



AQUIND Limited

AQUIND INTERCONNECTOR

Position Statement in relation to the
refinement of the Order Limits

The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010, Rule 8(1)(b)

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DATE: 6 OCTOBER 2020

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CONTENTS

1.	SUMMARY	1-1
2.	CHANGES TO THE ORDER LIMITS	2-2
3.	CHANGES TO RIGHTS BEING SOUGHT WITHIN THE ORDER LIMITS	3-10
4.	JUSTIFICATION FOR THE AREAS WHERE FLEXIBILITY/OPTIONALITY IS PROVIDED WITHIN THE ORDER LIMITS	4-14
4.1.	ANMORE ROAD	4-15
4.2.	PORTSDOWN HILL ROAD	4-16
4.3.	FARLINGTON AVENUE	4-17
4.4.	ZETLAND FIELD	4-18
4.5.	BAFFINS MILTON ROVERS FC	4-19
4.6.	MILTON COMMON	4-20
4.7.	MOORINGS WAY AND EASTERN AVENUE	4-22
4.8.	THE UNIVERSITY OF PORTSMOUTH LANGSTONE CAMPUS	4-23
4.9.	BRANSBURY PARK	4-24
5.	THANET OFFSHORE WIND FARM PRECEDENT	5-25

TABLES

Table 2.1 - Explanation of Changes to Order Limits	2-3
----------------------------------------------------	------------

PLATES

Plate 1 - Plots 3-12 and 3-13 as shown on Land Plan as at Application	3-11
Plate 2 - Plots 3-12 and 3-13 as shown on Land Plan submitted at Deadline 1	3-11

Plate 3 - Plot 7-14 as shown on Land Plans at Application	3-12
Plate 4 - Plots 7-14 as shown on Land Plan submitted at Deadline 1	3-12
Plate 5 - Plots 7-14 as shown on Land Plan submitted at Deadline 1	3-12
Plate 6 - Plot 8-03 as shown in Land Plans at Application	3-13
Plate 7 - Plots 8-03 as shown on Land Plan submitted at Deadline 1	3-13

APPENDICES

Appendix 1 – Plan Showing Comparison of the Order Limits

Appendix 2 – Rights and Restrictions Sought

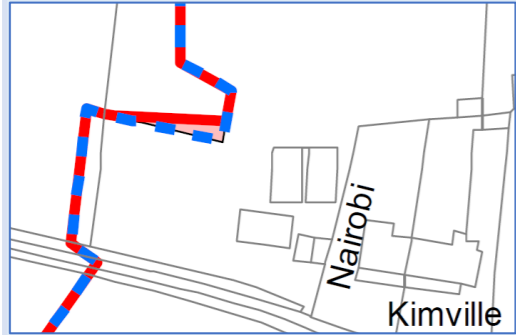
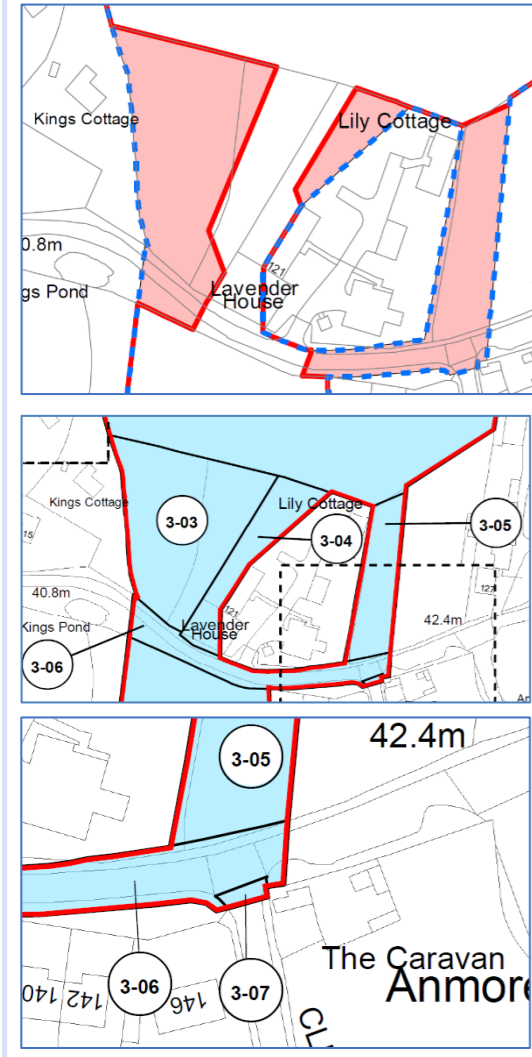
1. SUMMARY

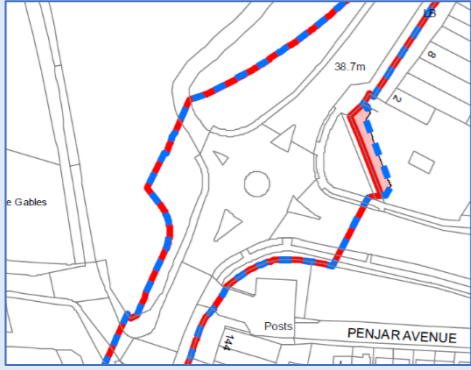

- 1.1.1.1. This statement is produced by Avison Young and Herbert Smith Freehills LLP on behalf of the AQUIND Limited (the ‘Applicant’) in response to the Examining Authority’s Written Questions with reference CA1.3.6 and CA1.3.20.
- 1.1.1.2. It provides an overview in relation to the changes the Applicant has made to the Order Limits submitted as part of the application for a Development Consent Order (“DCO”) for the UK elements of AQUIND Interconnector (the “Proposed Development”) (the “Application”) and how these changes relate to the options and required flexibility included with the Application.
- 1.1.1.3. The changes to the Order Limits, set out in Section 2 of this statement, have been incorporated in the updated Site Location Plan [APP-007 Rev-002], the updated Land Plans [APP-008 Rev-002], the updated Work Plans [APP-010 Rev-002], the updated Access and Rights of Way Plans [APP-011 Rev-002] and are also reflected in the updated Book of Reference [APP-024 Rev-002]. The updated Statement of Reasons [APP-022 Rev-002] also explains these changes.
- 1.1.1.4. Where changes have been made to the rights and restrictions sought over any plots within the Order Limits, these are set out and described in Section 3. These changes have been reflected in the updated Land Plans [APP-008 Rev-002], the updated Book of Reference [APP-024 Rev-002] and the updated Statement of Reasons [APP-022 Rev-002].
- 1.1.1.5. Section 4 describes how the options for the Onshore Cable Route have developed since the submission of the Application, reflecting the changes set out in Section 2.

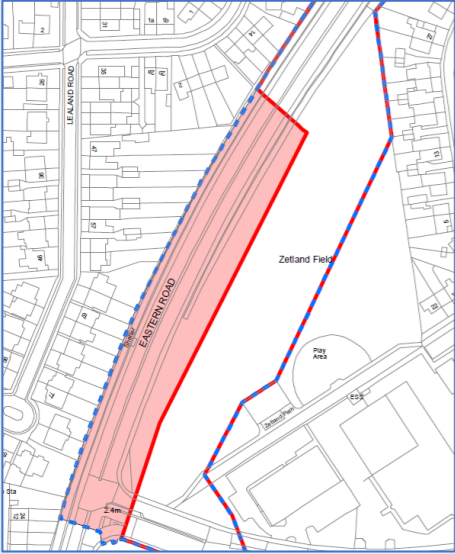
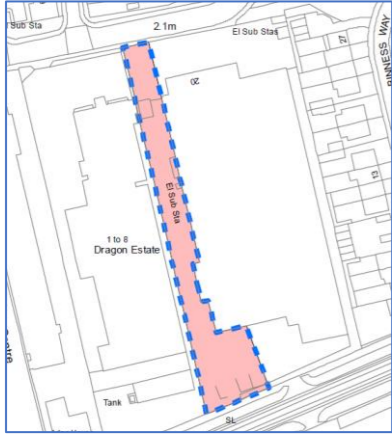

2. CHANGES TO THE ORDER LIMITS


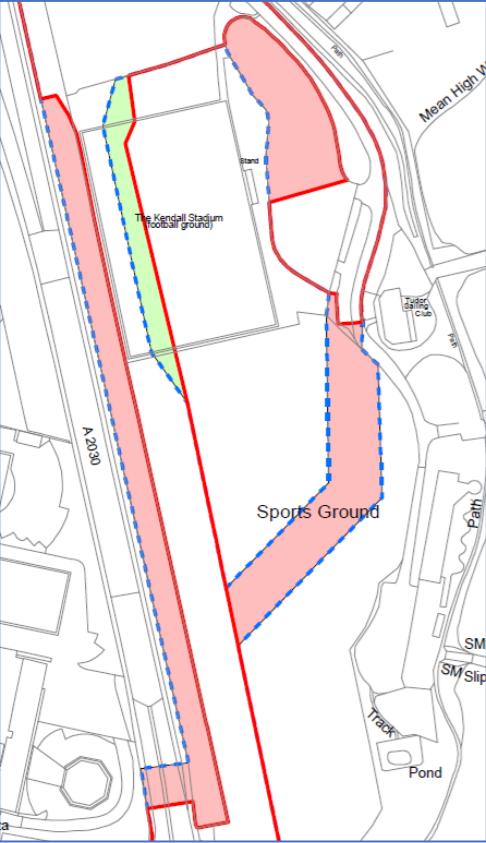
- 2.1.1.1. This section provides an overview of the changes which the Applicant has made to the Order Limits since the submission of the Application in November 2019.
- 2.1.1.2. The first column provides an extract from a comparison of the Order Limits submitted in November 2019 and the updated Order Limits submitted for Deadline 1. Plans showing a comparison of the Order Limits as submitted with the Application to those now submitted at Deadline 1 are included at **Appendix 1** to this statement.
- 2.1.1.3. The extent of the updated Order Limits is shown by the red line and the extent of the Order Limits submitted in November 2019 is shown by the hatched blue line. Where these are the same (i.e. where there isn't a change), a hatched blue and red line is shown. Areas removed from the Order Limits are shown shaded in pink and the single addition of a small area of land in response to a proximate removal (at Baffins Milton Rovers FC) is shown shaded in green. An extract from the Land Plans is also provided in Column 1 for a number of the changes where this assists with understanding the change.
- 2.1.1.4. The changes are shown in the direction of north to south of the Order Limits.

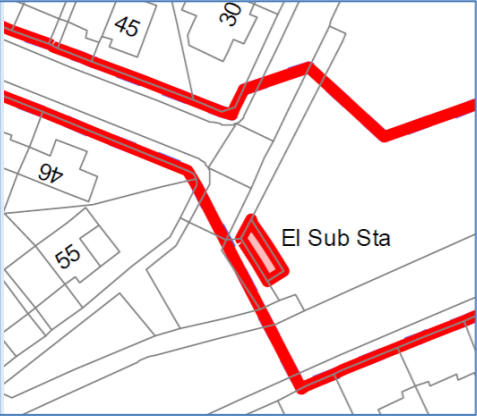
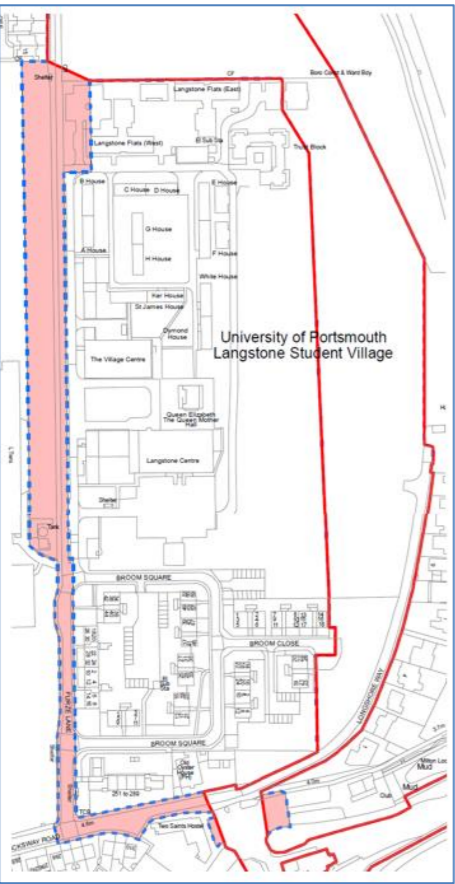
Table 2.1 - Explanation of Changes to Order Limits

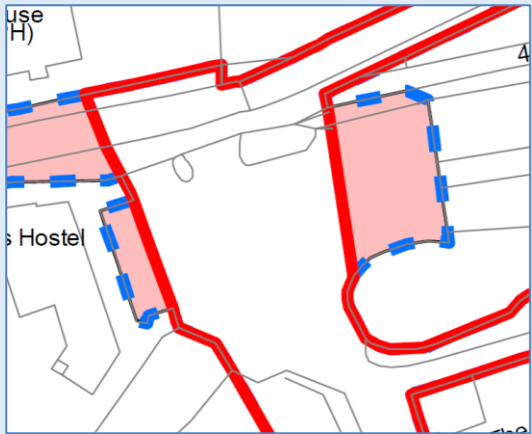
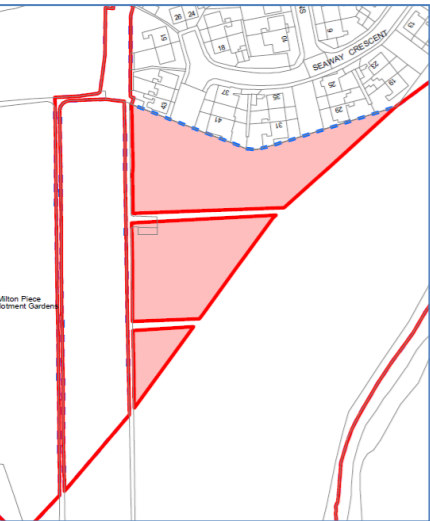
Extract from Order Limits (and in some cases the Land Plans) showing extent of change	Description of change	Reason for the change
	<p>Plot 1-78, located approximately 660m south west of the Lovedean Substation, has been removed from the Order Limits entirely.</p>	<p>Plot 1-78 consisted of an area of 39m² and, based on previous aerial photography used to inform optioneering, was understood to comprise woodland which would have provided a screening benefit. Newer aerial photography, combined with a site visit, has confirmed the woodland has been removed and, as such, it is no longer considered to be necessary or justified to seek rights and/or restrictions over it for screening purposes.</p>
<p>Extracts from the Land Plans (APP-008)</p> 	<p>In the area immediately north of Anmore Road, the following changes have been made:</p> <ul style="list-style-type: none"> (i) Plot 3-03 (owned by Mr. Stanley): the majority of this plot has been removed with a strip of land retained at the eastern side of the property. (ii) Plot 3-04 (owned by Hillcrest Children’s Services): a section of the land has been removed from the northern part of this plot. A strip of land is retained along the western side of the property. (iii) Plot 3-05 (owned by Mr. Tee & Mr. and Mrs. Moore): this land has been removed entirely. (iv) Plot 3-06: the area associated with the cable route option via plot 3-05 has been removed. (v) Plot 3-07: this land has been removed entirely. 	<p>The Applicant has ruled out the option of running the cables via plot 3-05, as following further consideration the alternative option is less impactful. This removes a construction length of approximately 65 metres along Anmore Road, a narrow road which would require a full highway closure of approximately one week per circuit for installation. As a result, a section of Plot 3-06, which provided an approach to Plot 3-05, has been removed, and Plot 3-07, also highway to the south of Plot 3-06, has been removed entirely.</p> <p>Further discussions with the owners of Plot 3-03 and Plot 3-04 have provided additional clarity regarding proposed plans for future development on these Plots. In the interest of seeking to avoid prejudicing those plans, the Applicant has reduced the extent of the land of each Plot which is included in the Order limits, providing a more defined corridor in which the onshore cables will be located, whilst retaining a necessary level of flexibility to address constraints and successfully route through this land. By being closer to the border for each of these two Plots, the impact on the properties and their future development potential of the permanent easement required, which will prevent the land subject to it from being built over, will be lessened.</p> <p>Discussions remain ongoing with representatives of Hillcrest Children’s Services (Plot 3-04) and Mr. Stanley (Plot 3-03) to secure the necessary rights for the delivery and operation of the Proposed Development over this land by private voluntary agreement.</p>

