High	1522	1647	1509	8%	-1%	Negligible	Negligible
<b>Wilson Grove</b>	High	1649	1751	1635	6%	-1%	Negligible	Negligible

**1.3. FEAR AND INTIMIDATION ASSESSMENT**

Road Name and Onshore Cable Corridor Section	Location	Sensitivity	Do Minimum				Do Something Scenario 1				Do Something Scenario 2			
			Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DM Highest rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS1 Highest Rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS2 Highest Rank
<b>Lovedean Lane (Section 2)</b>	Lovedean	High	308	70	20	Large	403	124	20	Medium	404	124	20	Medium
<b>Milton Road (Section 2)</b>	Waterlooville	High	546	135	18	Medium	382	141	22	Large	382	139	22	Large
<b>B2150 Hambledon Road (Section 4)</b>	Waterlooville	Moderate	1628	970	26	Large	1119	859	17	Medium	1119	849	17	Medium
<b>A3 Maurepas Way (Section 4)</b>	Waterlooville	Moderate	1988	974	22	Large	957	753	15	Medium	955	744	15	Medium
<b>A3 London Road (Section 4)</b>	Waterlooville	Moderate	1260	464	22	Large	734	359	19	Medium	737	357	19	Medium
<b>Stakes Hill Road (Section 4)</b>	Waterlooville	High	571	127	9	Negligible	643	153	9	Small	642	157	9	Small
<b>Mill Road (Section 4)</b>	Purbook, Waterlooville	High	83	63	15	Medium	270	68	13	Small	268	68	13	Small



Road Name and Onshore Cable Corridor Section	Location	Sensitivity	Do Minimum				Do Something Scenario 1				Do Something Scenario 2			
			Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DM Highest rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS1 Highest Rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS2 Highest Rank
<b>Elizabeth Road /Woodlands Grove / Westbrook Grove (Section 4)</b>	Purbrook, Waterlooville	High	111	61	11	Small	228	70	9	Negligible	222	73	9	Negligible
<b>Stakes Road (Section 4)</b>	Purbrook, Waterlooville	Low	573	119	17	Medium	471	155	14	Small	466	166	14	Small
<b>Purbrook Way (Section 4)</b>	Purbrook, Waterlooville	High	860	287	20	Medium	954	341	20	Large	957	350	20	Large
<b>A397 Northern Road (Section 5)</b>	Cosham	Moderate	1783	1073	16	Medium	1849	1186	16	Large	1836	1190	16	Large
<b>Medina Road / Cow Lane / Northharbour Road (Section 6)</b>	Cosham	Moderate	9	0	15	Small	14	0	7	Negligible	12	0	15	Small
<b>A2030 Eastern Road (Section 6)</b>	Portsmouth	Moderate	506	488	21	Large	277	124	19	Medium	284	132	19	Medium
<b>Dundas Lane (Section 8)</b>	Copnor, Portsmouth	High	884	874	16	Medium	812	679	14	Small	818	783	17	Medium

Road Name and Onshore Cable Corridor Section	Location	Sensitivity	Do Minimum				Do Something Scenario 1				Do Something Scenario 2			
			Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DM Highest rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS1 Highest Rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS2 Highest Rank
Henderson Road (Section 10)	Eastney, Portsmouth	Moderate	280	47	21	Large	256	62	9	Negligible	256	62	9	Negligible

## 1.4. PEDESTRIAN AND CYCLE AMENITY ASSESSMENT

Road Name and Onshore Cable Corridor Section	Location	Sensitivity	DM AADT	DS1 AADT	DS2 AADT	DS1 AADT % Change	DS2 AADT % Change	DM HGVs	DS1 HGVs	DS2 HGVs	DS1 HGV % Change	DS2 HGV % Change
<b>Soake Road (Section 4)</b>	Denmead	Moderate	572	151	141	-74%	-75%	0	2	2	12247%	12154%
<b>Closewood Road (Section 4)</b>	Denmead	Moderate	923	3127	3079	239%	234%	19	58	58	204%	204%
<b>Furzeley Road (Section 4)</b>	Furzeley Corner, Denmead	Low	3305	6039	6068	83%	84%	54	117	128	116%	135%
<b>Mill Road (Section 4)</b>	Stakes, Waterlooville	High	1455	4702	4665	223%	221%	61	66	66	8%	9%
<b>Elizabeth Road / Woodlands Grove / Westbrook</b>	Purbrook, Waterlooville	High	1942	3966	3871	104%	99%	59	67	70	14%	19%

<b>Grove (section 4)</b>												
<b>Shaftesbury Avenue (Section 4)</b>	Purbrook, Waterlooville	Moderate	117	350	299	200%	157%	3	3	3	-7%	-12%
<b>Park Avenue (Section 4)</b>	Widley, Waterlooville	High	3645	7581	7608	108%	109%	57	125	125	118%	118%
<b>Milk Lane (Section 4)</b>	MDA, Waterlooville	Moderate	713	1768	1768	148%	148%	5	11	11	134%	134%
<b>Gillman Road (Section 5)</b>	Cosham	Moderate	6337	8216	8311	30%	31%	53	108	115	103%	117%
<b>Eveleigh Road (Section 5)</b>	Cosham	High	1044	3027	3125	190%	199%	8	66	73	692%	783%
<b>Station Road (Section 5)</b>	Cosham	Moderate	2355	4043	3984	72%	69%	47	223	201	376%	328%
<b>Dundas Lane (Section 7)</b>	Copnor, Portsmouth	High	615	2558	1420	316%	131%	133	269	254	102%	91%

## 1.5. TRAFFIC DELAY

Section Number	Junction	Summary of Impacts	Sensitivity of Receptor	Magnitude of Impact	Significance of Effect
1	A3(M) Junction 2	The junction continues to operate within capacity in the AM and PM peaks, albeit the A3(M) off-slips are approaching capacity in the DS scenarios in the AM and PM peak hours.	Medium	Medium	Moderate
1	Dell Piece West / A3 Portsmouth Road / Catherington Lane traffic signals	Results from the SRTM show that the delay times at this junction increase by less than 5% on all approaches when comparing the DM and DS scenarios.	Medium	Low	Minor to Moderate
2	No junctions included in scope of assessment				
3	No junctions included in scope of assessment				
4	B2150 Hambledon Road/Milton Road/Elettra Avenue	The junction will operate within capacity in the DS scenarios with a reduce in delay between the DM and DS scenarios due to redistribution of traffic away from the junction	Medium	Medium	Moderate

4	B2150 Hambledon Road/Aston Road	Results from the SRTM show that the B2150 Hambledon Road southbound experiences an increase in delay of approximately 90 seconds. This is a result of delays at the temporary traffic signals at the B2150 Hambledon Road / A3 Maurepas Way junction	Medium	High	Major to Moderate
4	B2150 Hambledon Road/A3 Maurepas Way/Houghton Avenue	This junction is modelled with temporary traffic signals in the DS scenarios and operates within capacity. Average delay per vehicle increases to 90-120 on the B2150 Hambledon Road and A3 Maurepas Way south approach and by 60 seconds on A3 Maurepas Way East.	Medium	High	Major to Moderate
4	A3 Maurepas Way/A3 London Road/Rockville Drive	This junction operates over capacity with long queues on the Rockville Drive. Delay times however are reduced in the DS scenarios due to redistribution of traffic away from the Onshore Cable Corridor	Medium	Low	Minor to Moderate
4	A3 London Road/Ladybridge Road	This junction is modelled with temporary traffic signals in the DS scenarios, which operate within capacity. Traffic delays on A3 London Road remain within 30-60 seconds of the DM scenario but Ladybridge Road increases by 80-90 seconds	Medium	High	Major to Moderate
4	A3(m) Junction 3	The junction operates within capacity, albeit with the A3(M) slip-roads approaching capacity in the	Medium	Negligible	Negligible