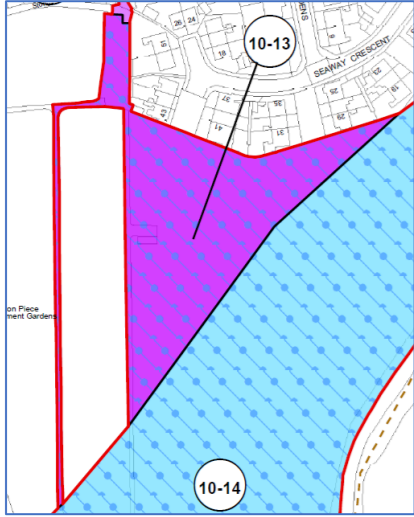
Extract from Order Limits (and in some cases the Land Plans) showing extent of change	Description of change	Reason for the change
	<p>In the area east of Ladybridge roundabout, Plot 5-13 has been removed.</p> <p>This area forms part of a yard used for car parking.</p>	<p>This area was included as a result of a drafting error. The Order Limits should have been drawn along the wall which forms the boundary between the highway and the land which Plot 5-13 forms part of.</p> <p>Accordingly, this land is not required and is therefore removed from the Order Limits.</p>
 <p>Extract from the Land Plans (APP-008)</p>	<p>Approximately 200m of Portsdown Hill Road has been removed from the Order Limits. This area forms part of Plots 6-09 and 6-11.</p>	<p>The Applicant has further considered the feasibility of routing the Onshore Cable Route through the car park at Portsdown Hill Road, and is now confident the cable route can be installed via the car park and/or the verge north of the car park.</p> <p>In addition, the Applicant has further considered the potential impacts associated with the options presented in this area, and in particular the related traffic impacts where the Onshore Cable Route is routed along Portsdown Hill Road.</p> <p>Accordingly, with the feasibility confirmed and taking into account the character of land to be affected and the impacts which arise as a result, the Applicant has determined that the 200m area of Portsdown Hill Road may be removed from the Order Limits.</p>

Extract from Order Limits (and in some cases the Land Plans) showing extent of change	Description of change	Reason for the change
	<p>Approximately 235m of Eastern Road and the row of trees which runs parallel to Eastern Road on the western side of Zetland Field has been removed from the Order Limits. This area forms part of Plots 7-03, 7-04, 7-05 and 7-09.</p>	<p>A key reason why the Applicant preferred to route the Onshore Cables in the highway is because they are akin to many services in the highway also installed pursuant to New Roads and Street Works Act powers, and that by taking this approach the need to acquire, potentially by compulsion, land which is undeveloped and interference with which is likely to lead to material disadvantages is avoided. However, in a number of instances, where having considered feasibility, likely impacts and consultation feedback received, the Applicant has determined it necessary and appropriate to route the Onshore Cables off of the highway.</p> <p>Optionality was provided to allow for the Onshore Cables to be routed along Eastern Road in this location, in addition to optionality to route the Onshore Cables over Zetland Fields. Having further considered the impacts of each and their feasibility, it has been determined that as there will be no lasting impact on Zetland Fields, save for the potential for minimal maintenance requirements, and noting that Zetland Fields is special category land and therefore needs to be no less advantageous to persons as it was before being burdened with the Order right, following this option is preferable. This is particularly the case as the impacts of the construction will be less, and therefore the stretch of Eastern Road alongside it has been removed (removing the associated impacts on traffic during construction).</p>
	<p>Plot 7-06, Durkin's Yard, has been removed entirely.</p>	<p>An area of land known as Durkin's Yard was included within the Order Limits and proposed to be used for temporary use purposes in connection with the construction of the Proposed Development. The Applicant has discussed the use of this land further with the owners since the submission of the Applicant, in addition to considering the availability of land for laydown and compound areas within the Order Limits elsewhere, and has determined that the Proposed Development can be delivered without the use of this Land.</p>
	<p>This area encompasses the trees around the car park at Farlington playing fields and forms Plot 7-14.</p> <p>The majority of this plot has been removed, save for a very small area at the southern end of the plot which has been retained as rights are required over it to egress from the car park to the highway.</p>	<p>This area of land, comprising tree planting around the car park at Farlington Playing Fields, was included within the Order Limits on the basis the Applicant may have needed to carry out works to the trees to support the temporary use of the car park in connection with the works which would take place in Farlington playing fields. The New Connection Works class of rights was mistakenly assigned to this plot, it should have been Temporary Use. On further consideration, the Applicant has determined rights for temporary use are not required over this area and the majority of it, save for a very small area at the southern end of the plot, has been removed from the Order Limits.</p>

Extract from Order Limits (and in some cases the Land Plans) showing extent of change	Description of change	Reason for the change
<p>Extract from the Land Plans (APP-008)</p> 		
	<p>A number of changes have been made to Plot 8-03 in the vicinity of Baffins Milton Rovers FC. Three areas have been removed consisting of:</p> <ul style="list-style-type: none"> (i) the row of trees located on the west side of the football pitches. (ii) the section crossing the cricket pitch (labelled as 'Sports Ground' on the image across). (iii) the northern part of the Tudor Sailing Club boat yard. <p>The area shaded green has been added to the Order Limits in this area.</p>	<p>The Applicant has held positive discussions with the Occupier of the football ground at Baffins Milton Rovers F.C. When the Application was submitted, the intention of the Applicant to minimise the impacts on the pitch, was to route alongside it in so far as is possible, whilst ensuring adequate flexibility to route around existing services known to be located in this area. The discussions with the Occupier have confirmed that seasonal re-turfing of the pitch occurs, which provides a window within which to install the Onshore Cables with minimal impacts on the pitch. As such, it is preferable to remove the area to the west of the pitch so as to eliminate the risk of any of the trees in this area being removed in connection with the Works.</p> <p>As a result of the positive discussions with the Occupier, the Applicant has determined it is also possible to remove the option to route the Onshore Cables east of the pitch through the Tudor Sailing Club boatyard or the access road to this. This decision has resulted in the removal of a large section of the boatyard and the areas which would have been required to cross the cricket pitch. An area has been retained in the boatyard for Temporary Use to support laydown and parking associated with the works to drill under Langstone Harbour which will take place from the yard located north of the pitch. The Applicant is in discussions with the sailing club to attempt to secure the rights required by voluntary agreement.</p> <p>To ensure an adequate working width is available within the Baffins Milton Rovers FC pitch, and in light of knowledge of the seasonal re-turfing, the area shown in green has been added to the Order Limits to provide a sufficient space within which to install the Onshore Cables following the removal of the land shaded red to the west. This also reflects discussions with the Occupier who advised there are a number of services laid along the western edge of the pitch (e.g. cabling for floodlights).</p>

Extract from Order Limits (and in some cases the Land Plans) showing extent of change	Description of change	Reason for the change
	<p>Plots 9-15 and 9-17, which form a small electrical substation, have been removed from the Order Limits entirely.</p>	<p>Southern Electric Power Distribution plc operates an electrical substation at the south west corner of Milton Common. The Applicant has considered it would be unnecessary to retain the substation within the Order Limits when it would likely be possible to route the Onshore Cables adjacent to but outside of the substation. As such, the substation has been removed from the Order Limits.</p>
	<p>The majority of Plot 9-27 which included Furze Lane has been removed.</p> <p>Plots 9-21, 9-24 and 9-25, which had been included to accommodate for consequential mitigation planting in relation to the impact on Lombardy Poplars along Furze Lane, have been removed entirely.</p> <p>Plots 9-22 and 9-23, which had been identified as being required temporarily to access 9-21, 9-24 and 9-25 have also been removed entirely.</p> <p>At Locksway Road, parts of Plots 9-29 and 10-04 have been removed and Plot 10-07 has been removed entirely.</p>	<p>The Applicant has further considered the position in relation to the optionality provided for in the locality of the University of Portsmouth, taking into account the potential impacts which may arise as a consequence of each option and the working constraints which each option is subject to.</p> <p>An impact which could not be ruled out for Onshore Cable Route routed along Furze Lane is the removal of the Lombardy poplar trees. No such visual/arboricultural impacts would arise as a consequence of the Onshore Cables being routed through the playing fields to the east of the University of Portsmouth Langstone Campus. The Applicant considers the works in this area will not give rise to unacceptable construction impacts and the rights required for operation and maintenance would result in very minimal disturbance in the future (with maintenance being undertaken from single joint bay locations where required). Accordingly, whilst it is the Applicant's preference to utilise the highway so as to minimise the impacts on land in connection with the Proposed Development and therefore the need to potentially compulsorily acquire land, it has been deemed in the circumstances appropriate to remove the option for the Onshore Cable Route to be located along Furze Lane.</p> <p>The Applicant is continuing to engage with the University to attempt to secure the rights necessary for the construction, operation and maintenance of the Onshore Cable Route in this area by agreement.</p>

Extract from Order Limits (and in some cases the Land Plans) showing extent of change	Description of change	Reason for the change
	<p>Plot 10-06 which comprises a number of car parking spaces used by Two Saints Ltd. has been removed entirely.</p> <p>Part of plot 10-06 which comprises a car park and access to a slipway used by Langstone Harbour Fishermen's Association has been removed.</p>	<p>The area located between Locksway Road / Longshore Way and the Thatched House Pub comprises a yard, with parking provided around its perimeter. The Applicant has determined the area included within the Order Limits in this location can be refined by removing two parcels of land.</p> <p>On the west side of the car park, Plot 10-06 comprises several car parking spaces owned and used by Two Saints Ltd, a housing association who provide accommodation services in the adjacent hostel. The applicant has determined it is not feasible to install the cables in this area without impacting the trees north of the parking spaces, and that there is sufficient flexibility available to route the cables to Longshore Way without using the land in question. Accordingly, it has been removed from the Order Limits.</p> <p>On the east side of the car park an area which forms part of Plot 10-05 has been removed as it would not be feasible to run the Onshore Cable Route through this area when it will need to turn east to Longshore Way. Accordingly, the part of Plot 10-05 which is not required has been removed from the Order Limits.</p>
	<p>Three sections of Plot 10-13 which provides New Access Rights to the Onshore Cable Route through Eastney and Milton Allotments, for clarity shown shaded red below, have been removed from the Order Limits.</p>	<p>The Applicant will require access to the Onshore Cable Route in Plot 10-14 for inspection purposes during construction and operation. This access will be taken via the route set out in the Plot 10-13.</p> <p>Plot 10-13, as submitted in the Land Plans [APP-022] which formed part of the Application, has been refined to remove any allotment gardens from the area over which access will be necessary. As such the access in Plot 10-13 will only be taken over the existing network of paths to minimise any impacts on any allotment holders.</p>

Extract from Order Limits (and in some cases the Land Plans) showing extent of change	Description of change	Reason for the change
 <p>Extract from the Land Plans (APP-008)</p>		

3. CHANGES TO RIGHTS BEING SOUGHT WITHIN THE ORDER LIMITS

- 3.1.1.1. The Statement of Reasons [APP-022], Appendix A, sets out three classes of rights and restrictions which are necessary for the construction, operation and maintenance of the Proposed Development. These are broken down further into a number of specific sub-categories of rights and restrictions to enable the Applicant to seek only the rights necessary for the Proposed Development over each plot of land set out in the Land Plans.
- 3.1.1.2. An update to the Book of Reference [APP-024 Rev 002] is submitted at Deadline 1 which provides further granularity regarding the rights that may be acquired by the Applicant in relation to each parcel of land over which rights are sought. It should be noted the Applicant is also seeking the ability to Temporarily Use all of the land within the Order Limits.
- 3.1.1.3. The three categories of rights and restrictions are as follows:
- New Connection Works Rights (land coloured blue)
 - New Access Rights (land coloured purple)
 - New Landscaping Rights (land coloured green)
- 3.1.1.4. An extract from the Statement of Reasons [APP-022] providing the breakdown of the rights and restrictions sought in each of the three classes of rights has been provided at **Appendix 2** to this Statement.
- 3.1.1.5. There are three instances where the class of rights sought over land has changed, which are discussed below.
- SOAKE FARM – PLOTS 3-12 AND 3-13**
- 3.1.1.6. In the Application submitted in November 2019, the Land Plans [APP-008] identified that New Connection Works Rights would be required over the entirety of Plots 3-12 and 3-13, located at Soake Farm between Soake Road and Hambledon Road. This area is also referred to as Denmead Meadows in the Application.

- 3.1.1.7. As a result of further consideration of the flexibility required and the specific reasons why the land included in the Order limits is required in connection with the Proposed Development, the Applicant has reduced the amount of land over which New Connection Works Rights are sought.
- 3.1.1.8. The ability to secure New Access Rights over the remainder of the land in question has been maintained, as this is required in connection with the works to be carried out on the land in the area which remains subject New Connection Works Rights designation.
- 3.1.1.9. This reflects that the access routes between the fields comprising the plots, over which access will be required during construction and for monitoring during operations, are located in the west side of the fields. The extent of the area now included is considered to be necessary so as to provide the required flexibility to route around existing constraint which may be encountered, whilst also providing adequate width for the related haul roads to be established required to facilitate the required installation.

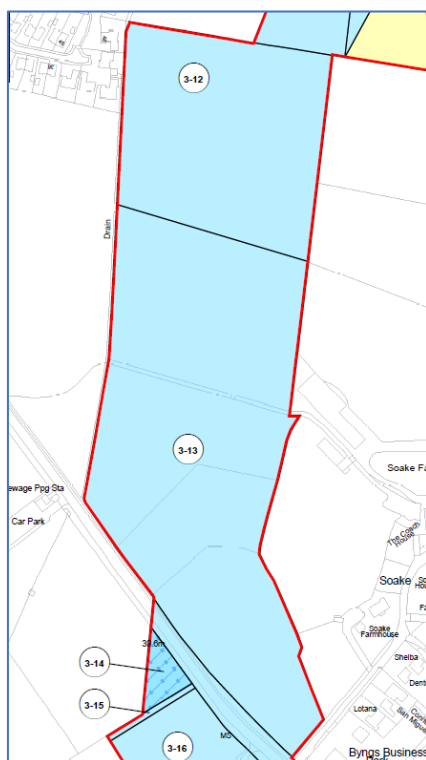


Plate 1 - Plots 3-12 and 3-13 as shown on Land Plan as at Application

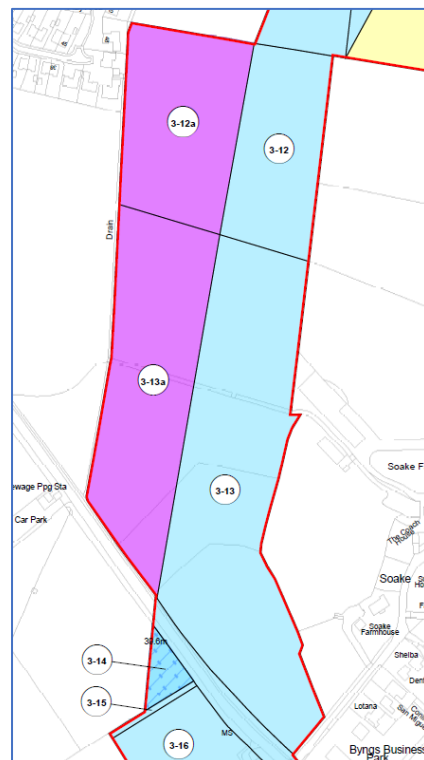


Plate 2 - Plots 3-12 and 3-13 as shown on Land Plan submitted at Deadline 1

FARLINGTON PLAYING FIELDS CAR PARK – PLOT 7-14

3.1.1.10. Section 2 of this Statement explains the removal of the majority of Plot 7-14 from the Order Limits. A small area in the southern part of plot 7-14 is to be retained and the class of rights sought over it changed from New Connection Works Rights to Temporary Use. This is to facilitate egress from the car park to the highway.