		DS scenarios. All delay times remain with 10 seconds of the DM scenario.			
4	A3 Maurepas Way/A3 London Road/B2150 Hulbert Road	The junction operates within capacity in the DS scenarios. Delay times are within 10 seconds of the DM scenario.	Medium	Negligible	Negligible
4	Hulbert Road/Frendstaple Road/Tempest Avenue	The junction operates within capacity in the DS scenarios. Delay times are within 10 seconds of the DM scenario.	Medium	Negligible	Negligible
4	Rockville Drive/Stakes Hill Road	The junction operates within capacity in the DS scenarios. Delay times are within 10 seconds of the DM scenario.	Medium	Negligible	Negligible
4	Stakes Hill Road/Frendstaple Road	The junction operates within capacity in the DS scenarios. Delay times are within 10 seconds of the DM scenario.	Medium	Negligible	Negligible
4	Stakes Road/Stake Hill Road/Purbrook Way/Crookhorn Lane	The junction operates over capacity in the DM and DS scenarios, with the Stakes Road approach over capacity in the Am peak. Delay times are more than doubled in the DS scenarios to approximately 240 seconds	Medium	High	Major to Moderate
4	Purbrook Way/College Road	The junction is approaching capacity in the DS scenarios. The College Road right turn approach	Medium	Medium	Moderate



		has an increase in delay of 30-40 seconds in the AM peak			
5	A2030/Farlington Avenue/A2030 Eastern Road/Havant Road	The junction operates within capacity in the DS scenarios. Average delay per vehicle increases on Farlington Avenue doubles to approximately 80 seconds due to re-optimisation of signal timings to reflect traffic distribution.	Medium	Low	Minor to Moderate
5	B2177 Portsdown Hill Road/Maylands Road/B2177 Bedhampton Road/B2177 Bedhampton Hill	The junction operates over capacity in the DS scenarios, on the B2177 Portsdown Hill approach in the PM peak. As a result, average delay per vehicle increases by approximately 50 seconds to 130 seconds	Medium	Medium	Moderate
5	A3 Southampton Road/A3 London Road/Spur Road/Havant Road	The junction operates within capacity in the DS scenarios. Delay times are within 10 seconds of the DM scenario.	Medium	Negligible	Negligible
6	A2030 Eastern Road/Grove Road/A2030 Eastern Road/Fitzherbert Road	The junction operates within capacity in the DS scenarios. Delay times are within 10 seconds of the DM scenario.	Medium	Negligible	Negligible
6	A27 Western Road/A3 London Road/A397	This junction operates over capacity in the DM and DS scenarios. In the DS2 scenario the M27-offslip is close to capacity, leading to an increase	Medium	Medium	Moderate

	Northern Road/M27 (Portsbridge Roundabout)	in delay time of approximately 30 seconds per vehicle			
7	A2030 Eastern Road/Anchorage Road	The junction operates within capacity in the DS scenarios due to traffic redistributing away from the Eastern Road. Anchorage Road and Eastern Road N right-turn experience an increase in delay per vehicle of up to 70 seconds but there are decreases on other approaches	Medium	Low	Minor to Moderate
7	Norway Road/Copnor Road	The junction operates within capacity in the DS scenarios. Delay times are within 10 seconds of the DM scenario.	Medium	Negligible	Negligible
8	A2030 Eastern Road/Airport Service Road	The junction operates within capacity in the DS scenarios due to traffic redistributing away from the Eastern Road. Increases in delay on some arms are balanced against reductions on others.	Medium	Low	Minor to Moderate
8	A2030 Eastern Road/Burrfields Road	The junction operates within capacity in the DS scenarios due to traffic redistributing away from the Eastern Road. Increases in delay on some arms are balanced against reductions on others.	Medium	Low	Minor to Moderate
8	A2030 Eastern Road/Tangier Road	The junction operates within capacity in the DS scenarios due to traffic redistributing away from	Medium	Low	Minor to Moderate

		the Eastern Road. Increases in delay on some arms are balanced against reductions on others.			
8	A2030 Eastern Road/Hayling Avenue	The junction operates over capacity in the DM and DS scenarios with Hayling Avenue experiencing a significant delay. This delay is worsened in the DS2 scenario, with delay increasing by up to 47 seconds.	Medium	Negligible	Negligible
8	Copnor Road/Burrfields Road	The junction operates over capacity in the DM and DS scenarios. Delays per vehicle increase by up to 60 seconds on Copnor Road North in the Am peak	Medium	Medium	Moderate
8	Burrfields Road/Moneyfield Avenue/Dundas Lane	The junction operates within capacity in the DS scenarios. Delay times are within 10 seconds of the DM scenario.	Medium	Negligible	Negligible
8	Milton Road/St Marys Road	The junction operates over capacity in the DM and DS on Langstone Road. In the DS scenarios the average delay on this link either reduces or increases by less than 10 seconds.	Medium	Negligible	Negligible
8	A3 Mile End Road/Church Street/Hope Street/Commercial Road	This junction operates over capacity in the DM and DS scenarios. On Church Street, average delay per vehicle is increased by up to 65 seconds and on A3 Mile End Road it increases by up to 50 seconds due to traffic redistribution	Medium	Medium	Moderate

<b>9</b>	A2030 Velder Avenue/Milton Road	This junction operates over capacity in the DM and DS scenarios. The average delay per vehicle is not increases significantly in either of the DS scenarios with the junction operating broadly the same between DM and DS	Medium	Negligible	Negligible
<b>10</b>	No junctions included in scope of assessment				

<b>Section Number</b>	<b>Traffic Management Location</b>	<b>Summary of Impacts</b>	<b>Sensitivity of Receptor</b>	<b>Magnitude of Impact</b>	<b>Significance of Effect</b>
<b>3</b>	B2150 Hambledon Road	The average delay per vehicle is approximately 60 seconds.	Medium	Medium	Moderate
<b>4</b>	A3 London Road south of Forest Road roundabout	The average delay per vehicle is approximately 45 seconds.	Medium	Medium	Moderate
<b>4</b>	A3 London Road north of Ladybridge Road	The average delay per vehicle is approximately 45 seconds.	Medium	Medium	Moderate

4	A3 London Road south of Ladybridge Road	The average delay per vehicle is approximately 45 seconds.	Medium	Medium	Moderate
4	B2177 Portsdown Hill Road	The average delay per vehicle is approximately 45-60 seconds.	Low	Medium	Moderate
5	Farlington Avenue north of Sea View Road	The average delay per vehicle is approximately 20 seconds for northbound vehicles and 45 seconds for southbound vehicles	High	Low	Moderate
9	Moorings Way	The average delay per vehicle is approximately 30 seconds.	High	Low	Moderate
9	Locksway Road	The average delay per vehicle is approximately 30 seconds.	Medium	Low	Minor to Moderate

10	Bransbury Road	The average delay per vehicle is approximately 20-40 seconds.	Medium	Low	Minor to Moderate
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## 1.6. ACCIDENTS AND SAFETY

Road Name and Onshore Cable Corridor Section	Location	Sensitivity	DM Accident Rate	DS1 Accident Rate	DS2 Accident Rate	Change DS1	Change DS2
Closewood Road (Section 4)	Denmead	Medium	0.067	0.226	0.223	0.160	0.223
Park Avenue (Section 4)	Waterlooville	High	0.140	0.291	0.292	0.151	0.152
Stakes Hill Road (Section 4)	Waterlooville	High	0.313	0.435	0.437	0.122	0.437
Dundas Lane (Section 8)	Copnor	High	0.250	0.369	0.362	0.119	0.112







**AQUIND Limited**

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## **AQUIND INTERCONNECTOR**

Environmental Statement – Appendix 22.6  
Traffic and Transport Cumulative Effects  
Assessment Matrix (Stage 1 & 2)

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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# **AQUIND INTERCONNECTOR**

Environmental Statement – Appendix 22.6  
Traffic and Transport Cumulative Effects  
Assessment Matrix (Stage 1 & 2)

**PINS REF.: EN020022**

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## DOCUMENT

<b>Document</b>	<b>6.3.22.6 Environmental Statement, Appendix 22.6 Traffic and Transport Cumulative Effects Assessment Matrix (Stage 1 &amp; 2)</b>
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<b>Prepared By</b>	S. Gander
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<b>Date</b>	14 November 2019

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## TRAFFIC AND TRANSPORT

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<b>1.1. INTRODUCTION</b>	<b>1</b>
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# APPENDIX 22.6 TRAFFIC AND TRANSPORT CUMULATIVE EFFECTS ASSESSMENT MATRIX (STAGE 1 & 2)

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## 1.1. INTRODUCTION

- 1.1.1.1. This document should be read in conjunction with Chapter 29 (Cumulative Effects Assessment ('CEA')) of the Environmental Statement ('ES') Volume 1 (Document Reference 6.1.22), Chapter 22 (Traffic and Transport) of the ES Volume 1 (Document Reference 6.1.22) and Appendix 22.4 (Traffic and Transport CEA Stage 3 & 4) of the ES Volume 3 (Document Reference 6.3.22.4).
- 1.1.1.2. The CEA for the Proposed Development follows the recommended approach as detailed by the Planning Inspectorate ('PINS') in PINS Advice Note Seventeen (PINS, 2015). This document summarises the first stages of the CEA approach which include:
- Stage 1 – Establish a Zone of Influence ('ZOI') for each environmental discipline and identify long list of 'other developments'; and
  - Stage 2 – Identify a shortlist of 'other developments'.
- 1.1.1.3. In order to screen projects for the CEA relating to traffic and transport the following threshold criteria has been applied:
- The ZOI for other developments has been identified as up to 5 km from the Order Limits.
  - The scale and nature of other developments: projects greater than 0.5 ha or 150 units, used as a threshold for likely significant effects in Schedule 2 of the EIA Regulations. However, it is also acknowledged that some projects under this threshold may give rise to cumulative effects, so projects within 100 m of the Order Limits are included due to their proximity to the Proposed Development.
  - Temporal scope: construction would need to fall within the same year as Aquind peak-construction for cumulative construction effects to be applied.
- 1.1.1.4. Table 1 lists the long and short list of developments for consideration as part of the CEA for the Proposed Development.

**Table 1 – Stage 1 & 2 CEA Matrix for Traffic and Transport**

‘Other Development’ Details						Stage 1		Stage 2			
ID	Application Name and Reference	Applicant for ‘other development’ and brief description	Distance from project	Status	Tier	Within ZOI?	Progress to Stage 2	Overlap in temporal scope?	Scale and Nature of development likely to have a significant effect?	Other Factors	Progress to Stage 3 / 4?
1	Land rear of 185-189A Lovedean Lane, Horndean, Waterlooville (54596/001)	Outline application with some matters reserved for 40 residential dwellings (mix of 1, 2, 3, and 4 bed) with associated amenity space and road network with access from Lovedean Lane via existing access	0.69 km to east of the Order Limits	Granted Outline (15/09/2014)	Tier 1	Yes	No	Construction commenced March 2017. Construction likely to be completed by the start of construction works.	No	N/A	No
2	Land rear of, 179-189A Lovedean Lane, Horndean, Waterlooville (54596/002)	Reserved matters application pursuant to 54596/001 for dwellings and discharge of condition 7 of 54596/001 as revised by plans and details received on 3 March 16	0.69 km to east of the Order Limits	Granted Reserved Matters (29/04/2018)	Tier 1	Yes	No	Unknown but unlikely overlap of construction programmes.	No	N/A	No
3	Development land east of Horndean, Rowlands Castle Road, Horndean, Waterlooville (55562/01)	Outline planning application with all matters reserved (except for access to the highway network and associated off-site highway improvements) for the demolition of existing buildings and the development of a maximum of 700 dwellings, approximately 1.7 Ha of employment land, a Local Centre (including local retail, a primary school and community facilities), a Care Village, playing pitches, a cricket pavilion (including associated access and parking), allotments (including associated building and car parking), acoustic bunds and ecological buffers	2.52 km east of the Order Limits	Granted Outline (05/02/2016) Site bought by Bloor Homes who submitted request for a new Scoping Opinion in August 2018 (55562/004)	Tier 1	Yes	Yes	Unknown but possible construction overlap	No	Already included as committed development within SRTM	No

‘Other Development’ Details					Stage 1		Stage 2				
ID	Application Name and Reference	Applicant for ‘other development’ and brief description	Distance from project	Status	Tier	Within ZOI?	Progress to Stage 2	Overlap in temporal scope?	Scale and Nature of development likely to have a significant effect?	Other Factors	Progress to Stage 3 / 4?
		together with internal access network (including footpaths and cycleways), drainage works, associated landscaping and open space (including play areas). Under the current programme, it is expected that construction will take place between 2016 and 2020.									
4	Former Purbrook Park Playing Fields, Stakes Road, Waterlooille (APP/12/00205)	Construction of 76 No. dwellings consisting of 3 No. 2 bed, 38 No. 3 bed, 23 No. 4 bed houses and 12 No. 2 bed flats with associated parking, landscaping including open space and play area, and pumping station. New vehicular access to Stakes Road and new pedestrian access to Stakes Hill Road.	0.96 km East of the Order Limits	Granted Full (03/08/2012) Construction complete	n/a	Yes	Yes	No	No	N/A	No
5	Purbrook School Former Playing Fields, Stakes Road, Waterlooille APP/16/00347	Erection of 26 residential units with associated works, access parking and landscaping.	0.96 km East of the Order Limit	Granted Full (13/01/2017) Construction complete		Yes	No	No	No	N/A	No
6	Purbrook Park School, Park Avenue, Waterlooille, PO7 5DS (APP/14/00687)	Construction of new two storey school building (Block A), two storey school building to courtyard (Block B), refurbishment to Block D, raised covered walkways, new pedestrian access to main entrance and new Block A, altered and additional car parking, landscaping and other works. Demolition of two storey Caretakers house	0.42km to the east of the Order Limits	Granted Full (16/04/2014) Construction complete	n/a	Yes	No	No	No	N/A	No