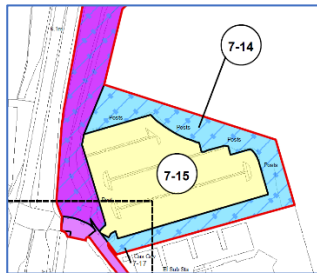


Plate 3 - Plot 7-14 as shown on Land Plans at Application

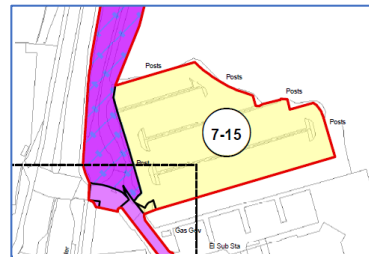


Plate 4 - Plots 7-14 as shown on Land Plan submitted at Deadline 1

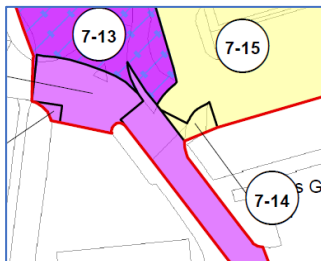


Plate 5 - Plots 7-14 as shown on Land Plan submitted at Deadline 1

TUDOR SAILING CLUB BOAT YARD – PLOT 8-03

3.1.1.11. Section 2 of this Statement also describes the removal and addition of land in the area by Baffins Milton Rovers FC to facilitate the Cable Route option via the western side of the Baffins Milton Rover FC pitch, whilst also discounting the Cable Route option which would run across the cricket pitch

and then through the Tudor Sailing Club boat yard or else along the access road east of the boat yard.

3.1.1.12. Whilst the majority of the land necessary to accommodate the Cable Route option in this area has been removed, a section has been retained along the access road and within the southern part of the boat yard to support laydown and parking associated with the works to drill under Langstone Harbour which will take place from the yard located north of the pitch (shown labelled 8-03a, 8-03b and 8-03c below)

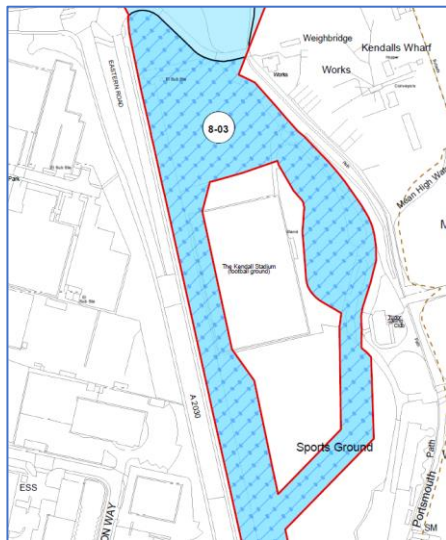


Plate 6 - Plot 8-03 as shown in Land Plans at Application

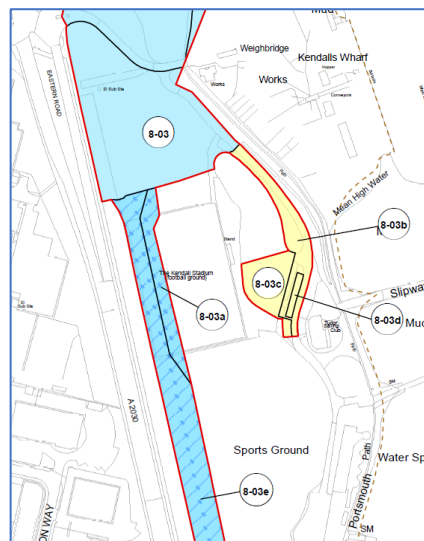
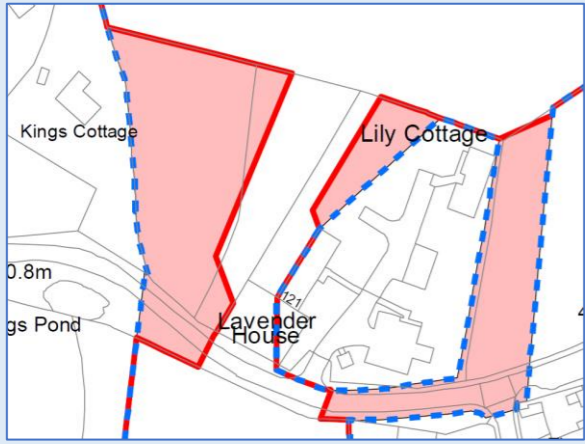


Plate 7 - Plots 8-03 as shown on Land Plan submitted at Deadline 1

4. JUSTIFICATION FOR THE AREAS WHERE FLEXIBILITY/OPTIONALITY IS PROVIDED WITHIN THE ORDER LIMITS


- 4.1.1.1. ExA Written Question CA1.3.20 requests a full justification as to why the choice of cable route options in a number of locations along the Onshore Cable Route cannot be made at the present time. Section 5.2 of the Statement of Reasons [APP-022] set out the reasons why the Applicant needs to retain an element of flexibility for the Onshore Cable Route and section 5.3 notes where flexibility is sought in relation to each element of the Proposed Development.
- 4.1.1.2. The table below provides a response in relation to each of the areas where the Examining Authority has sought further clarification in Written Question CA 1.3.20.

4.1. ANMORE ROAD

Overview of the Order Limits (incorporating any changes as set out in Section 2 of this Addendum)	The options considered by the Applicant as set out in of the Statement of Reasons [APP-022]
	<p>Section 5.3.5 of the Statement of Reasons [APP-022] set out that the proposed cable corridor provides the Applicant with flexibility to run the cables either:</p> <ul style="list-style-type: none"> (i) south to Anmore Road through land at Hillcrest Children's Services; or (ii) through land to the east or west of Hillcrest Children's Services.
<p>Different characteristics of each of the alternative routes which would be relevant to such a future choice and the 'flexibility' sought</p>	<p>The option proposed to the east of Hillcrest Children's Services has been discounted and the land necessary to accommodate this option has been removed from the Order Limits. The majority of the land west of Hillcrest Children's Services has also been removed from the Order Limits and a section of land at the north of Hillcrest Children's services has also been removed. Within the corridor now provided following the revisions to the Order limits, there remains much more limited but necessary flexibility to microsite the Onshore Cable Route through the land now included within the Order limits. The options for micro-siting in this location comprise the following:</p> <ul style="list-style-type: none"> i) south to Anmore Road through land at Hillcrest Children's Services; ii) south to Anmore Road through land west of Hillcrest Children's Services; iii) south to Anmore Road with one circuit in land at Hillcrest Children's Services and one circuit in land west of Hillcrest Children's Services; <p>Taking into account the extent of the land now included within the Order Limits in this location, the characteristics of the land included do not present a difference from a perspective of being relevant to the future choice within the flexibility sought.</p>
<p>Relevant aspects of detailed design and construction at each location</p>	<p>Installation in this area would be via trenching and therefore space in the Order limits is retained for the construction requirements in addition to the width required for the trench and the permanent easement, whilst allowing for any constraints which may be encountered to be capable of being routed around and therefore not presenting a potential impediment to the delivery of the Proposed Development where the Order limits are less wide in this location.</p>
<p>The Applicant's preference and how the alternatives relate to each other in terms of the importance of their availability</p>	<p>Whilst some necessary flexibility is retained to site the Onshore Cables in this location without impediment, it is not considered that there are alternatives available and therefore it is not considered this question is of relevance. As set out above, necessary flexibility is retained to ensure a sufficient working width for construction</p>


Overview of the Order Limits (incorporating any changes as set out in Section 2 of this Addendum)	The options considered by the Applicant as set out in of the Statement of Reasons [APP-022]
	and the ability to route the Onshore Cables around any impediments encountered in the ground. Accordingly, the Applicant has no preference for the micro-sited options explained above. The final Onshore Cable Route will be designed so as to ensure the Onshore Cable Route can be installed in this location without impediment.
<p>Is the mutual exclusivity of works on one or other of each of the alternative routes secured under the dDCO [APP-019]?</p> <p>If not, why not.</p> <p>If so, how?</p>	Following the amendments to the Order Limits there is no optionality provided in this location and this question is therefore no longer considered to be relevant.

4.2. PORTSDOWN HILL ROAD

Overview of the Order Limits (incorporating any changes as set out in Section 2 of this Addendum)	The options considered by the Applicant as set out in of the Statement of Reasons [APP-022]
	<p>Section 5.3.8 of the Statement of Reasons [APP-022] set out the cables would run from the slip road from the A3 London Road to Portsdown Hill Road and from this point, the cables will run either:</p> <p>(i) along Portsdown Hill Road; or</p> <p>(ii) through the car park immediately south of Portsdown Hill Road, before continuing south-east down Farlington Avenue.</p>
<p>Different characteristics of each of the alternative routes which would be relevant to such a future choice and the 'flexibility' sought</p>	Option (i) has been discounted and the cables will run through the car park immediately south of Portsdown Hill Road, before re-joining Portsdown Hill Road at the east side of the car park and continuing south-east down Farlington Avenue. No longer applicable as Option (i) has been removed.
<p>Relevant aspects of detailed design and construction at each location</p>	The Onshore Cables are to be installed via trenching in this location, however this question is no longer considered to be of relevance to the choice between optionality as Option (i) has been removed.
<p>The Applicant's preference and how the alternatives relate to each other in terms of the importance of their availability</p>	No longer applicable as Option (i) has been removed.
<p>Is the mutual exclusivity of works on one or other of each of the alternative routes secured under the dDCO [APP-019]?</p>	No longer applicable as Option (i) has been removed.

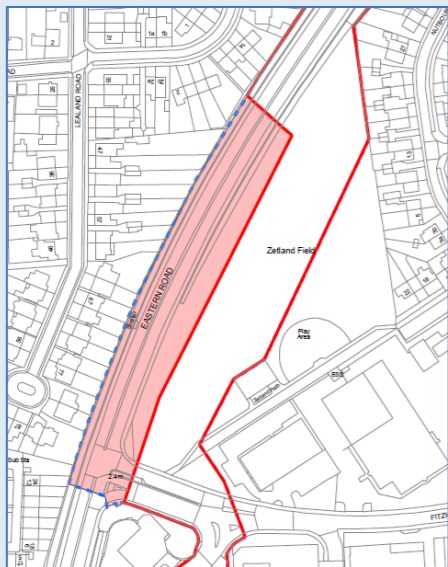
Overview of the Order Limits (incorporating any changes as set out in Section 2 of this Addendum)	The options considered by the Applicant as set out in of the Statement of Reasons [APP-022]
If not, why not. If so, how?	

4.3. FARLINGTON AVENUE

Overview of the Order Limits (incorporating any changes as set out in Section 2 of this Addendum)	The options considered by the Applicant as set out in of the Statement of Reasons [APP-022]
	<p>Section 5.3.9 of the Statement of Reasons [APP-022] set out that the onshore cable corridor provides the Applicant with the flexibility to pursue one of two options as the cable approaches the southern end of Farlington Avenue.</p> <p>(i) the cable runs south down the full length of Farlington Avenue to Havant Road, turning east along Havant Road before continuing south via Eastern Road; or</p> <p>(ii) the cable turns east off Farlington Avenue along Eveleigh Road before turning south via the area of open land between Eveleigh Road and Havant Road, and then turning west to join Eastern Road at the junction with Havant Road.</p>
Different characteristics of each of the alternative routes which would be relevant to such a future choice and the 'flexibility' sought	<p>Option (i) would remain entirely within the highway which, based on assessments undertaken, is heavily constrained by the presence of existing utilities. Option (ii) would require installation both in the highway and also in the Portsmouth Water owned land (Plot 6-22), both of which are heavily constrained by the presence of utilities. Both options would be installed by trenching.</p> <p>Section 5.2 of the Statement of Reasons [APP-022] sets out the reasons why the Applicant needs to retain an element of flexibility for the Onshore Cable Route. Input from the chosen contractor will be required to determine the preferred option, taking into account the existing constraints in this located. .</p>
Relevant aspects of detailed design and construction at each location	Installation for both options in this area would be via trenching. The detailed design would be undertaken by the chosen contractor once they are appointed.
The Applicant's preference and how the alternatives relate to each other in terms of the importance of their availability.	The Applicant's preference would be Option (i) as set out above as it would result in a shorter cable route and would also result in less bends in the cable route. However, the Applicant would need input from the chosen contractor before selecting the option to be progressed.