‘Other Development’ Details						Stage 1		Stage 2			
ID	Application Name and Reference	Applicant for ‘other development’ and brief description	Distance from project	Status	Tier	Within ZOI?	Progress to Stage 2	Overlap in temporal scope?	Scale and Nature of development likely to have a significant effect?	Other Factors	Progress to Stage 3 / 4?
		Works now completed.									
7	108 London Road, Widley, Waterlooville, PO7 5AA (APP/17/01009)	Subdivision of plot to provide a further 2 bedroom dwelling with access from London Road.	Western boundary adjacent (0.18km) to the Order Limits	Granted Full (08/01/2018) Construction not yet started.	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No
8	Land at 38-44 London Road, Purbrook (APP/17/01141)	Construction of 43 retirement apartments for older persons including communal facilities, parking, associated landscaping with access from Stakes Road and 2 commercial / residential units fronting London Road.	Western boundary adjacent (0.40km) to the Order Limits	Granted Full (21/12/2017) Construction not yet started	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No
9	Woodcroft Farm Development Site, Woodcroft Lane, Waterlooville (APP/13/00804)	Development of 288 residential units, retention of existing farmhouse, new access road from Eagle Avenue	0.79 km to south-east of Order Limits	Granted Full (05/05/2015) Under construction Phase 1 infrastructure works consisting of bridleway improvements were completed in 2017.	Tier 1	Yes	Yes	Unknown but possible construction overlap	Yes	Already included as committed development within SRTM	No
10	Waterlooville Swimming Pool, Waterberry Drive, Waterlooville, PO7 7UW	Hybrid Application: Full planning permission for reconfiguration of existing car park and development of single storey deck car parking. Outline planning permission for future extension	Northern boundary adjacent (0.40km) to the	Granted Full/Outline (01/07/2017)	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No

‘Other Development’ Details					Stage 1		Stage 2				
ID	Application Name and Reference	Applicant for ‘other development’ and brief description	Distance from project	Status	Tier	Within ZOI?	Progress to Stage 2	Overlap in temporal scope?	Scale and Nature of development likely to have a significant effect?	Other Factors	Progress to Stage 3 / 4?
	(APP/17/00295)	on current footprint of overflow carpark at Waterloo Leisure Centre for access and layout with all other matters reserved.	Order Limits	Construction not started.							
11	Former BAE Systems, Waterloo Park, Elettra Avenue, Waterlooville (APP/18/01072)	Outline planning application with all matters, apart from access, reserved for development of office, storage, industrial, hotel, leisure and restaurant uses.	Eastern boundary adjacent to the Order Limits	Registered and to be decided.	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No
12	Coastline between Ports Creek Railway Bridge and Kendall’s Wharf, Portsmouth, PO3 5LY (14/01387/FUL)	Construction of new coastal defences consisting of raised earth embankments with rock armour on the seaward side, together with wave walls to abut the A2030 Eastern Road bridge to tie into the new embankments (along the alignment of the existing coastal defences), and associated landscaped works including a shared footpath constructed along the full length of the new embankment.	Boundary adjacent to the Order Limits	Granted Full (13/02/2015) Under construction	Tier 1	Yes	No	Construction overlap unlikely	No	N/A	No
13	Coastal Defences Fort Cumberland, Fort Cumberland Road, Southsea, PO4 9LJ (16/00255/FUL)	Replacement of existing coastal sea defences with rock revetment.	0.47 km to east of the Order Limits	Granted Full (22/06/2016) Construction complete	Tier 1	Yes	No	No	No	N/A	No
14	West Wing St. Marys Hospital	Construction of 2 and 3 storey buildings comprising 191 dwellings and a 2	0.57 km to west of the	Granted Outline (29/03/2012)	Tier 1	Yes	No	No	No	N/A	No

‘Other Development’ Details					Stage 1		Stage 2				
ID	Application Name and Reference	Applicant for ‘other development’ and brief description	Distance from project	Status	Tier	Within ZOI?	Progress to Stage 2	Overlap in temporal scope?	Scale and Nature of development likely to have a significant effect?	Other Factors	Progress to Stage 3 / 4?
	Milton Road Portsmouth PO3 6AD 11/00250/OUT	storey 60 bed care home with associated estate roads/parking areas/open space and landscaping after demolition of existing buildings. Outline with all matters reserved.	Order Limits	Granted Conditional Outline (29/03/2012)  13/01120/REM for 191 dwellings and care home approved (15/02/2014). Complete  14/01121/REM for care home approved (19/11/2014). Complete.  Phased Development							
15	Tesco Fratton Way, Southsea, PO4 8FA (14/00128/FUL)	Construction of a Retail Store (Use Class A1) of up to 10,475sqm GEA, Petrol Filling Station (Sui Generis) with an associated kiosk up to 86sqm GEA, canopy and jet wash, new access/egress arrangements, car parking including replacement Stadium car parking, service yard, highway and footpath works, landscaping, and other associated works (after demolition of existing structures).	0.70 km to west of the Order Limits	Granted Full (19/02/2014)  Construction complete	n/a	Yes	No	No	No	N/A	No
16	Former Kingston Prison, Milton Road, Portsmouth, PO3 6AS 16/00085/FUL	Redevelopment of former prison comprising: part demolition and conversion of listed buildings to provide 73 dwellings and commercial unit	0.69 km to west of the Order Limits	Granted Full (02/02/2017)  Construction not yet started.	Tier 1	Yes	Yes	Unknown but possible construction overlap	No	Already included as committed	No

‘Other Development’ Details							Stage 1		Stage 2			
ID	Application Name and Reference	Applicant for ‘other development’ and brief description	Distance from project	Status	Tier	Within ZOI?	Progress to Stage 2	Overlap in temporal scope?	Scale and Nature of development likely to have a significant effect?	Other Factors	Progress to Stage 3 / 4?	
		(within Class A1 or Class A3); demolition of non-listed structures; construction of five blocks of between three and seven stories to provide 157 dwellings; part demolition of listed prison wall and formation of new vehicular accesses to Milton Road and St Marys Road; and provision of car parking and associated landscaping and other works. Construction not yet started.								development within SRTM		
17	Voyager Park, Portfield Road, Portsmouth, PO3 5FJ (11/00822/VOC as varied by 12/00159/VOC)	Development of site for offices/industry/warehousing/distribution (Classes B1/B2 and B8) (Outline) with variation to condition 17 of planning permission 11/00822/VOC to allow the construction of up to 40,000sqm gross floorspace.	1.07 km to west of the Order Limits	Granted Outline (04/04/2012) Numerous Reserved Matters applications submitted for individual units. Largely constructed.	Tier 1	Yes	No	Unlikely construction overlap	No	N/A	No	
18	Milton Common, Eastern Road, Portsmouth (15/01769/FUL)	Construction of new coastal defences consisting of a rock revetment along the seaward side of Milton Common and three earth bunds on Milton Common together with the demolition of Great Salterns Quay and associated landscaping works.	Adjacent to Order Limits	Granted Full (04/02/2016) Construction complete	n/a	Yes	No	No	No	N/A	No	
19	Land adjacent to 291 Locksway Road, Southsea (15/01330/FUL)	Construction of three-storey building to form three flats with associated parking, cycle and refuse storage	Within Order Limits	Granted Full (23/10/2015) Under construction	Tier 1	Yes	No	Unlikely construction overlap	No	N/A	No	

‘Other Development’ Details					Stage 1		Stage 2				
ID	Application Name and Reference	Applicant for ‘other development’ and brief description	Distance from project	Status	Tier	Within ZOI?	Progress to Stage 2	Overlap in temporal scope?	Scale and Nature of development likely to have a significant effect?	Other Factors	Progress to Stage 3 / 4?
20	Land adj 1A Eveleigh Road, Portsmouth, P06 1DH 16/01588/FUL	Construction of new two storey dwelling	Western boundary of site directly adjacent the Order Limits	Granted Full (24/11/2016) Construction not yet started	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No
21	Portsmouth Park Hotel, Eastern Road, Portsmouth, PO6 1UN (16/00522/FUL)	Construction of 2 single storey buildings to form restaurant / takeaway with drive-thru (Use Class A3/A5) and coffee shop / café (Use Class A1/A3) with drive-thru with associated car parking and landscaping and alterations to existing hotel car park and circulation and realignment of existing access roads	Within the Order Limits.	Granted Full (31/08/2016) Construction not yet started	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No
22	Little Brandon, Portsdown Hill Road, Portsmouth, PO6 1BE (18/00053/FUL)	Construction of five-bedroom dwelling house	Southern Boundary of site directly adjacent (0.04 km) to Order Limits	Granted Full (21/03/2018) Construction not yet started.	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No
23	Former Dairy Site, Station Road, Portsmouth, PO6 1PL (17/00224/OUT)	Outline application for the construction of up to 108 dwellings (principle of access only to be considered).	0.2 km to north-west of the Order Limits	Granted Full (22/03/2018)	Tier 1	Yes	Yes	Unknown but possible construction overlap	No	Already included as committed development within SRTM	No