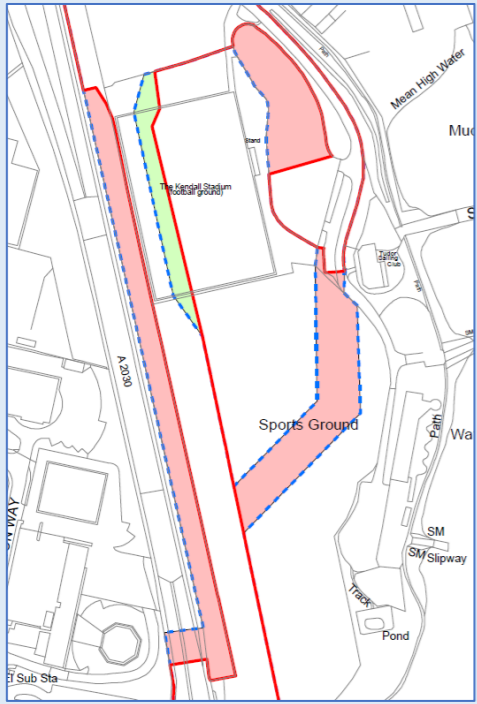
Overview of the Order Limits (incorporating any changes as set out in Section 2 of this Addendum)	The options considered by the Applicant as set out in of the Statement of Reasons [APP-022]
<p>Is the mutual exclusivity of works on one or other of each of the alternative routes secured under the dDCO [APP-019]?</p> <p>If not, why not.</p> <p>If so, how?</p>	<p>There is no mutual exclusivity in relation to these alternatives, as the option is retained to route one cable circuit along Option (i) and the other along Option (ii) where necessary taking into account the existing constraints in this location.</p>

4.4. ZETLAND FIELD

Overview of the Order Limits (incorporating any changes as set out in Section 2 of this Addendum)	The options considered by the Applicant as set out in of the Statement of Reasons [APP-022]
	<p>Section 5.3.10 of the Statement of Reasons [APP-022] set out that the onshore cable corridor runs south down Eastern Road to the northern extent of Zetland Field, where the Applicant has flexibility to either:</p> <ul style="list-style-type: none"> (i) continue the cable route within the carriageway of Eastern Road; or (ii) run the cable through Zetland Field to Fitzherbert Road, before continuing south via the western side of Sainsbury's car park.
<p>Different characteristics of each of the alternative routes which would be relevant to such a future choice and the 'flexibility' sought</p>	<p>As is discussed above, optionality was provided to allow for the Onshore Cable Route to be installed along Eastern Road in this location, in addition to optionality to route the Onshore Cables through Zetland Field. The stretch of Eastern Road alongside Zetland Field has now been removed. Accordingly there is no optionality remaining in this location, with the area retained required to provide a sufficient area to route the Onshore Cables through Zetland Field to the north onto Eastern Road and to south across Fitzherbert Road and on towards Sainsbury's car park.</p>
<p>Relevant aspects of detailed design and construction at each location</p>	<p>No longer applicable as Option (i) has been removed.</p>
<p>The Applicant's preference and how the alternatives relate to each other in terms of the importance of their availability</p>	<p>No longer applicable as Option (i) has been removed.</p>


Overview of the Order Limits (incorporating any changes as set out in Section 2 of this Addendum)	The options considered by the Applicant as set out in of the Statement of Reasons [APP-022]
<p>Is the mutual exclusivity of works on one or other of each of the alternative routes secured under the dDCO [APP-019]?</p> <p>If not, why not.</p> <p>If so, how?</p>	<p>No longer applicable as Option (i) has been removed.</p>

4.5. BAFFINS MILTON ROVERS FC

Overview of the Order Limits (incorporating any changes as set out in Section 2 of this Addendum)	The options considered by the Applicant as set out in of the Statement of Reasons [APP-022]
	<p>Section 5.3.1 (on page 14) of the Statement of Reasons [APP-022] set out that from the HDD southern compound (to be located in the yard north of the Baffins Milton Rovers FC pitch), the onshore cable corridor continues south via HDD, along one of two route options, either:</p> <p>(i) along the west side of the pitch used by the Baffins Milton Rovers FC, through the cricket pitch and the southern football pitch across the car park and into Eastern Road; or</p> <p>(ii) east of the pitch used by the Baffins Milton Rovers FC through a yard used by Tudor Sailing Club before running in a south westerly direction across the southern part of the cricket pitch and the west side of the southern football pitch across the car park and onto Eastern Road.</p>
Different characteristics of each of the alternative routes which would be relevant to such a future choice and the 'flexibility' sought	<p>No longer applicable as Option (ii) has been removed. It should be noted however that the removal of Option (ii) has necessitated the addition of the area shown shaded in green to the Order Limits to provide additional flexibility for cable installation in this area, noting that the row of trees which provides a screening function between the pitch and Eastern Road has also been removed from the Order Limits. An area of land has been retained for Temporary Use within the car park leased to Tudor Sailing Club, but this would only be required on a temporary basis in connection with construction.</p>
Relevant aspects of detailed design and construction at each location	<p>No longer applicable as Option (ii) has been removed.</p>

Overview of the Order Limits (incorporating any changes as set out in Section 2 of this Addendum)	The options considered by the Applicant as set out in of the Statement of Reasons [APP-022]
The Applicant's preference and how the alternatives relate to each other in terms of the importance of their availability	No longer applicable as Option (ii) has been removed.
Is the mutual exclusivity of works on one or other of each of the alternative routes secured under the dDCO [APP-019]? If not, why not. If so, how?	No longer applicable as Option (ii) has been removed.


4.6. MILTON COMMON

Overview of the Order Limits (incorporating any changes as set out in Section 2 of this Addendum)	The options considered by the Applicant as set out in of the Statement of Reasons [APP-022]
	<p>Sections 5.3.2 to 5.3.5 (on page 15) of the Statement of Reasons [APP-022] set out that:</p> <p>5.3.2 The cable will run south within the carriageway of Eastern Road between Airport Service Road and Burrfields Road (opposite Great Salterns Harvester). South of this point it will run in the highway and/or the verge of the highway of Eastern Road to the northern end of Milton Common.</p> <p>5.3.3 It is anticipated that the cable would progress through the corridor adjacent to the path which runs from north to south through the Common, parts of which form the coastal flood defences. At the northern part of the coastal defences a short HDD will be required below the bund of the coastal defences. The cable would then continue south, adjacent to the path to the south-east corner of Milton Common.</p> <p>5.3.4 Whilst it is considered that there is a potentially viable route through Milton Common, given the nature of the ground conditions associated with its former landfill use, flexibility is sought should further ground investigations find the conditions unsuitable for the development with two alternative routes also included within the Onshore Cable Corridor.</p> <p>5.3.5 Both alternative routes continue along Eastern Road and then either: (i) run along Eastern Road and along the western edge of Milton Common to Moorings Way or (ii) continue further south along Eastern Road to the junction with Eastern Avenue, where it would continue south-east along Eastern Avenue to Moorings Way. Both alternative routes would then continue along the southern edge of Milton Common or within Moorings Way to the south-east corner of Milton Common adjacent to Moorings Way, before continuing south as described in the next section. If one of these two alternative routes were used, the verge and cycle path east of Eastern Road would be used where possible, rather than the carriageway.</p>

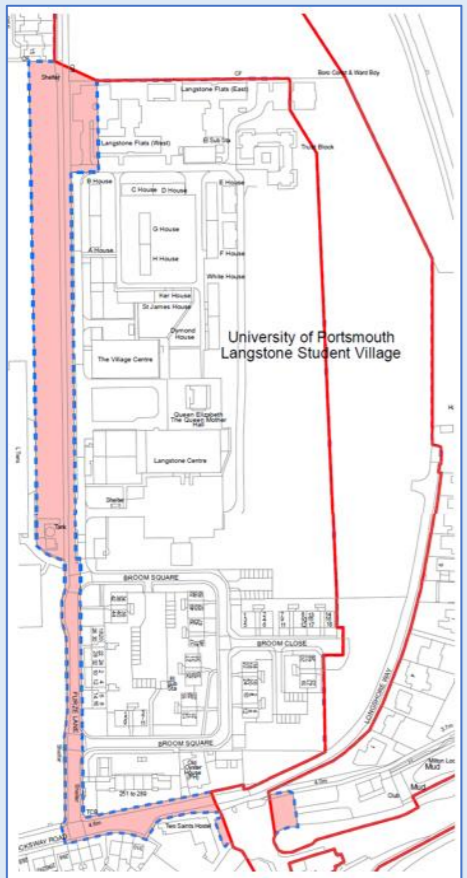
<p>Overview of the Order Limits (incorporating any changes as set out in Section 2 of this Addendum)</p>	<p>The options considered by the Applicant as set out in of the Statement of Reasons [APP-022]</p>
<p>Different characteristics of each of the alternative routes which would be relevant to such a future choice and the 'flexibility' sought</p>	<p>As explained in paragraph 5.3.3 of the Statement of Reasons (APP-022] the option from north to south through the Common runs adjacent to an existing path, parts of which form the coastal flood defences. This alignment across Milton Common has been chosen given there is made ground adjacent to the path in this location, which should improve technical feasibility.</p>
<p>Relevant aspects of detailed design and construction at each location</p>	<p>However, it is acknowledged that Milton Common is a former landfill, and the installation of the Onshore Cables within the capping layer is not without challenges. Whilst this option is the Applicant's preference, having taken into account feedback received during consultation and also in light of the unavoidable traffic impacts for the duration of any installation along Eastern Road, the technical feasibility of this route cannot be confirmed without further investigations, which are not suitable to be carried out at this time and would be carried out once a contractor is appointed. .</p> <p>Both alternative routes continue along Eastern Road and then either: (i) run along Eastern Road and along the western edge of Milton Common to Moorings Way or (ii) continue further south along Eastern Road to the junction with Eastern Avenue, where it would continue south-east along Eastern Avenue to Moorings Way. Eastern Road is highway land, and in that sense provides more technical certainty with regards to the feasibility of installation, with the position in relation to the western edge of Milton Common being the same as outlined above with respect to challenging ground conditions.</p> <p>Please refer to the Applicant's answer to Written Question with reference CA 1.3.18 which deals with the remaining 'uncertainty' as to the suitability of the preferred cable route through Milton Common for cable installation.</p>
<p>The Applicant's preference and how the alternatives relate to each other in terms of the importance of their availability.</p>	<p>Whilst the north to south route across Milton Common is preferable, the chosen contractor would have to balance the risk and cost (mostly of safely handling and disposing of contaminated material) of crossing Milton Common. For this reason, the option of installing in Eastern Road in case the contractor cannot establish a solution for crossing Milton Common is retained. The alternative option, part along Eastern Road and part along Milton Common, is second in terms of preference, though as outlined above the position in relation to crossing Milton Common is subject to the same considerations.</p> <p>Whilst the route along Eastern Road only is third in terms of preference, it is still a viable route and the impacts of the installation of the Onshore Cables along Eastern Road can be adequately managed.</p> <p>Whilst it is the Applicant's view that it can evidence a clear justification for the retention of all of the options including identifying how each could be required in connection with the Proposed Development and considered in order of preference to ultimately lessen the impacts as a consequence of installation, should it be determined that the level of optionality sought is not acceptable, the Applicant would, in light of the uncertainty of being able to route the Onshore Cables across Milton Common given the historic nature of the landfill site and the known results of the ground investigations carried out to date, need to remove the two options across Milton Common and proceed with the route along Eastern Road only.</p>
<p>Is the mutual exclusivity of works on one or other of each of the alternative routes secured under the dDCO [APP-019]?</p> <p>If not, why not.</p>	<p>The preference is for only one of the options across Milton Common to be utilised, however for the reasons explained above this cannot be confirmed at this time, and it will not be confirmed before the grant of the DCO. It is also the case that it may be preferable, where it is feasible to route one cable circuit over Milton Common only, to lay one cable circuit over Milton Common and the other cable circuit along Eastern Road. The detailed design will be confirmed in accordance with Requirement 6 to the dDCO.</p>

Overview of the Order Limits (incorporating any changes as set out in Section 2 of this Addendum)	The options considered by the Applicant as set out in of the Statement of Reasons [APP-022]
If so, how?	

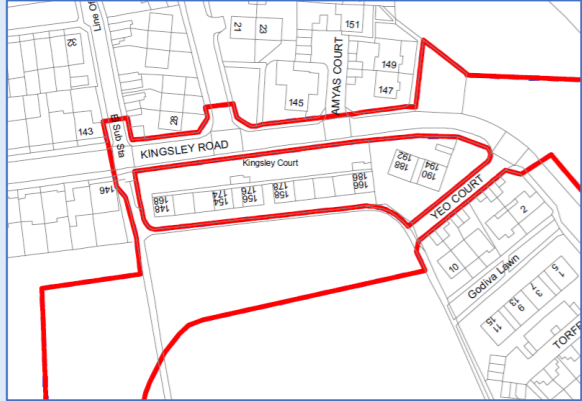
4.7. MOORINGS WAY AND EASTERN AVENUE

Overview of the Order Limits (incorporating any changes as set out in Section 2 of this Addendum)	The options considered by the Applicant as set out in of the Statement of Reasons [APP-022]
	<p>Sections 5.3.5 (on page 15) of the Statement of Reasons [APP-022] sets out that:</p> <p>Both alternative routes continue along Eastern Road and then either: (i) run along Eastern Road and along the western edge of Milton Common to Moorings Way or (ii) continue further south along Eastern Road to the junction with Eastern Avenue, where it would continue south-east along Eastern Avenue to Moorings Way. Both alternative routes would then continue along the southern edge of Milton Common or within Moorings Way to the south-east corner of Milton Common adjacent to Moorings Way, before continuing south as described in the next section. If one of these two alternative routes was used, the verge and cycle path east of Eastern Road would be used where possible, rather than the carriageway.</p>
Different characteristics of each of the alternative routes which would be relevant to such a future choice and the 'flexibility' sought	<p>Option (i) along Eastern Road and the western edge of Milton Common to Moorings Way would have the same characteristics as set out above in relation to the options via Eastern Road and Milton Common. Option (ii) would be in the highway and would have the same characteristics as set out above in relation to Eastern Road.</p>
Relevant aspects of detailed design and construction at each location	<p>Please refer to the Applicant's answer to WQ CA 1.3.18 which deals with the remaining 'uncertainty' as to the suitability of the preferred cable route through Milton Common for cable installation.</p>
The Applicant's preference and how the alternatives relate to each other in terms of the importance of their availability	<p>The route chosen will reflect the choice of route in relation to Milton Common, discussed above.</p>
Is the mutual exclusivity of works on one or other of each of the alternative routes secured under the dDCO [APP-019]? If not, why not. If so, how?	<p>The option to be selected will reflect the route chosen across Milton Common, the considerations in relation to which are discussed above. The detailed design will be confirmed in accordance with Requirement 6 to the dDCO.</p>

4.8. THE UNIVERSITY OF PORTSMOUTH LANGSTONE CAMPUS

Overview of the Order Limits (incorporating any changes as set out in Section 2 of this Addendum)	The options considered by the Applicant as set out in of the Statement of Reasons [APP-022]
 <p>The map shows the University of Portsmouth Langstone Student Village with various buildings and streets. A red line indicates the proposed cable corridor, which runs along the western side of the campus, passing through Furze Lane and Locksway Road, and then turning south through playing fields towards Longshore Way.</p>	<p>Sections 5.3.6 (on page 15) of the Statement of Reasons [APP-022] set out that from the southern end of Milton Common the onshore cable corridor would either:</p> <ul style="list-style-type: none"> (i) continue south down Furze Lane and east along Locksway Road into the car park west of the Thatched House; or (ii) progress south through the playing fields at the east side of the University of Portsmouth Langstone Campus before continuing west along Longshore Way to the car park west of the Thatched House.
<p>Different characteristics of each of the alternative routes which would be relevant to such a future choice and the 'flexibility' sought</p>	<p>No longer applicable as Option (i) has been removed.</p>
<p>Relevant aspects of detailed design and construction at each location</p>	<p>No longer applicable as Option (i) has been removed.</p>
<p>The Applicant's preference and how the alternatives relate to each other in terms of the importance of their availability.</p>	<p>No longer applicable as Option (i) has been removed.</p>
<p>Is the mutual exclusivity of works on one or other of each of the alternative routes secured under the dDCO [APP-019]?</p> <p>If not, why not.</p> <p>If so, how?</p>	<p>No longer applicable as Option (i) has been removed.</p>

4.9. BRANSBURY PARK

Overview of the Order Limits (incorporating any changes as set out in Section 2 of this Addendum).	The options considered by the Applicant as set out in of the Statement of Reasons [APP-022].
	<p>Section 5.3.2 (on page 15) of the Statement of Reasons [APP-022] set out that from the grassed area north-east of Kingsley Road, the onshore cable route continues towards Bransbury Park. The Onshore Cable Corridor provides flexibility to run the cables either:</p> <ul style="list-style-type: none"> (i) through Yeo Court to Bransbury Park; or (ii) along Kingsley Road to the junction with Ironbridge Lane before turning south through the pedestrian access to Bransbury Park
<p>Different characteristics of each of the alternative routes which would be relevant to such a future choice and the 'flexibility' sought</p>	<p>Yeo Court is a narrow corridor with developed land on either side and a tarmacadam surface. Kingsley Road is highway land and the entrance from Kingsley Road to Bransbury Park is also quite narrow. As such the options are similar in nature.</p>
<p>Relevant aspects of detailed design and construction at each location</p>	<p>Installation in this area would be via trenching. Both entrances to Bransbury Park (i.e. via Yeo Court and via the pedestrian access opposite Ironbridge Lane) are challenging as they are narrow. The cable corridor has a width of approximately 6.5m through Yeo Court and approximately 5m through the pedestrian access by Ironbridge Lane. Consequently, it is not possible, noting that constraints may be encountered in the ground once excavated, to confirm with sufficient certainty that both of the cable circuits could be located through either Yeo Court or Kingsley Road onto Bransbury Park. For this reason, the optionality to utilise both is retained.</p>
<p>The Applicant's preference and how the alternatives relate to each other in terms of the importance of their availability.</p>	<p>The Applicant's preference would be Option (i) as set out above where both cable circuits may be routed through Yeo Court, however where this cannot be confirmed a cable circuit would be taken via each route (limiting the impacts on Kingsley Road) with the cable circuits re-joining into a single route in Bransbury Park.</p>
<p>Is the mutual exclusivity of works on one or other of each of the alternative routes secured under the dDCO [APP-019]?</p> <p>If not, why not.</p> <p>If so, how?</p>	<p>As discussed above, it is possible the detailed design could result in both options being used, with one circuit run via Yeo Court and one circuit run via the pedestrian access opposite Ironbridge Lane. The detailed design will be confirmed in accordance with Requirement 6 to the dDCO.</p>

5. THANET OFFSHORE WIND FARM PRECEDENT

5.1.1.1. In addition to asking the questions regarding the options included for the Proposed Development discussed in section 4 to this statement above, ExA written question with reference 1.3.20 also includes the following

“Could the Applicant please provide a view on the following document extracts from the Thanet Extension Offshore Wind Farm Nationally Significant Infrastructure Project Examination, and any relevant matters surrounding these extracts, in relation to each of the above locations where the application includes alternative cable routes:

(A) Draft DCO Article 19(5) and Schedule 1 Part 3 Requirement 12 from Appendix D of the Examining Authority’s Recommendation Report;

https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010084/EN010084-002100-D8_Appendix7_TEOW_DCO_RevI.pdf

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010084/EN010084-003108-TEOW%20%E2%80%93%20Final%20Recommendation%20Report.pdf>

(B) Explanatory Memorandum paragraph 4.17 onwards from Examination document [REP8-015].

https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010084/EN010084-002107-D8_Appendix8_TEOW_EM_RevH.pdf

5.1.1.2. The locations in which there remains optionality to which the above question is applicable are Farlington Avenue, described at paragraph 4.3 above, and Milton Common and consequently Moorings Way and Eastern Avenue, as is explained at paragraphs 4.8 and 4.9 above.

5.1.1.3. In essence Article 19(5) as contained in the draft Development Consent Order for the Thanet Extension Offshore Wind Farm requires a confirmation of the selected option prior to the exercise of any power to compulsorily acquire rights over the land which are subject to the options, therefore

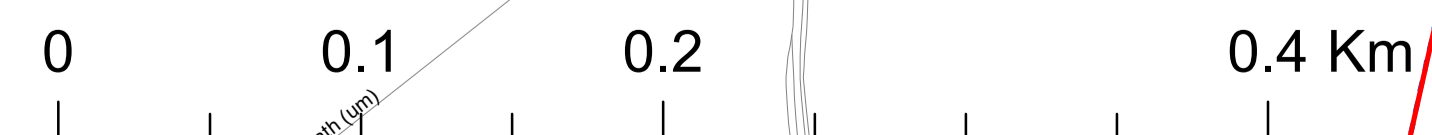
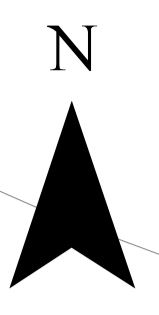
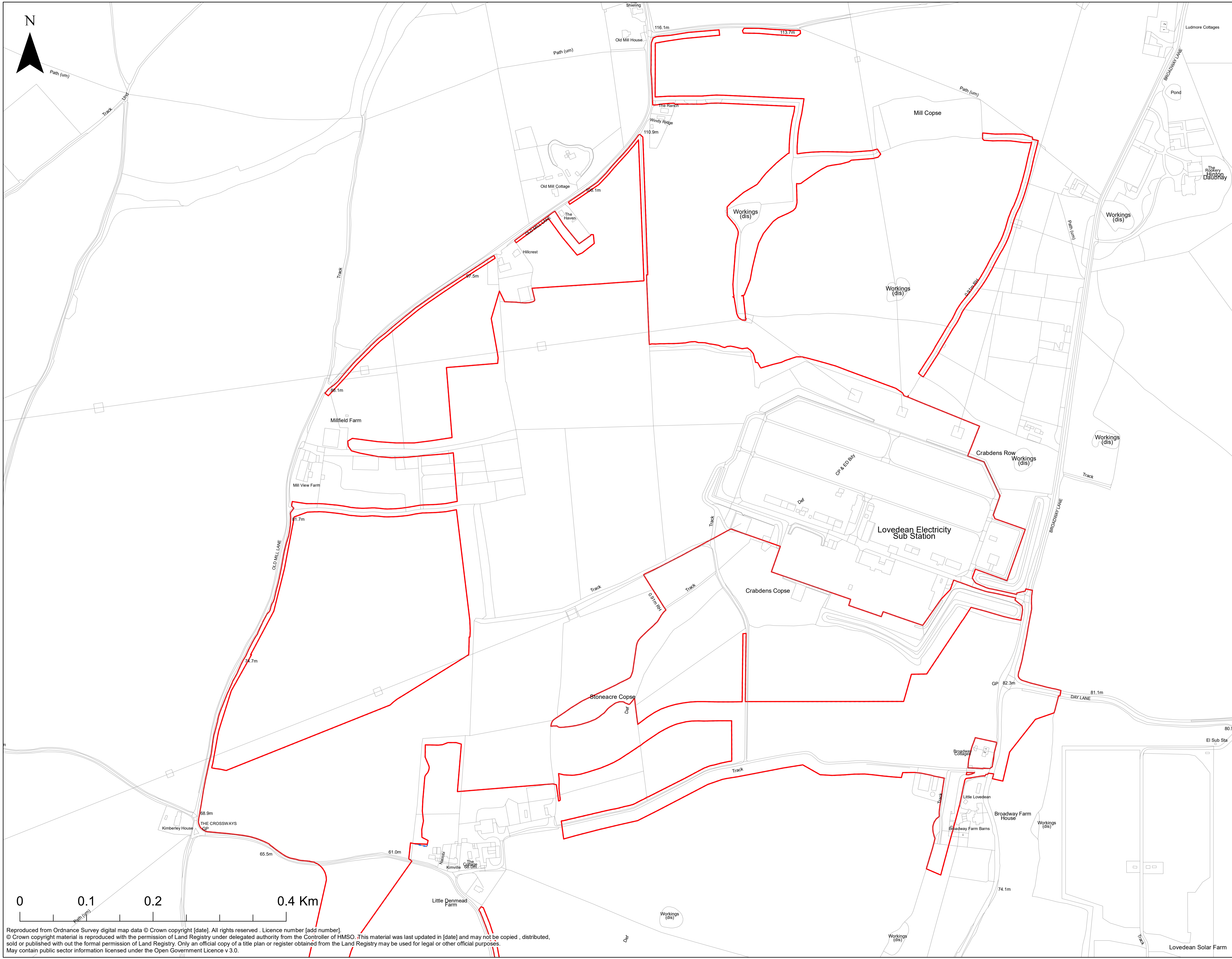
ensuring no more land is acquired than is necessary in connection with the authorised development.

- 5.1.1.4. Article 19(1) as contained in the draft Development Consent Order for the Thanet Extension Offshore Wind Farm provides that “The undertaker may acquire compulsorily such rights or impose restrictive covenants over the Order land as may be required for any purpose for which that land may be acquired under article 17 (compulsory acquisition of land), by creating them as well as by acquiring rights already in existence”.
- 5.1.1.5. Article 17 (1) as contained in the draft Development Consent Order for the Thanet Extension Offshore Wind Farm provides that “The undertaker may acquire compulsorily so much of the Order land as is required for the authorised project or to facilitate, or is incidental, to it.”
- 5.1.1.6. Where an option is not selected, and therefore the land over which those options were proposed to be located is not needed in connection with the authorised development, Article 17(1) will not be effective to permit the compulsory acquisition of that land, and in turn Article 19(1) will not be effective either. Accordingly, the risk which Article 19(5) purports to address, being the potential acquisition of land which is not required in connection with the authorised development, could never properly come to pass, as it could not be confirmed the land is required in connection with the authorised development until the option in the relevant location is confirmed. Accordingly, it is not considered that an Article akin to that included at Article 19(5) of draft Development Consent Order for the Thanet Extension Offshore Wind Farm is necessary to be included in the DCO for the Proposed Development.
- 5.1.1.7. Requirement 12 to the draft Development Consent Order for the Thanet Extension Offshore Wind Farm, which requires confirmation of the selected option before the relevant part of the authorised development is commenced, is noted.
- 5.1.1.8. The Applicant confirms it is amenable to the inclusion of a Requirement akin to Requirement 12 to the draft Development Consent Order for the Thanet Extension Offshore Wind Farm, providing for the confirmation of the option to be selected where optionality remains at Farlington Avenue and Milton Common , and will seek to include such a Requirement in the draft DCO in due course.
- 5.1.1.9. The Applicant confirms it has considered the relevant extracts of the Explanatory Memorandum, considered to be paragraphs 4.17 – 4.27 in the context of the written question posed. It is considered the need for the

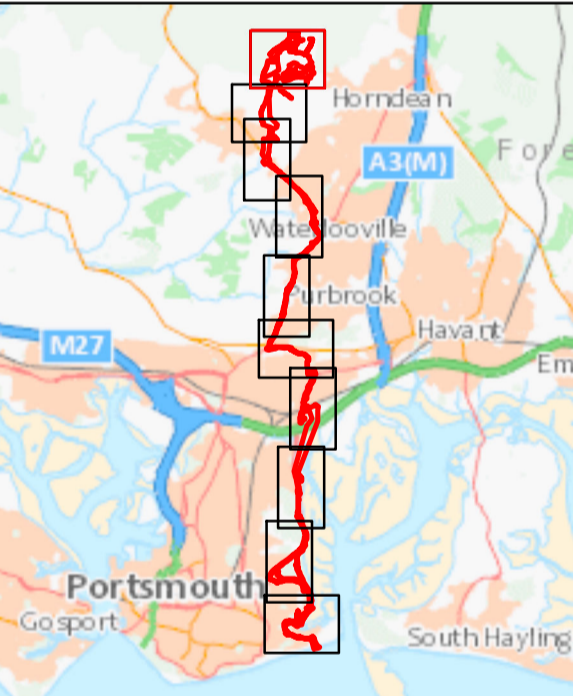
retained level of flexibility is explained in section 4 to this statement and we do not repeat those matters here.

- 5.1.1.10. The policy support provided for the inclusion of flexibility is noted. The Applicant confirms the parameter envelope for those works, set by the limits of deviation shown on the Works Plans [APP-010 Rev 002], is sufficiently defined and assessed in the Environmental Statement submitted in support of the Application so that the inclusion of flexibility (or rather optionality in the circumstances) is appropriate and benefits from the policy support provided by the relevant paragraphs of NPS EN-1.

Appendix 1 – Plan Showing Comparison of the Order Limits



- AQUIND Interconnector Sheet 1**
- Order Limits v8.0
 - Order Limits v7.0
 - Removal From Order Limits



Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(i)

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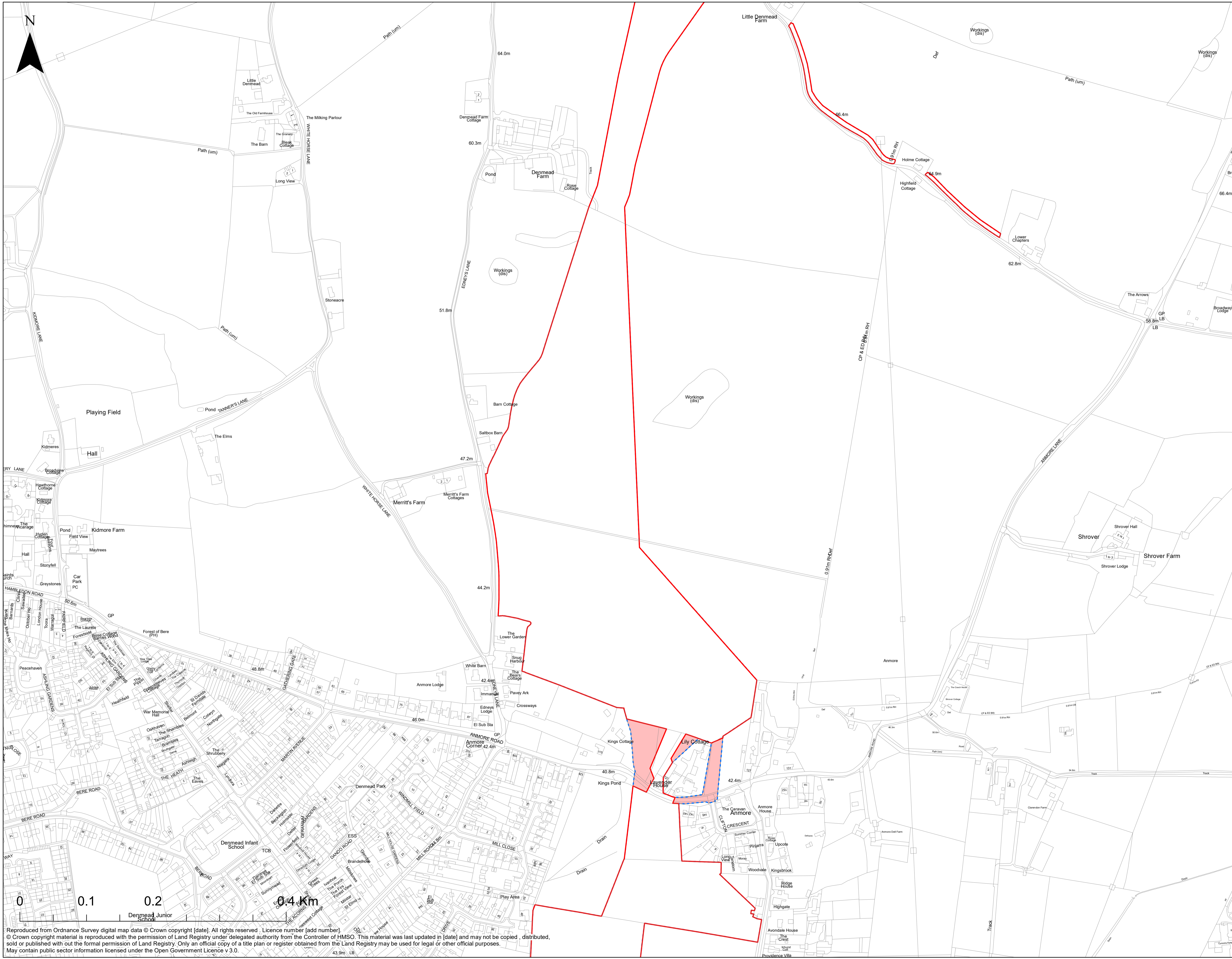
PROJECT: AQUIND Interconnector