‘Other Development’ Details						Stage 1		Stage 2			
ID	Application Name and Reference	Applicant for ‘other development’ and brief description	Distance from project	Status	Tier	Within ZOI?	Progress to Stage 2	Overlap in temporal scope?	Scale and Nature of development likely to have a significant effect?	Other Factors	Progress to Stage 3 / 4?
24	Kendalls Wharf, Eastern Road, Portsmouth, PO3 5LY 17/01676/FUL	Construction of 50m quay wall as a continuation of the existing quay wall and provision of rock armouring at northern end to form a revetment; and construction of a 4m by 4m dolphin structure with linking walkway 25m south of existing quay.  Works are expected to take 3 to 4 months to complete. Works would aim to commence on 1 April Dredging works are proposed to be undertaken during late May or early June.	0.04 km east of the Order Limits	To be decided. (Determination period expired 27/11/2017)	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No
25	Langstone Harbour Sports Ground, Eastern Road, Portsmouth (17/00182/FUL)	Construction of club house (on land adjacent to football pitch)	Within the Order Limits	Granted Full (03/07/2017)  Under construction. Anticipated to be near completion.	Tier 1	Yes	No	Unlikely construction overlap	No	N/A	No
26	170 Milton Road, Portsmouth, PO4 8PN (17/01097/FUL)	Construction of 3-storey building to form 9 flats with associated parking, refuse/cycle stores and landscaping, following demolition of existing building	0.7 km south-west of Order Limits	Granted Full (25/06/2018)  Construction not yet started	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No
27	Land to north of Harbourside Holiday and Lodge Park, Eastern Road, Portsmouth, PO3 6QB (18/01182/FUL)	Change of use of enclosed area of unused land to form an extension to the existing Harbourside Holiday Park adjoining to the south	Eastern boundary directly adjacent to the Order Limits	To be decided (Determination period expired 24/09/2018)	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No



‘Other Development’ Details						Stage 1		Stage 2			
ID	Application Name and Reference	Applicant for ‘other development’ and brief description	Distance from project	Status	Tier	Within ZOI?	Progress to Stage 2	Overlap in temporal scope?	Scale and Nature of development likely to have a significant effect?	Other Factors	Progress to Stage 3 / 4?
28	St James Hospital, Locksway Road, Southsea, PO4 8HW (18/00288/OUT)	Outline application for the construction of 107 dwellings including provision of vehicular and pedestrian access, public open space and hard and soft landscaping  Construction of 4 years anticipated, commencing in 2018 and completing in 2021.	Adjacent (0.02 km) to north-west boundary of the Order Limits	To be decided (Determination period expires 31/12/2018)	Tier 1	Yes	No	Unknown but possible construction overlap	No	Already included as committed development within SRTM	No
29	Admiral Lord Nelson School, Dundas Lane, Portsmouth, PO3 5XT (18/01891/FUL)	Construction of single storey front extension to include 10 additional classrooms and new sports pitches	0.34 km west of the Order Limits	Granted Full (07/06/2019)	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No
30	Unit 5, Interchange Park, Robinson Way, Portsmouth, PO3 5QD (18/01027/FUL)	Construction of building of 3004 sqm (GEA) for use within light or general industrial purposes (B1 or B2) or storage and distribution (B8)	0.17 km to west of the Order Limits	Granted Full (01/04/2019)  Construction not yet started	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No
31	Self-Drive Depot, Airport Service Road, Portsmouth, PO3 5PW (18/01050/FUL)	Construction of After Sales Centre (B2) comprising 18-bay workshop/MOT centre, reception area, service drive-in and associated development	0.19 km to west of the Order Limits	Granted Full (22/11/2018)  Construction not yet started	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No
32	Southsea Leisure Park, Melville Road, Southsea, PO4 9TB (17/00710/PLAREG)	Retrospective application for the construction of a wall and widening of an existing pathway.	Partially within the Order Limits	Granted Full (08/09/2017)  Construction complete	n/a	Yes	No	No	No	N/A	No



‘Other Development’ Details					Stage 1		Stage 2				
ID	Application Name and Reference	Applicant for ‘other development’ and brief description	Distance from project	Status	Tier	Within ZOI?	Progress to Stage 2	Overlap in temporal scope?	Scale and Nature of development likely to have a significant effect?	Other Factors	Progress to Stage 3 / 4?
33	Cliff House, Dayton Lane, Portsmouth, PO6 1BS (18/01620/FUL)	Construction of two-storey, three-bedroom detached chalet bungalow. Construction of carport and extensions to Cliff House.	0.03 km south of the Order Limits	Granted Full (20/12/2018) Construction not yet started	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No
34	81 Solent Road, Portsmouth, PO6 1HJ (18/01618/FUL)	Construction of two dwelling houses following demolition of existing.	0.01 km west of the Order Limits	Granted Full (21/12/2018) Construction not yet started	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No
35	142 Milton Road, Portsmouth, PO4 8PN (18/02089/FUL)	Construction of 4 storey residential block to form 12 flats.	0.62 km south-west of Order Limits	To be decided (determination period expired 08/02/2019)	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No
36	Land Bounded by Tanners Lane, Kidmore Lane and Anmore Road, Denmead (17/00335/FUL)	Erection of 91 residential units, associated public open space, residents car park, landscaping, access, car parking, partial realignment of road junction and associated works (resubmission). 2-year construction programme anticipated.	0.41 km to west of the Order Limits	Granted Full (03/07/2018) Construction not yet started	Tier 1	Yes	Yes	Unknown but possible construction overlap	No	Already included as committed development within SRTM	No
37	Land to rear of 32-36 Mill Road, Denmead, PO7 6PA (16/01861/FUL)	3 new dwellings	0.03 km to west of the Order Limits	Granted Full (10/11/2016)	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No

‘Other Development’ Details						Stage 1		Stage 2			
ID	Application Name and Reference	Applicant for ‘other development’ and brief description	Distance from project	Status	Tier	Within ZOI?	Progress to Stage 2	Overlap in temporal scope?	Scale and Nature of development likely to have a significant effect?	Other Factors	Progress to Stage 3 / 4?
				Construction not yet started							
38	Denmead Baptist Church, 51 Anmore Road, Denmead, PO7 6NW (15/02566/FUL)	Construction of 10 dwellings together with associated access, car parking, refuse and cycle storage following demolition of Denmead Baptist Church	0.27 km to west of the Order Limits	Granted Full (08/06/2016) Construction complete	n/a	Yes	No	No	No	N/A	No
39	Land to the North of The Gables and West of Closewood Road, Closewood Road, Denmead (15/02448/FUL)	Construction of stables and menage.	0.03 km south-west of Order Limits	Granted Full (10/02/2016) Construction complete	n/a	Yes	No	No	No	N/A	No
40	121 Anmore Road, Denmead, Waterlooville, PO7 6NX (14/00890/FUL)	Redevelopment comprising change of use from farmstead (C3/sui-generis) to children’s care home (C2) incorporating replacement, renovations and erection of replacement farmhouse and barn, retention of paddocks, improvement to vehicular access, car parking, landscaping and associated works	Within the Order Limits.	Granted Full (21/05/2015) Construction complete	n/a	Yes	No	No	No	N/A	No
41	Taylor Wimpey Site – Land at Old Park Farm, South of Hambledon Road, Waterlooville (05/40000 and 05/00500/OUT)	Outline application for development of land for residential (450 units), live / work (24 units), employment (7.1 ha including B1, B2, B8 and a Household Waste Recycling Centre), mixed use including retail, food & drink, financial/professional & health, open space / recreation purposes and the construction of two accesses.	Directly adjacent to Order Limits	Granted Full (04/01/2008) Development largely complete, expected to be finished 2018/2019	Tier 1	Yes	Yes	Unlikely for construction overlap	Yes	Already included as committed development within SRTM	No