TITLE: AQUIND Interconnector Order Limits version 8.0 Sheet 1

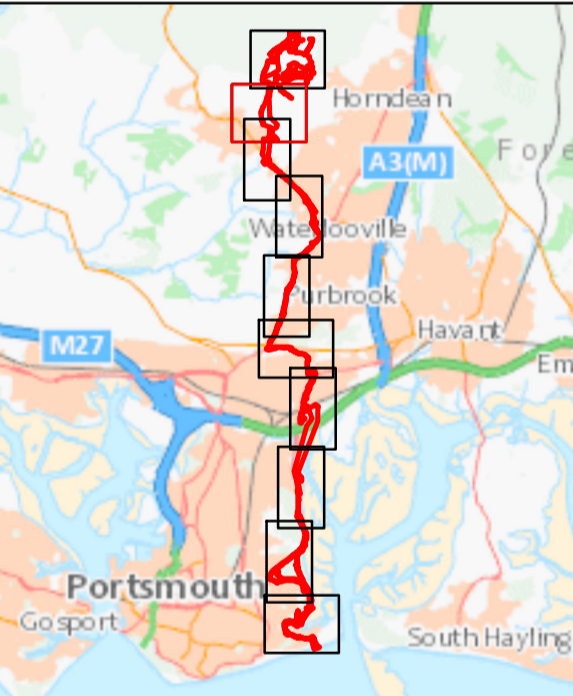
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PROJECT NO: EN020022	DESIGNED: DH	DRAWN: DH
DRAWING NO: 62100616-20200917-ORDLIMIT-V8	DATE: 16/09/2020	REVISED:

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- AQUIND Interconnector Sheet 2**
- Order Limits v8.0
 - Order Limits v7.0
 - Removal From Order Limits



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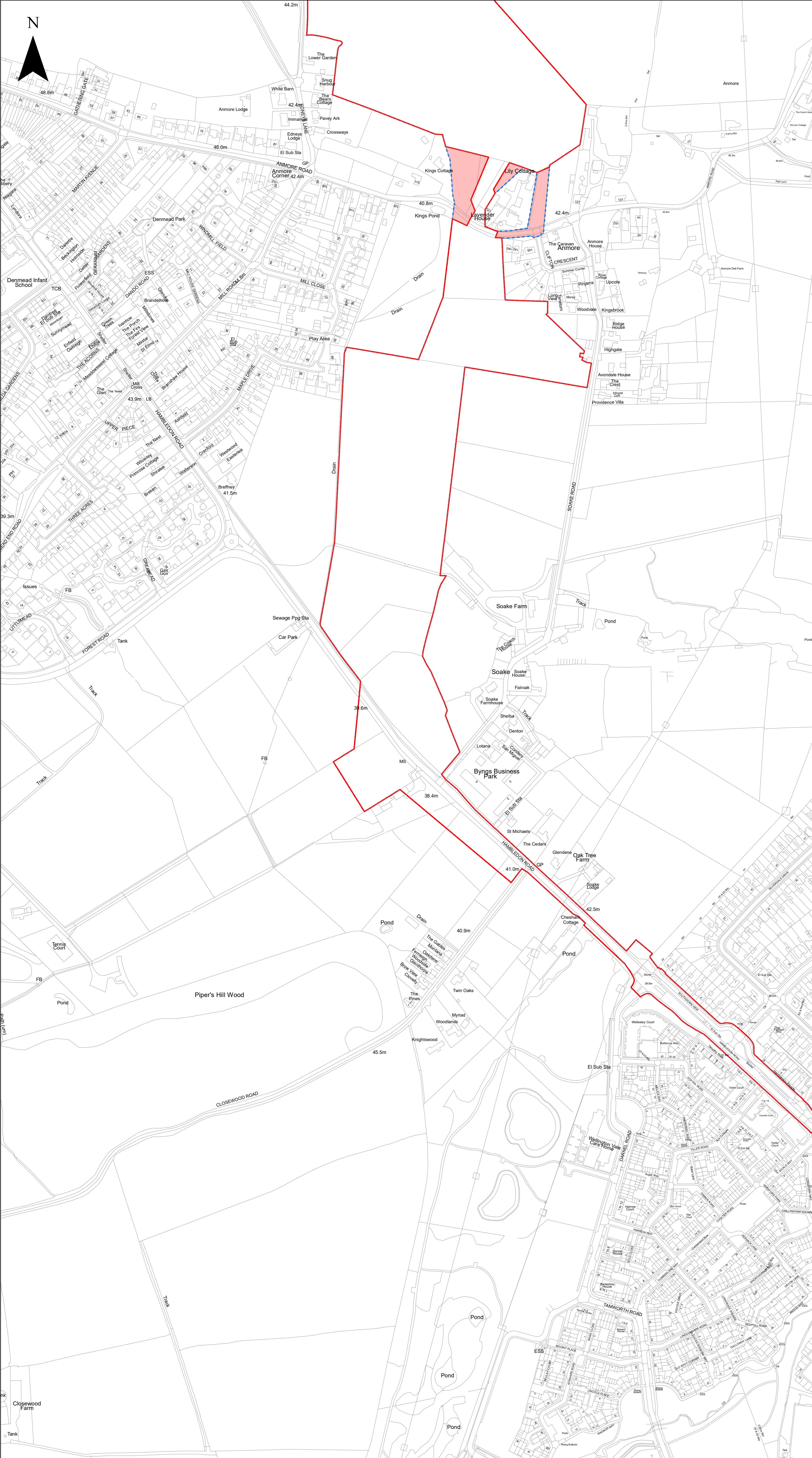


PROJECT: **AQUIND Interconnector**

TITLE: **AQUIND Interconnector Order Limits version 8.0 Sheet 2**

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PROJECT NO: EN020022	DESIGNED: DH	DATE: 16/09/2020
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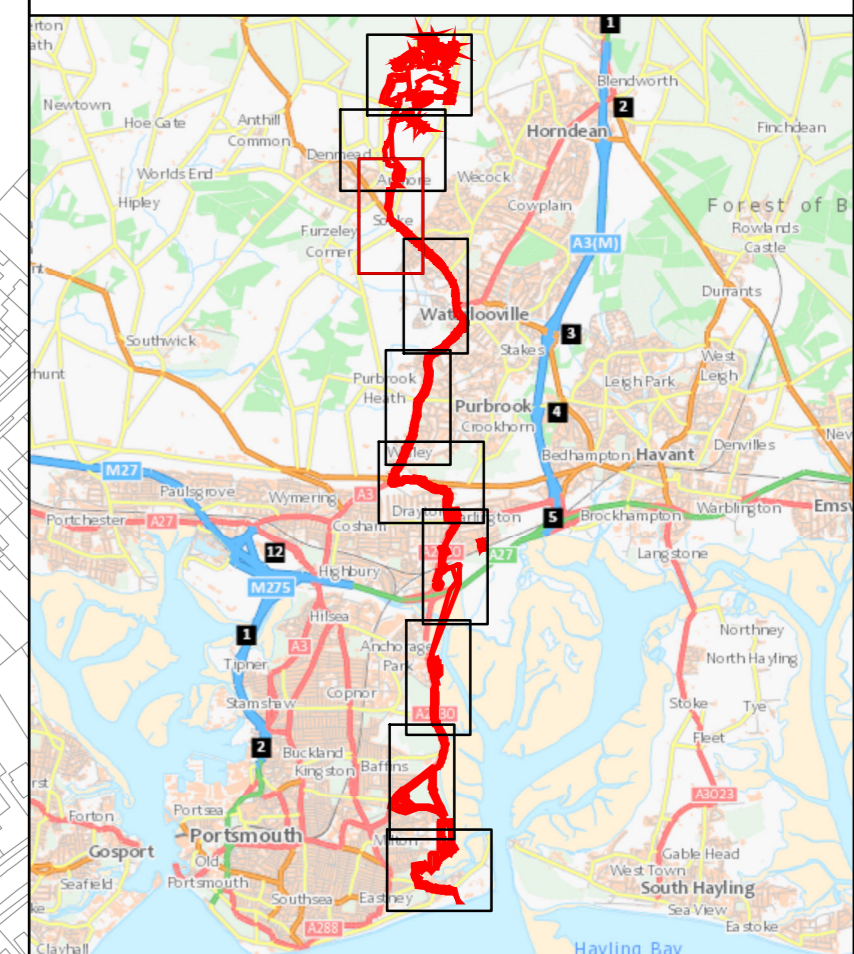


AQUIND Interconnector Sheet 3

- Order Limits v8.0
- Order Limits v7.0
- Removal from Order Limits



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CLIENT: **AQUIND**

PROJECT: **AQUIND Interconnector**

TITLE: **AQUIND Interconnector Order Limits version 8.0 Sheet 3**

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DRAWING NO.	REV. NO.	
62100616-20200917-ORDLIMIT-V8	01	

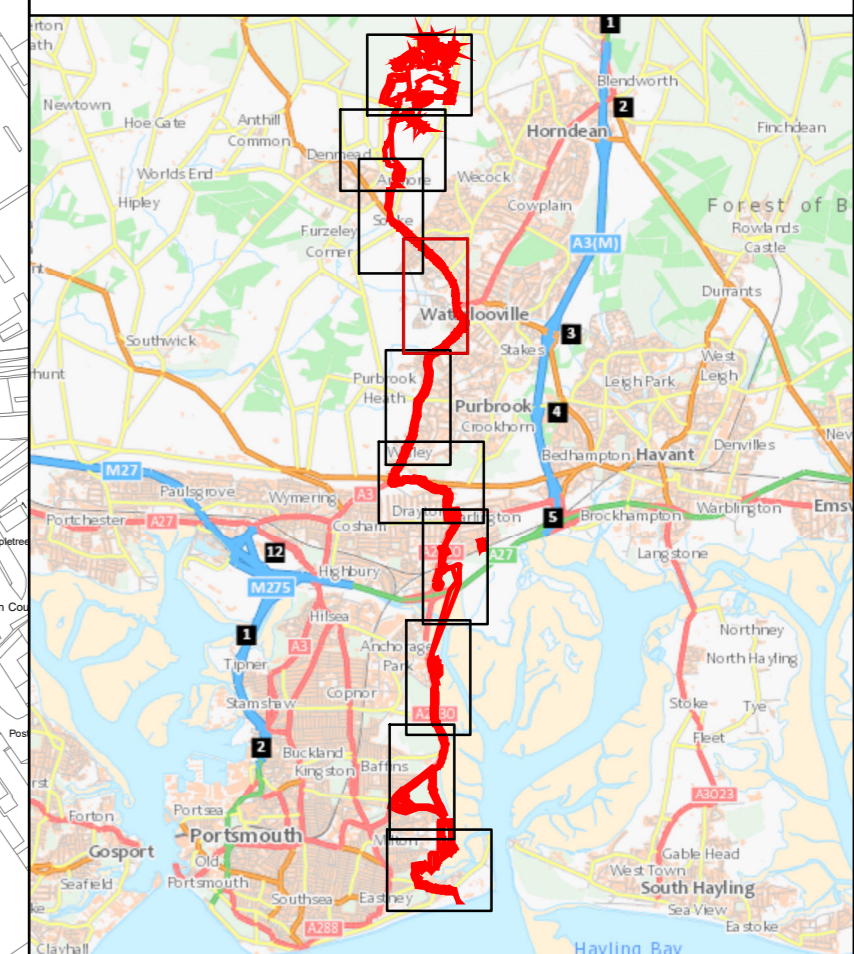


AQUIND Interconnector Sheet 4

Order Limits v8.0
 Order Limits v7.0



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PROJECT: **AQUIND Interconnector**

TITLE: **AQUIND Interconnector Order Limits version 8.0 Sheet 4**

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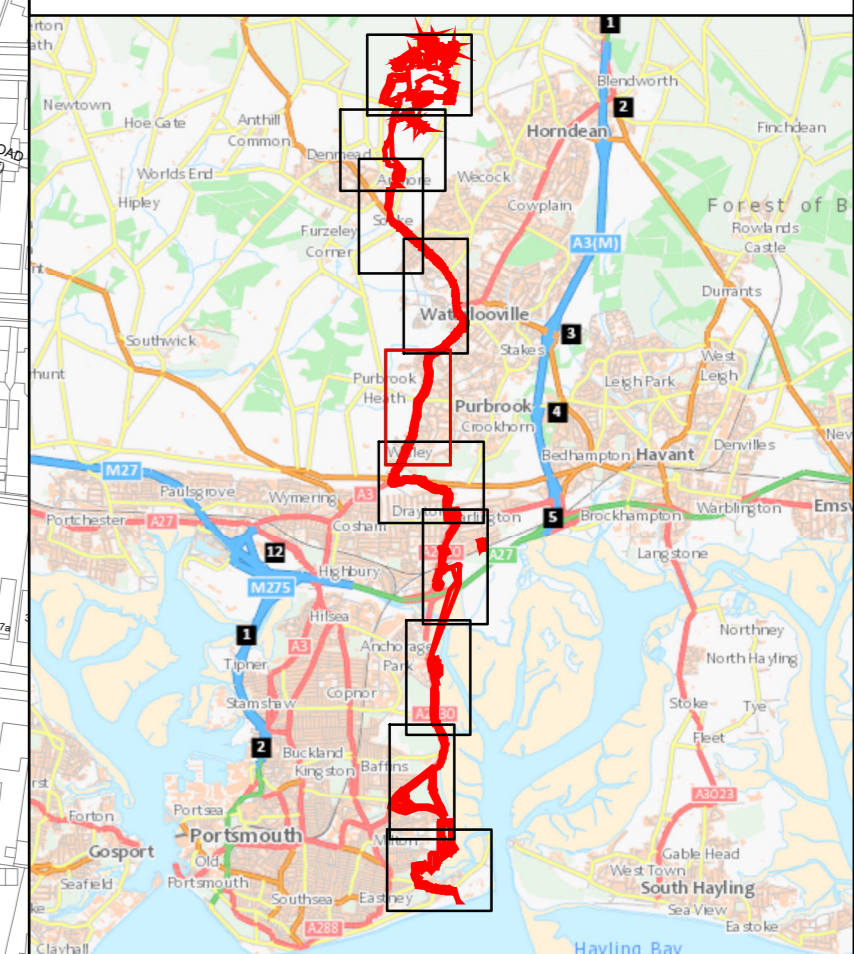
AQUIND Interconnector Sheet 5

- Order Limits v8.0
- Order Limits v7.0
- Removal from Order Limits



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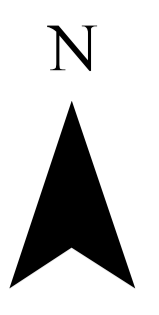
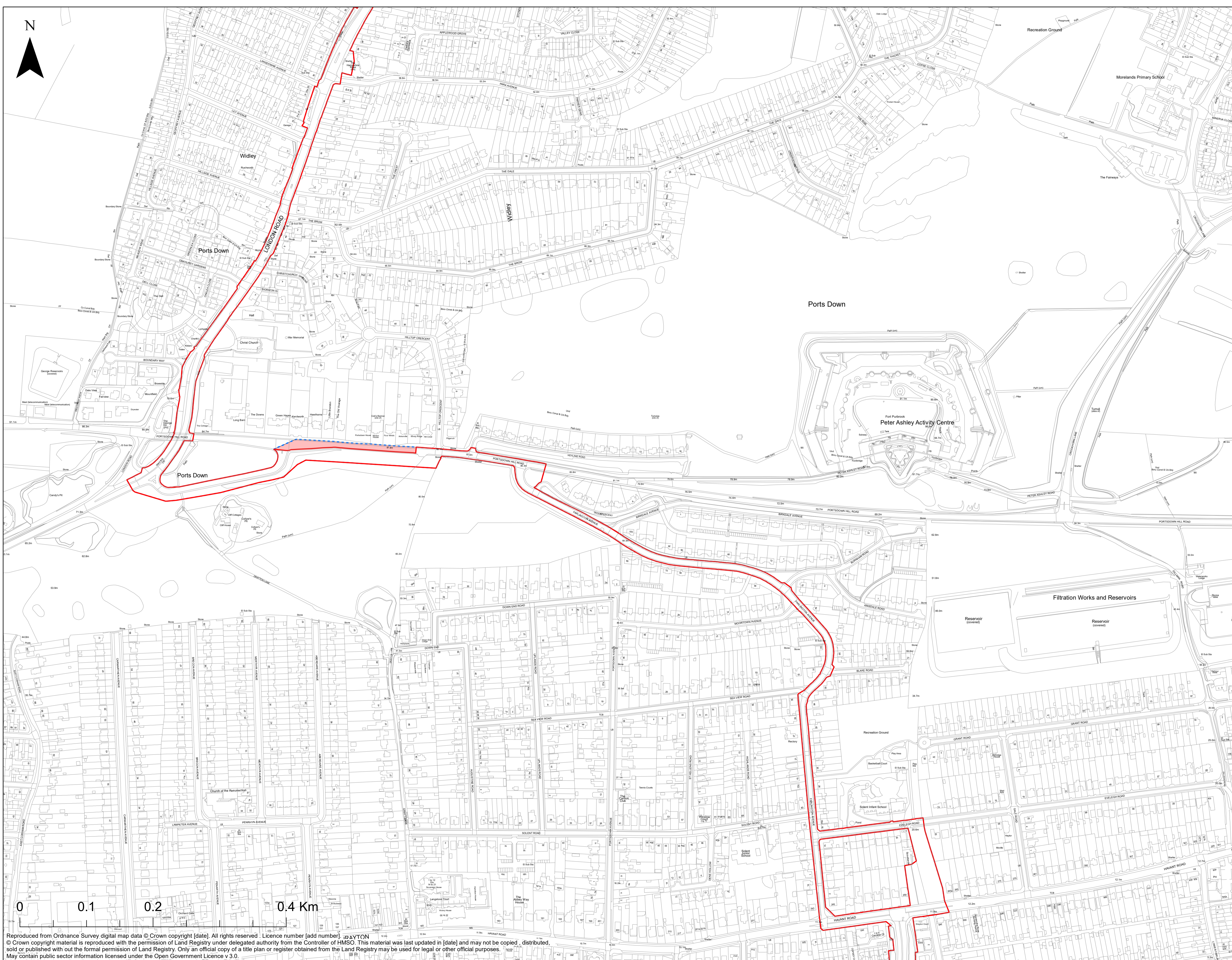
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AQUIND Interconnector

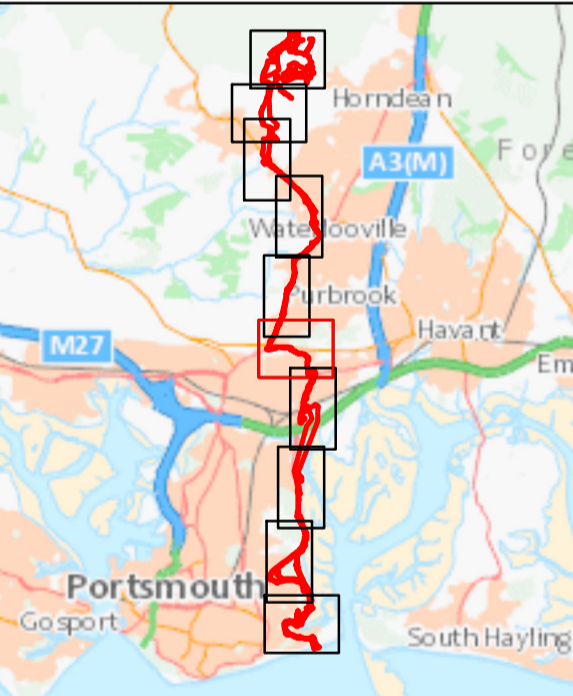
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AQUIND Interconnector Order Limits version 8.0 Sheet 5

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- AQUIND Interconnector Sheet 6**
- Order Limits v8.0
 - Order Limits v7.0
 - Removal From Order Limits



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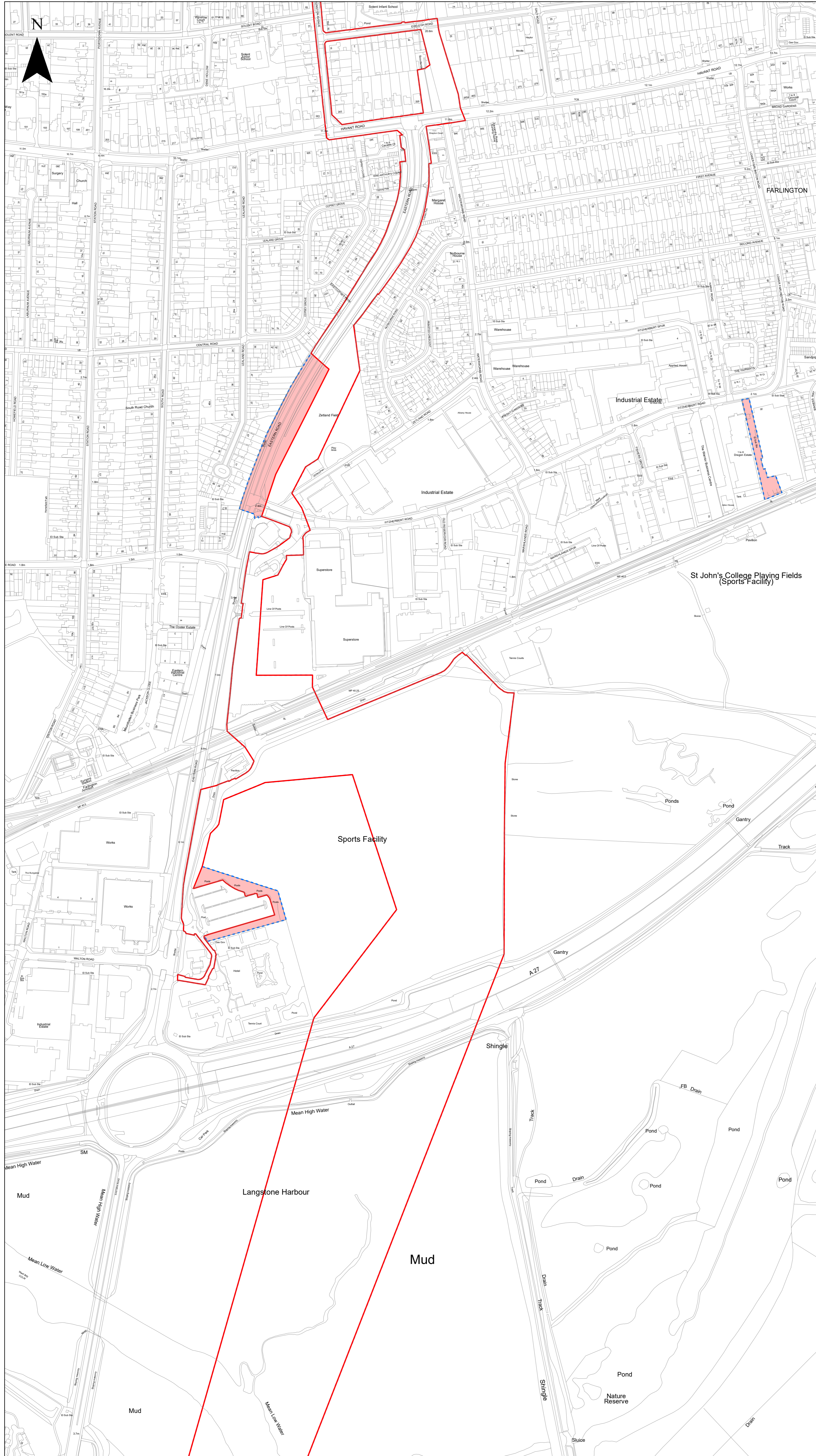
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TITLE: AQUIND Interconnector Order Limits version 8.0 Sheet 6					
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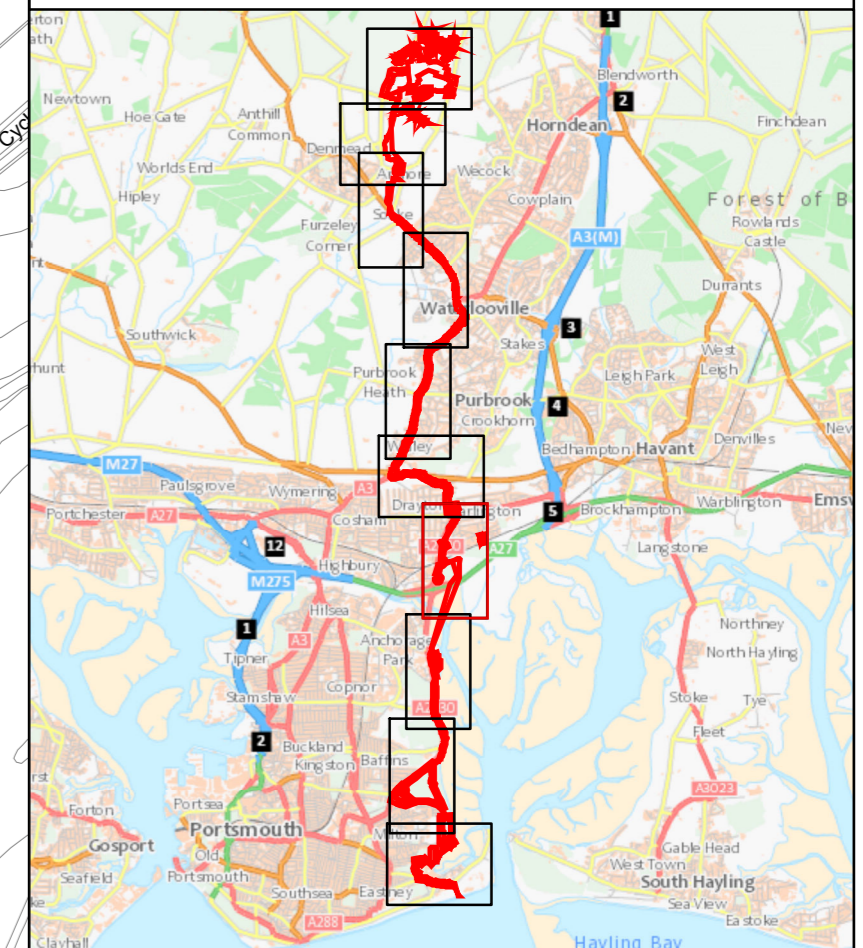
AQUIND Interconnector Sheet 7

- Order Limits v8.0
- Order Limits v7.0
- Removal from Order Limits

0 50 100 200 Metres

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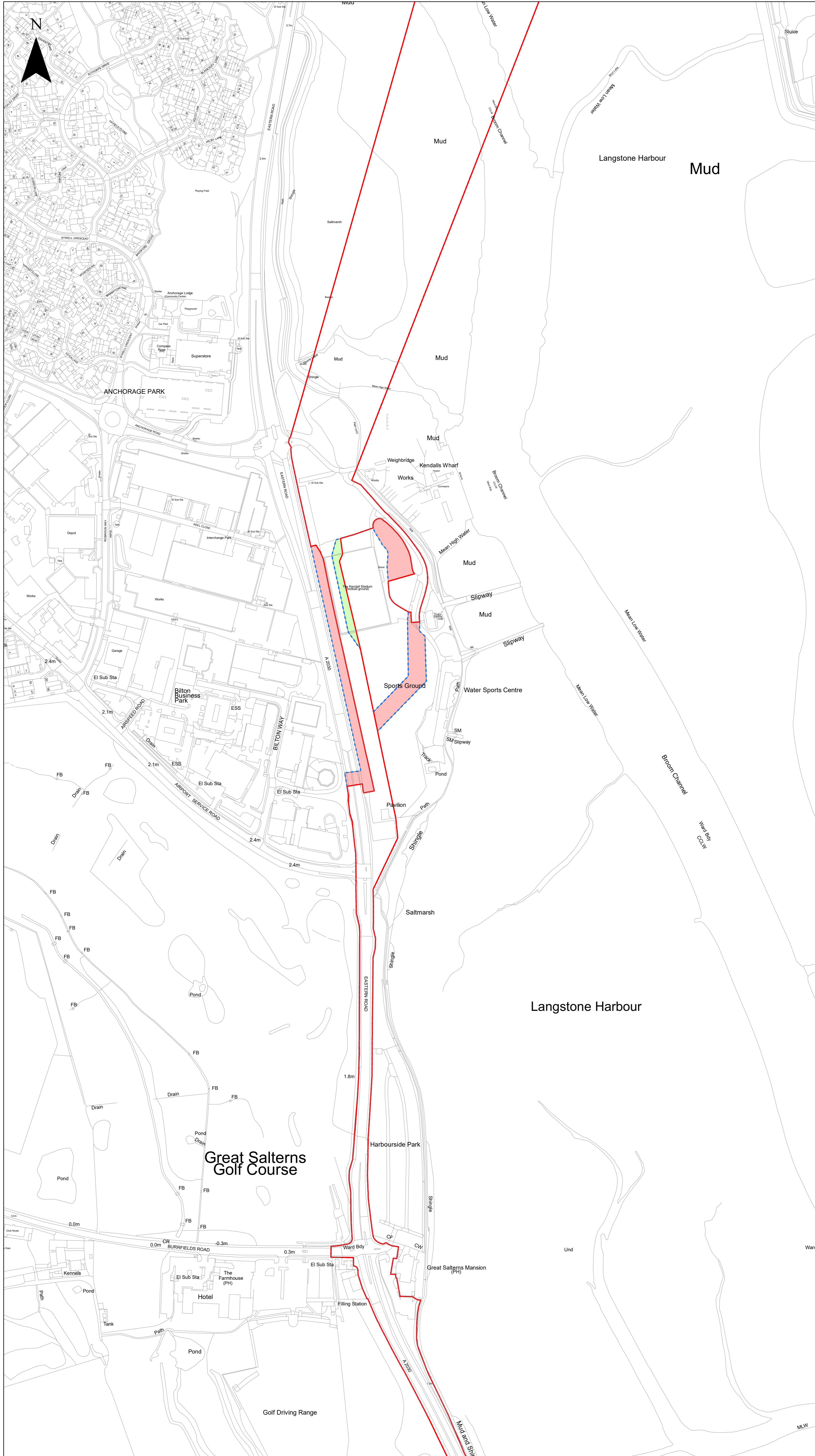
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PROJECT: **AQUIND Interconnector**