‘Other Development’ Details						Stage 1		Stage 2			
ID	Application Name and Reference	Applicant for ‘other development’ and brief description	Distance from project	Status	Tier	Within ZOI?	Progress to Stage 2	Overlap in temporal scope?	Scale and Nature of development likely to have a significant effect?	Other Factors	Progress to Stage 3 / 4?
42	Land at Old Park Farm, Hambledon Road, Waterlooville (08/40000/003 and 08/00350/REM)	First Phase of Residential Development – 110 dwellings	Directly adjacent to Order Limits	Granted Reserved Matters (08/04/2009) Construction complete	n/a	Yes	Yes	No	No	Already included as committed development within SRTM	No
43	Grainger Development Site Land West of London Road, Waterlooville / Newlands Phase 1 Hambledon Road, Denmead, Hampshire (APP/10/00828 and 10/02862/OUT)	Outline application for the development of approx. 2,550 no. dwellings including the construction of a new access from Ladybridge Roundabout, Milk Lane and completion of Maurepas Way access, a local centre (comprising retail, community building, land for health care, land for elderly care) public house, land for 2 primary schools, land for a nursery, land for employment uses, associated amenity space along with substantial green infrastructure, SuDS, land for allotments, main pumping station, land for cemetery, restoration of River Wallington, together with landscape structure planting (Matters for Approval Access only). Full planning application for the development of Phase 1 comprising 194 no. dwellings, internal roads, garages, driveways, pathways, boundary treatment, substation, pedestrian/cycle ways, including to Maurepas Way, associated parking spaces, flood attenuation ponds, temporary play provision, associated amenity space and hard and soft landscape works. Full planning for	Directly adjacent to Order Limits	Granted part Online, part Full (18/04/2012) Three phases complete, one still under construction with others not yet under construction	Tier 1	Yes	Yes	Unknown but possible construction overlap	Yes	Already included as committed development within SRTM	No

‘Other Development’ Details					Stage 1		Stage 2				
ID	Application Name and Reference	Applicant for ‘other development’ and brief description	Distance from project	Status	Tier	Within ZOI?	Progress to Stage 2	Overlap in temporal scope?	Scale and Nature of development likely to have a significant effect?	Other Factors	Progress to Stage 3 / 4?
		engineering operations associated with infrastructure requirements and service provision for the detailed Phase 1 application, the temporary closure of Havant Footpath No 11 and Southwick and Widley Footpath No 30, with suitable alternative route provided (approved 18/04/2012).									
44	Phase 2, Dukes Meadow, Hambledon Road, Waterlooville (APP/10/00610 and 10/02353/REM)	Second Phase of Residential Development (121 Dwellings) along with 7 live/work units and 326 square metres of A1/A2/A3 floorspace, mixed use including retail, food and drink, financial / professional and health, open space / recreation purposes and the construction of two accesses from Hambledon Road	North-eastern boundary directly adjacent to the Order Limits	Granted Full (24/12/2010) Construction complete	n/a	Yes	No	No	No	N/A	No
45	Phase 3 and 4, Land at Old Park Farm, Hambledon Road, Waterlooville / Dukes Meadow, Hambledon Road, Denmead, Hampshire (APP/12/00008 and 11/03014/REM) (amended by APP/12/01243 & 12/02502/FUL)	Third and Fourth phase of residential development – 219 units, 17 live work units, employment, mixed use including retail, food and drink, financial / professional and health, open space / recreational purpose and the construction of two accesses from Hambledon Road.	Adjacent to Order Limits	Granted Reserved Matters (09/07/2013) Construction complete	n/a	Yes	No	No	No	N/A	No

‘Other Development’ Details						Stage 1		Stage 2			
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46	Berewood Phase 1, Hambledon Road, Denmead (14/02872/REM)	104 units of private rented accommodation	0.13 km to west of the Order Limits	Granted Reserve Matters (24/03/2015) Under construction	Tier 1	Yes	Yes	Unknown but possible construction overlap	No	Already included as committed development within SRTM	No
47	Land at Old Park Farm, Wimpey Site, Hambledon Road, Denmead (13/02843/FUL)	103 dwellings and associated infrastructure	0.36 km to south west of the Order Limits	Granted Full (31/07/2015) Under construction	Tier 1	Yes	Yes	Unknown but possible construction overlap	No	Already included as committed development within SRTM	No
48	Berewood Phase 2 Development Site, London Road, Purbrook (APP/14/00032)	Reserved matters application for 246 residential dwellings The phasing timetable is subject to the market sales rate, but is anticipated to be between three and four years to complete the development.	Eastern edge of site within the Order Limits	Granted Reserved Matters (24/06/2014) Under construction	Tier 1	Yes	Yes	Unknown but possible construction overlap	Yes	Already included as committed development within SRTM	No
49	Land at junction of Main Avenue and Hambledon Road, Dukes Meadow Development Site, Waterlooville (APP/14/00854)	Erection of extra care accommodation with 48 units and associated communal facilities, access, car parking and landscaping.	Northern boundary of site directly adjacent to the Order Limits	Granted Full (19/01/2015) Construction complete	n/a	Yes	Yes	No	No	Already included as committed development within SRTM	No
50	Berewood Phase 2 Development Site, London Road, Purbrook (APP/16/01211 and 16/03168/REM)	Reserved Matters application for Phase of the Town Park	Southern part of site adjacent (0.07 km) to Order Limits	Granted Reserved Matters (22/07/2014) Construction not yet started	Tier 1	Yes	Yes	Unknown but possible construction overlap	No	Already included as committed development within SRTM	No



‘Other Development’ Details						Stage 1		Stage 2			
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51	Berewood Phase 3A, East of Newlands Avenue, WaterlooVille (16/02621/REM)	Reserved Matters application for 296 dwellings	0.36 km west of the Order Limits	Granted Reserved Matters (10/01/2017) Under construction	Tier 1	Yes	Yes	Unknown but possible construction overlap	Yes	Already included as committed development within SRTM	No
52	Berewood Phase 13A, Development Land to the West of Newlands Avenue, WaterlooVille, Hampshire (17/01772/REM)	Reserved Matters application for 73 dwellings	0.26 km to west of the Order Limits	Granted Reserved Matters (28/02/2018) Under construction	Tier 1	Yes	Yes	Unknown but possible construction overlap	No	Already included as committed development within SRTM	No
53	Berewood Phase 9b, West of Marrelsmoor Avenue, WaterlooVille, Hampshire (17/02957/REM)	Reserved Matters application for 75 dwellings	0.03 km west of the Order Limits	Granted Reserved Matters (28/02/2018) Under construction	Tier 1	Yes	Yes	Unknown but possible construction overlap	No	Already included as committed development within SRTM	No
54	Berewood Phase 10a, South of Marrelsmoor Avenue, WaterlooVille, Hampshire (17/02956/REM)	Reserved Matters application for 43 dwellings	0.03 km west of the Order Limits	Granted Reserved Matters (20/12/2018) Construction not yet started	Tier 1	Yes	Yes	Unknown but possible construction overlap	No	Already included as committed development within SRTM	No
55	Berewood Phase 9a, West of Marrelsmoor Avenue,	Reserved Matters application for 104 dwellings	0.78 km west of the	To be decided (determination expired 13/09/2018)	Tier 1	Yes	Yes	Unknown but possible	No	Already included as committed	No

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	Waterlooville, Hampshire 18/01351/REM		Order Limits					construction overlap		development within SRTM	
56	Berewood E2, Plot 1, Houghton Avenue, Waterlooville, Hampshire (18/01581/REM)	Reserved Matters application for 10,177 sqm of B1/B2/B8 floorspace	0.35 km south-west of the Order Limits	Granted Reserved Matters (11/12/2018)	Tier 1	Yes	Yes	Unknown but possible construction overlap	Yes	Already included as committed development within SRTM	No
57	Locks Farm, Botley Road, Bishops Waltham, Hampshire (18/01337/FUL)	Development of a gas powered standby generation facility and associated infrastructure (for a period of 25 years from date of commissioning)	11.8 km to north west of Order Limits	Application refused	Tier 1	No	No	Unknown but possible construction overlap	No	N/A	No
58	Portsmouth City Centre Highway Network incorporating parts of Mile End Road, Church Street, Commercial Road Marketway, Charlotte Street, Cascades Approach, Hope Street, Flathouse Road (17/02066/CS3)	Modification of existing road network around the A3 southwards from the junction with Princess Royal Way to the junction with Unicorn Road, including construction of a new link road between Flathouse Road and the A3 south of Herbert Street; associated site clearance, junction works, bus and cycle routes and necessary highway alterations, with landscaping, street furniture, road signage, markings and lighting. Demolition of Pickfords Vanguard Ltd, Flathouse Road, PO1 4QJ. Partial demolition and reconfiguration of the western edge of Morrisons Supermarket, Victory Retail Park, Flathouse Road, PO1 4QP. Repositioning of Clarence Street	2.10 km north-west of the Order Limits (at closest point)	To be decided (determination period expired) (07/03/2018)	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No



‘Other Development’ Details						Stage 1		Stage 2			
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		service yard access gate to Sainsbury's Supermarket, 315 Commercial Road, PO1 4BS.									
59	Welborne Land North of Fareham, Fareham (P/17/0266/OA)	New Community of Up To 6000 Dwellings and various other uses	8.33 km west of the Order Limits (at closest point)	Granted - Outline	Tier 1	No	No	Unknown but possible construction overlap	No	N/A	No
60	Site of Fawley Power Station (Fawley Waterside) (17/11559)	Mixed use redevelopment of redundant power station.	18.15 km west of the Order Limits (at closest point)	EIA Scoping submitted and opinion received from NFDC, NFNPA and MMO. Public consultation x2 – most recent July 2018 Outline application planned for submission in Autumn 2018. Outline application submitted May 2019. To be decided.	Tier 1	No	No	Unknown but possible construction overlap	No	N/A	No
61	Number not used										
62	North Portsea Island Coastal Flood Defence Scheme,	Phase 4 of the North Portsea Island Coastal Flood Defence Scheme is a combination of two distinct sections: Kendall's Wharf and Eastern Road. The	Southern boundary of site adjacent	Emerging - contract out for tender. Documentation for	Tier 1	Yes	No	Unknown but possible	No	N/A	No

‘Other Development’ Details					Stage 1		Stage 2				
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	Eastern Road and Kendall’s Wharf (19/00706/FUL)	<p>full length of the frontage is 2,4 km (300 m for Kendall’s Wharf and 2,1 km for Eastern Road). The sea defences are being raised to +4,8 m AOD along the frontage to accommodate a 1 in 500 Standard of Protection (SOP). The road raising and steel sheet piles of Kendall’s Wharf works will be raised to a lower level as set back from the coast.</p> <p>The Kendall’s Wharf defences tie in with Anchorage park embankment defences (constructed in 2016) in the North and are set landward of Kendall’s Wharf aggregates, who are responsible for their own flood protection. The first c. 150 m of sea defence will be a raised earth embankment with a 3 m crest and continuation of the 2 m wide coastal path. This will tie into an area of road raising landward of Kendall’s Wharf. South of the road will be a 150 m steel sheet pile wall which will tie into the coastal defences at Eastern Road.</p> <p>The scope of the works for Eastern Road, at summary level, comprises of the construction of a reinforced seawall, including sheet pile and bearing pile installation with local realignment. Part of this will be an encasement and part new sea wall with a stepped revetment. The construction of replacement slipways and access steps will also be required.</p>	to Order Limits	<p>bidders was due for submission by 29/06/18</p> <p>Kendalls Wharf - Target commencement 09/2019. Target completion 04/2020.</p> <p>Eastern Road seawall – Target commencement 04/2020. Target completion 10/2022.</p> <p>Phase 4 /2022 Pre-application consultation undertaken in November 2018.</p> <p>To be decided.</p>				construction overlap			

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		<p>Other aspects of phase 4 that will /could be involved and should be considered by the contractor:</p> <ul style="list-style-type: none"> <li>— some minor elements of contractor led design,</li> <li>— additional ground /site investigation,</li> <li>— services searches and trial pitting to locate services,</li> <li>— installation of flood boards /gates,</li> <li>— responding to any emergency failures to other parts of PCC’s coastal defence related assets for which PCC may call on the contractor’s services,</li> <li>— site clearance,</li> <li>— demolition and removal of 150 m of existing seawall in the southern section of the site and creation of a high roost site /bird island,</li> <li>— reconstruction of the coastal path,</li> <li>— landscape works.</li> </ul>									
63	Southampton to London Pipeline project DCO	<p>Replacement of 90 km aviation fuel pipeline that runs from Fawley Refinery to West London Terminal Storage facility at Hounslow</p> <p>Works to install and commission the pipeline programmed to be completed early 2023 or earlier if possible.</p>	13.45 km to north-west of the Order Limits at closest point	Application submitted to PINS in May 2019, application accepted for examination in June 2019.	Tier 1	No	No	Unknown but possible construction overlap	No	N/A	No
64	A27 Arundel Bypass	A new dual carriageway bypass linking together the 2 existing sections of the	28.21 km east of the	Preferred route announced May	Tier 3	No	No	No	No	N/A	No

‘Other Development’ Details						Stage 1		Stage 2			
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	DCO	road to replace the existing single carriageway road.	Order Limits at closest point	2018 (Option 5a). New evidence on scheme has emerged (inc updated traffic modelling) on Options 1 and 3 since. Further non-statutory public consultation on Options 1, 3 and 5a planned for Spring 2019.  Scheme likely to be submitted in Q4 of 2019.							
65	Norths Hill, Portsmouth, PO6 3RU (18/01646/FUL)	Construction of 20MW embedded Short Term Operating (STOR) generating plant building; auxiliary equipment; DNO substation associated works; and a new wooden maintenance shed.	2.7 km to west of the Order Limits	Granted Full (14/12/2018). Construction not started.	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No
66	Fraser Range (19/00420/FUL)	Part demolition and redevelopment of the site. Including the conversion of three existing structures and construction of new buildings (108 apartments and 26 houses), associated access, parking and landscaping works and construction of new seawall flood defences.	Adjacent to Eastern boundary of Order Limits	To be decided. (determination expired 31/07/2019)	Tier 1	Yes	Yes	Unknown but possible construction overlap	Yes	Already included as committed development within SRTM	No
67	Land South of Lovedean Electricity Substation, Broadway Lane,	Installation of two energy storage systems and associated infrastructure with a total capacity of 49.95MW	Within the Order Limits	Permission granted on 17/04/2018,	Tier 1	Yes	No	Unknown but possible construction overlap	No	N/A	No