TITLE: **AQUIND Interconnector Order Limits version 8.0 Sheet 7**

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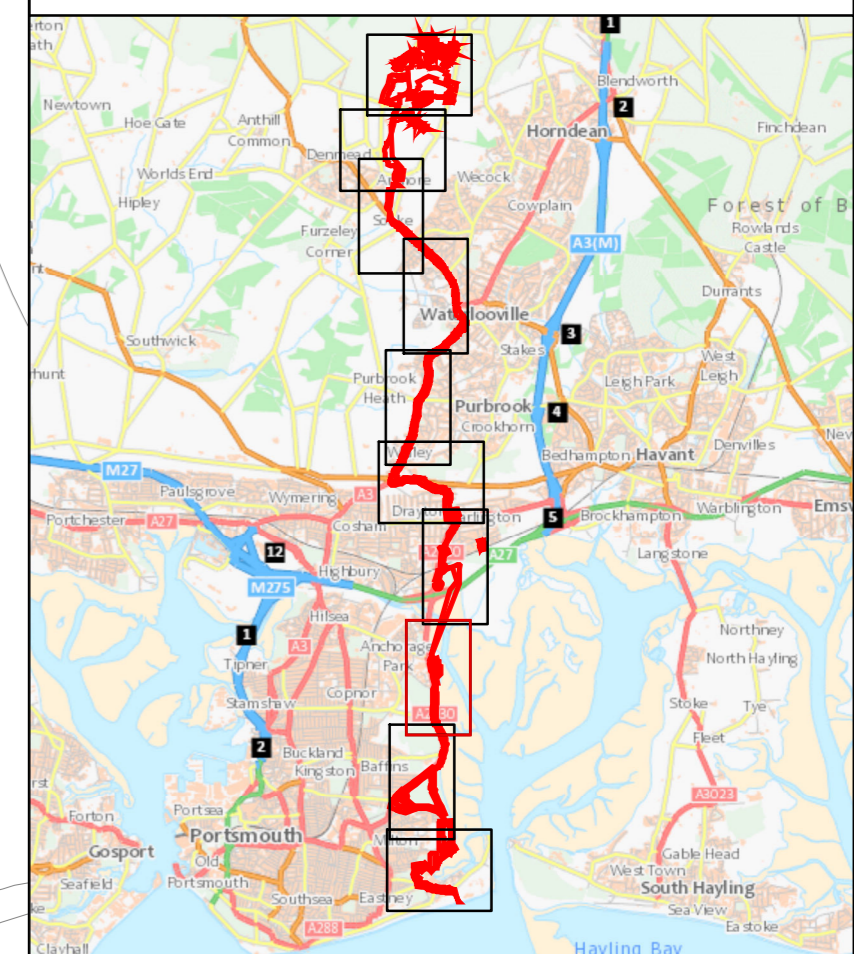


AQUIND Interconnector Sheet 8

- Order Limits v8.0
- Order Limits v7.0
- Addition to Order Limits
- Removal From Order Limits



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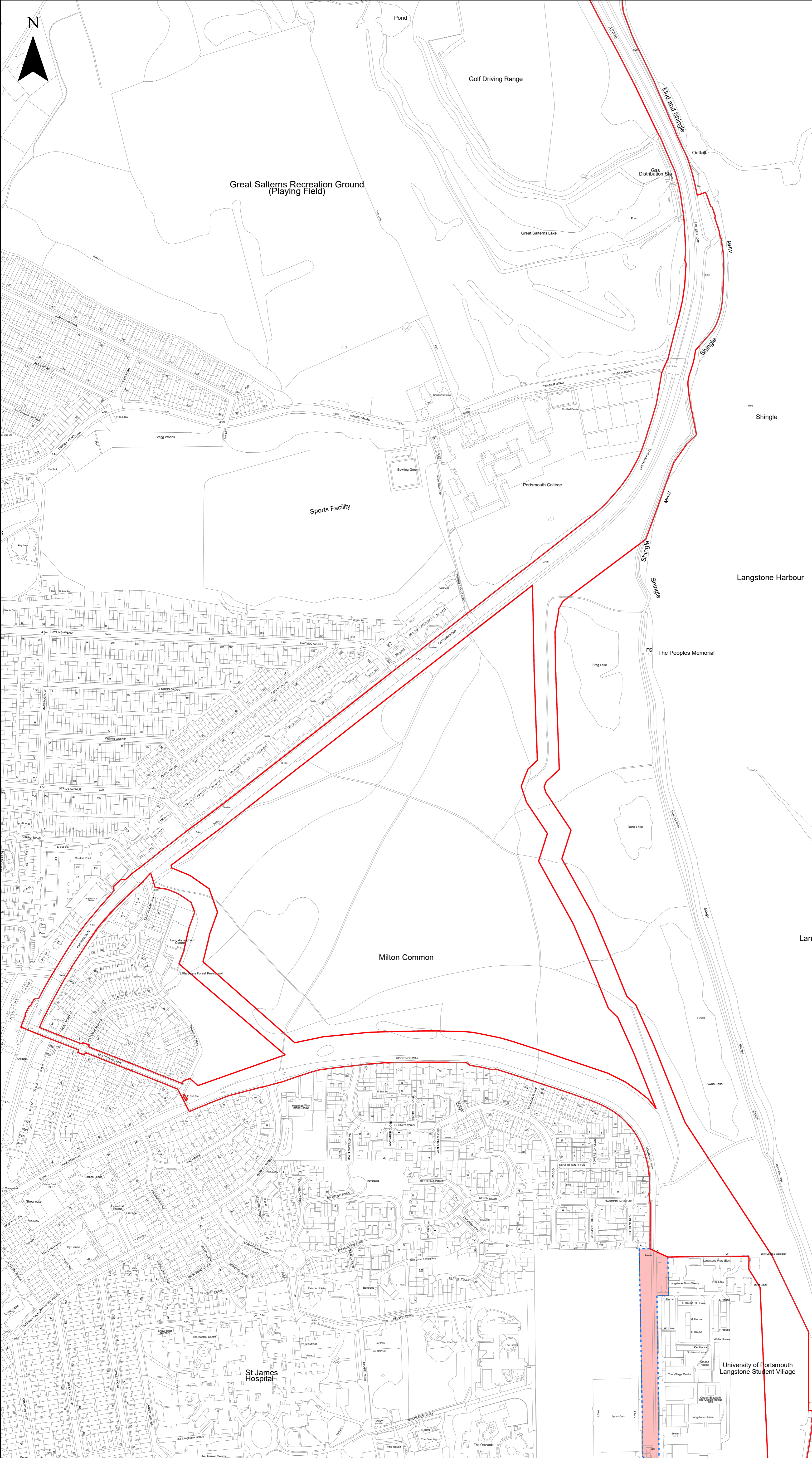
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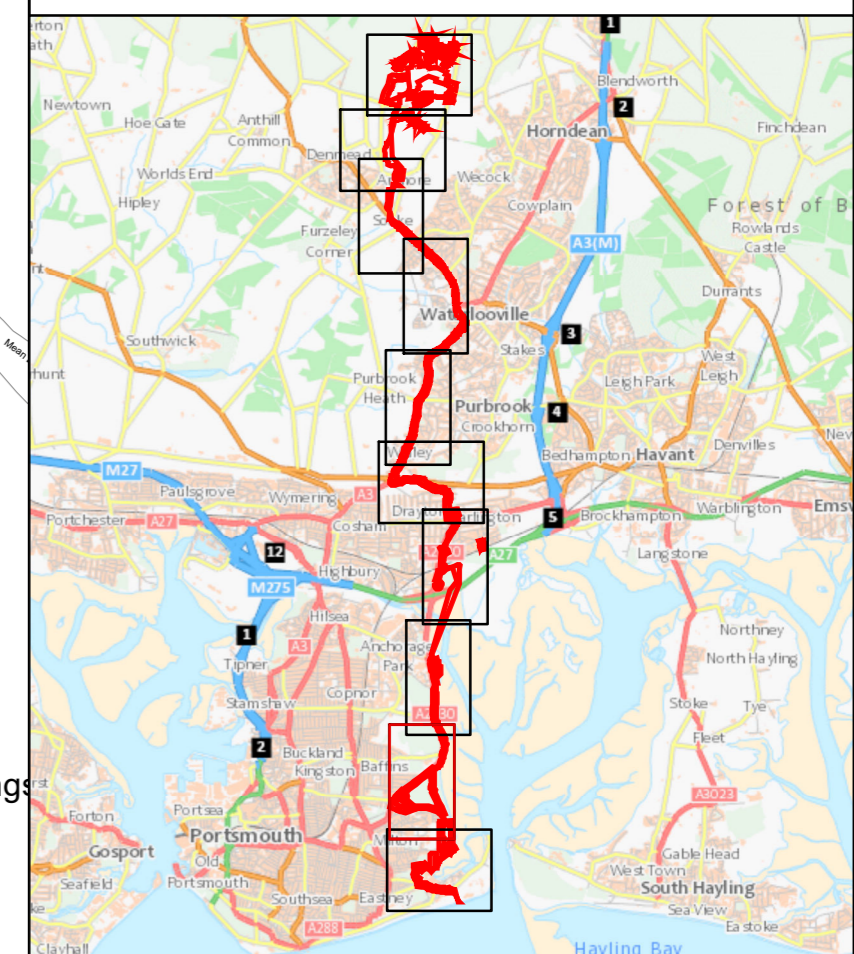


AQUIND Interconnector Sheet 9

- Order Limits v8.0
- Order Limits v7.0
- Removal from Order Limits



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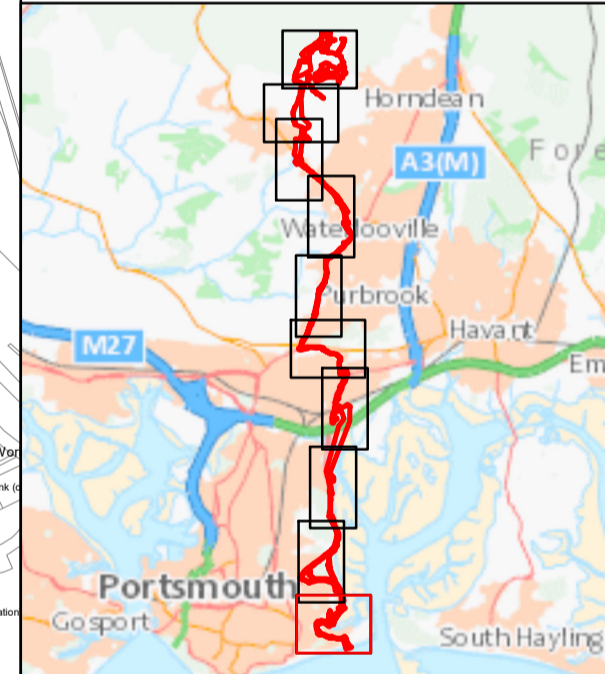
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AQUIND Interconnector Sheet 10

- Order Limits v8.0
- Order Limits v7.0
- Removal From Order Limits



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TITLE
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Appendix 2 – Rights and Restrictions Sought

Where listed in the Book of Reference (Document Reference 4.3), the following rights and restrictions are sought over the plots described in the Book of Reference:

New Connection Works Rights (land coloured blue):	
Means all rights and restrictions necessary for the undertaker and / or those authorised by the undertaker:	
(a)	To install, construct, operate, test, retain, use, maintain, inspect, alter, remove, refurbish, reconstruct, replace, renew, upgrade, protect and improve the underground electricity cables, jointing bays, ducting, telecommunications apparatus (including but not limited to fibre optic cables) and other ancillary apparatus (including but not limited to access chambers, manholes and link pillar boxes) and any other works as necessary together with the right to fell, cut, trim or lop trees, bushes and roots which may obstruct or interfere with the underground electricity cables, telecommunications apparatus and other ancillary apparatus;
(b)	To remove any structures, buildings, material deposits, items or hazards on the land;
(c)	To pass and repass on foot, with or without vehicles, equipment, plant and machinery (including any temporary surface) at all times and for all purposes in connection with the construction, use, maintenance, testing, upgrading, replacing and decommissioning of the Proposed Development;
(d)	Continuous vertical and lateral support for the Proposed Development;
(e)	To install, construct, operate, test, retain, use, maintain, inspect, alter, remove, refurbish, reconstruct, replace, renew, upgrade, protect and improve sewers, drains, pipes, ducts, mains, conduits, flues, fibre optic cables and other conducting media whatsoever and to drain into and manage water flows in any drains, watercourses and culverts;
(f)	To install, construct, operate, test execute, implement, retain, repair, improve, renew, remove, relocate and plant trees, woodlands, shrubs, hedgerows, seeding and other ecological measures together with the right to maintain, inspect and replant such trees, shrubs and landscaping and the right to pass and repass on foot, with or without vehicles, equipment, plant and machinery for all purposes in connection with the implementation and maintenance of landscaping and ecological mitigation or enhancement works;
(g)	To temporarily place and use on the land on or under which the underground electricity cables, jointing bays, ducting, telecommunications apparatus (including but not limited to fibre optic cables) and other ancillary apparatus is situated (including but not limited

	to access chambers, manholes and link pillar boxes) or land on which any part of it is situated, materials, equipment, plant or apparatus required in connection with the underground electricity cables, telecommunications apparatus and other ancillary apparatus or any part of it; and
(h)	Restrictions on constructing and erecting buildings, works or structures, excavation, altering ground cover or soil levels, planting or growing trees or shrubs or carrying out operations or actions which may obstruct, interrupt, or interfere with the exercise of the rights or damage the Proposed Development.
New Access Rights (land coloured purple)	
Means all rights and restrictions necessary for the undertaker and / or those authorised by the undertaker:	
(a)	To construct, build, use, maintain, surface and improve a permanent means of access including visibility splays;
(b)	To remove any structures, buildings, material deposits, vegetation, items or hazards on the land;
(c)	To install, execute, implement, retain, repair, improve, renew, remove, relocate and plant trees, woodlands, shrubs, hedgerows, seeding and other ecological measures together with the right to maintain, inspect and replant such trees, shrubs and landscaping and the right to pass and repass on foot, with or without vehicles, equipment, plant and machinery (including any temporary surface) at all times and for all purposes in connection with the implementation and maintenance of landscaping and ecological mitigation or enhancement works;
(d)	To pass and repass on foot, with or without vehicles, equipment, plant and machinery (including any temporary surface) for all purposes in connection with the construction, use, testing, upgrading, replacing, maintenance and decommissioning of the Proposed Development;
(e)	To pass and repass on foot, with or without vehicles, equipment, plant and machinery (including any temporary surface) at all times and for all purposes in connection with the implementation and maintenance of landscaping and ecological mitigation or enhancement works;
(f)	Restrictions on constructing and erecting buildings, works or structures, altering ground cover or soil levels, planting trees or shrubs or carrying out operations or actions which may obstruct, interrupt, or interfere with the exercise of the rights; and

(g)	To install, construct, operate, test, retain, use, maintain, inspect, alter, remove, refurbish, reconstruct, replace, renew, upgrade, protect and improve sewers, drains, pipes, ducts, mains, conduits, flues and to drain into and manage water flows in any drains, watercourses and culverts.
New Landscaping Rights (land coloured green)	
Means all rights and restrictions necessary for the undertaker and / or those authorised by the undertaker:	
(a)	To install, execute, implement, retain, repair, improve, renew, remove, relocate and plant trees, woodlands, shrubs, hedgerows, seeding and other ecological measures together with the right to maintain, inspect and replant such trees, shrubs and landscaping and the right to pass and repass on foot, with or without vehicles, equipment, plant and machinery (including any temporary surface) at all times and for all purposes in connection with the implementation and maintenance of landscaping and ecological mitigation or enhancement works;
(b)	To install, construct, operate, test, retain, use, maintain, inspect, alter, remove, refurbish, reconstruct, replace, renew, upgrade, protect and improve sewers, drains, pipes, ducts, mains, conduits, flues and to drain into and manage water flows in any drains, watercourses and culverts; and
(c)	Restrictions on constructing and erecting buildings, works, structures, excavation, altering ground cover or soil levels, or growing or planting trees or shrubs or carrying out operations or actions which may obstruct, interrupt, or interfere with the exercise of the rights.