‘Other Development’ Details						Stage 1		Stage 2			
ID	Application Name and Reference	Applicant for ‘other development’ and brief description	Distance from project	Status	Tier	Within ZOI?	Progress to Stage 2	Overlap in temporal scope?	Scale and Nature of development likely to have a significant effect?	Other Factors	Progress to Stage 3 / 4?
	Lovedean, Waterlooille 57524/001			<p>Planning Permission quashed at judicial review on 07/09/2018.</p> <p>New Scoping Opinion requested by applicant on 01/11/2018. EHDC deemed no EIA required.</p> <p>SoS stated that EIA is not required in July 2019.</p>							
68	Land to the south of Old Mill Lane and east/south-east of The Haven, Denmead 19/01071/FUL	Pivot Power considering site for battery storage plant project	Within the Order Limits	Application withdrawn *	n/a	Yes	No	Unknown but possible construction overlap	No	N/A	No
69	36 Mill Road Denmead PO7 6PA (16/01861/FUL)	Proposed land to rear of 32-36 MILL ROAD FOR 3 Houses of 1 No. 3 Bed House and 2 No. 2 Bed Houses	0.03 km to west of the Order Limits	Application permitted		Yes	No	No	No	N/A	No
70	Lovedean Electricity Station, Broadway Lane, Lovedean, Waterlooille, PO8 0SJ (32642/003)	Installation of 30m high Telecommunication Mast 0.6 m dish and 0.6 m antenna for network connections between electricity substations.	Within the Order Limits	Granted		Yes	No	No	No	N/A	No

‘Other Development’ Details						Stage 1		Stage 2			
ID	Application Name and Reference	Applicant for ‘other development’ and brief description	Distance from project	Status	Tier	Within ZOI?	Progress to Stage 2	Overlap in temporal scope?	Scale and Nature of development likely to have a significant effect?	Other Factors	Progress to Stage 3 / 4?
71	Land South of, Chalton Lane, Clanfield, Waterlooville (28463/002)	207 dwellings and provision of open space, sports pitches, bowling green, pavilion and allotments, with associated access, parking, access roads, footpaths/cycle paths, landscaping and works, with demolition of existing buildings and structures (as amended by plans received 30 September 2014)	4.65 km to north-east of the Order Limits	Permitted 2015		Yes	Yes	No	No	Already included as committed development within SRTM	No
72	Yew Tree Cottage, Eastland Gate, Lovedean, Waterlooville, PO8 0SR (26982/003)	Change of use of agricultural fields to private equestrian paddocks, creation of associated manege and horse walker	0.43 km to East of the Order Limits	Granted	Yes	Yes	No	No	No	N/A	No
73	England Coast Path – Portsmouth to South Hayling	Natural England’s proposals to the Secretary of State under section 51 of the National Parks and Access to the Countryside Act 1949 for improved access along the coast of Hampshire between Portsmouth and South Hayling	Within the Order Limits	19 <sup>th</sup> July 2017, Natural England submitted a report to the Secretary of State for the Environment, Food and Rural Affairs setting out the proposals for improved access to the coast between Portsmouth and South Hayling Island.  Once the Secretary of State has	Tier 3	Yes	No	Unknown but possible construction overlap	No	N/A	No

‘Other Development’ Details						Stage 1		Stage 2			
ID	Application Name and Reference	Applicant for ‘other development’ and brief description	Distance from project	Status	Tier	Within ZOI?	Progress to Stage 2	Overlap in temporal scope?	Scale and Nature of development likely to have a significant effect?	Other Factors	Progress to Stage 3 / 4?
				approved the report, works will start with HCC and PCC, including all necessary applications							
74	Southsea Seafront from Long Curtain Moat in the West to Eastney Marine Barracks in the East (19/01097/FUL)	Flood and coastal erosion management scheme comprising a combination of vertical sea wall, raising and realignment of the promenade, construction of stepped revetment, rock armour revetments and groynes, secondary defence walls and bunds, beach widening and management, and all associated works, highway alterations, removal of trees and landscaping. Scheme includes the removal and repositioning of 34 Grade II Listed lamp columns, 3 Grade II Listed shelters and 6. Grade II Listed monuments, works affecting the Grade II Listed South Parade Pier, regrading and works to the Grade II Listed Southsea Common and works to the Grade I Listed Naval Memorial. The proposal constitutes EIA development.	Within the Order Limits	To be decided. (Application submitted 16/07/2019, determination period expires 06/11/2019)	Tier 1	Yes	No	Yes – construction anticipated to commence early 2020 until 2026.	No	N/A	No

\*The application for development number 68 (Land to the south of Old Mill Lane and east/south-east of The Haven, Denmead 19/01071/F3UL) was withdrawn on the 2/07/2019. As the application could be re-submitted in the future, for the purpose of the cumulative effects assessment, it has been assessed.







**AQUIND Interconnector**

**PINS Reference EN020022**

**Consultation Report: Errata sheet**

<b>Page / Paragraph Number</b>	<b>Amendment</b>
1.3.26	reference change to Table 10.1
2.1.1.4	reference change to Table 3.1
4.3.1.11	reference change to Table 17.1
10.2.1.17	reference change to Table 10.1 and Plate 10.1
11.5.1.2	changed to a bullet point
Table XX below paragraph 15.1.1.110	Table 15-1
Landowner B	Additional points: Working hours are specified in the dDCo (document reference 3.1) A separate access will be created, although shared access initially required FTMS submitted with the application
Landowner C	Additional point Discussions are ongoing in respect of nuisance/ maintenance costs
Vodafone	Remove "and is not for a stopping up order."

15 November 2019



Ms Kay Sully,  
The Planning Inspectorate,  
Temple Quay House,  
Temple Quay,  
Bristol.  
BS1 6PN

Your Ref: EN020022

15 November 2019

Dear Ms Sully,

### **AQUIND Interconnector**

Pursuant to Section 37 of the Planning Act 2008 (as amended) (the PA 2008), on 14 November 2019 we submitted an application for development consent for AQUIND Interconnector on behalf of our client, AQUIND Limited. It has since come to our attention that there were a small number of incorrect references in the submitted Consultation Report (document reference 5.1).

We attach an errata sheet setting out our corrections, which we have also sent to the following Local Planning Authorities today, alongside an updated version of the Consultation Report (now Rev 002):

- Winchester County Council
- Havant Borough Council
- Portsmouth City Council
- East Hampshire District Council
- Hampshire County Council
- South Downs National Park Authority

I attach a copy of the updated Consultation Report for your information.

As we do not wish to delay the acceptance process, we are not requesting that this document replaces the one submitted on 14 November for the purpose of your formal 28 day assessment of our application against PINS acceptance criteria. We instead request that PINS adds this document to your webpage for the project alongside the rest of the application material as soon as the application has been accepted.

We have also noticed that one appendix to the Environmental Statement (document reference 6.3.22.3) was missing from the Traffic and Transport Chapter. We attach the updated Chapter to which a cross-reference to this Appendix has been inserted and the missing Appendix. As above, we appreciate that PINS cannot formally accept these revised documents as part of the application submission for the purpose of the 28 day acceptance process, but again would ask that this document is added to the webpage for the project alongside the rest of the application material as soon as the application has been accepted.



Yours sincerely

Mick McGuckin