



Our ref: 20025089
Your ref: EN020022

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AQUIND Interconnector Case Team
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6 October 2020

Dear Sir/Madam

Application by AQUIND Limited for an Order Granting Development Consent for the AQUIND Interconnector Project (EN020022): Written Statement

I refer to your letter of 15 September 2020 regarding the above proposal and your invitation to submit written representations to the Examining Authority's (ExA) Written Questions by Deadline 1 (6 October 2020)

Highways England's responses are set out below and should be read in conjunction with the Statement of Common Ground between Highways England and AQUIND which has been submitted to you by the Applicant.

Yours faithfully,



Patrick Blake
Area 3 Spatial Planner
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AQUIND Interconnector Project (EN020022)**Written Statement by Highways England****6 October 2020****Introduction**

Highways England (HE) have been invited (dated 15 September 2020) to provide written representations to the ExA's Written Questions for this project. The relevant questions to Highways England and our responses are set out below.

Protective Provisions

CA1.3.46

What are the current positions of the Applicant and Highways England in terms of protective provisions and National Roads Telecommunications Services? If agreement has not been reached on protective provisions, what is the envisaged timescale for such an agreement?

DCO1.5.61

What protective provisions are requested to be incorporated within the dDCO [APP-019]?

CA1.3.94

Why are Compulsory Acquisition powers being sought over and above the statutory framework that exists in the New Roads and Street Works Act 1991, and why does the dDCO [APP-019] not include protective provisions to protect highway interests? (Refer to paragraph 2.10 of [RR-185].)

Dialogue is ongoing with the Applicant to agree the appropriate protective provisions in relation to the Strategic Road Network and protection of its assets (which includes National Roads Telecommunications Services) to be incorporated with the DCO. For indicative purposes only, please see Annex A which is a set of protective provisions Highways England have agreed in a recent DCO proposal. The applicant has not given a timeframe when they anticipate being in a position to commence detailed discussions to agree protective provisions with Highways England.

TT1.16.1

Could the Applicant please provide an update on progress towards Statements of Common Ground and any other agreements on highways matters with Highways England, Hampshire County Council and Portsmouth City Council.

Highways England have agreed in principle a statement of common ground as of deadline 1 with the Applicant. It is anticipated that there will be further updates to the statement of common ground at each deadline. Highways England would welcome highways matters specific statement or statements of common ground to be agreed by all highway authorities relevant to the DCO (Highways England, Hampshire County Council and Portsmouth City Council) and the Applicant. This is likely to be focused around an agreed way of working set out by the Framework Construction Traffic Management Plan.

Traffic and Transport

TT1.16.21

With reference to ES 22.4.6.10 [APP-137], the worst-case scenario for the A3 and the A27 might be considered to be all of the construction traffic using each road individually. Can the Applicant explain how a worst-case scenario has been assessed when it is assumed there is an equal split of movements between the two roads?

Highways England is content that the primary impact of the construction traffic on the Strategic Road Network (SRN), will be at the point at which it first accesses the SRN, in this instance at A3(M) Junction 2. Highways England are currently engaging with the Applicant's consultant to agree what the impact of the proposals at A3(M) Junction 2 will be, using detailed industry - standard junction capacity models. We are aware that construction traffic may route north or south along A3(M) to reach either the A3 or the A27. The assumption that this traffic will be split equally north and south is a reasonable starting point. Whilst the worst-case scenario might occur if all of the construction traffic were to route either north or south along A3(M), this traffic would be less significant in terms of the link capacity of the A3 and A3(M), than in terms of the capacity of the junction at A3(M) Junction 2, since both routes are high capacity dual carriageways. Therefore, Highways England agrees that no assessment needs to be made of the impact of this traffic on the highway links concerned to demonstrate impacts to the SRN.

In addition, the main impact of the proposals on traffic flows on the SRN, as reported in the Transport Assessment, comes from the displacement of traffic on to the SRN from routes subject to traffic management during the works, such as the A3 through Waterlooville. The impact of this displacement on traffic flows, together with the impact of the construction traffic itself, has been assessed using the Solent Area Sub-Regional Transport Model (the SRTM), as referred to at 22.4.3.2 of the ES. The

SRTM is a highway assignment model to which Highways England is a stakeholder. The use of this model, rather than a specific assumption about the routing of construction traffic, gives Highways England confidence that the impact of the construction phase of the project has been robustly assessed.

TT1.16.9

Are the baseline traffic surveys set out in the Transport Assessment sufficient (Appendix 22.1: sections 1.5.3 for the Converter Station; 1.5.4 for the onshore cable corridor; and 1.5.5 for the routes that may be affected by traffic redistribution in the wider transport network) [APP-448], or is there a need for data from a wider spread of months to present a more representative view and to take account of festivals and events?

As far as the impact on the Strategic Road Network (SRN) is concerned, Highways England are content that the use of the Solent Area Sub-Regional Traffic Model (the SRTM) to forecast the impact of traffic generated by the works and traffic redistributing to the wider transport network, is sufficient to provide a broadly robust assessment of the impact of the proposals. Highways England standard practice is to require an assessment of the impact of a development on the SRN during the peak hours on a normal weekday in a neutral month. The SRTM aligns with this requirement and Highways England is content that no further work in relation to the impact on the SRN is required in terms of the seasonality of the traffic forecasts.

An agreed way of working will be set out in the Framework Construction Traffic Management Plan, in partnership with adjoining highway authorities, managing the impact of construction traffic during major events will be considered. The mechanism of managing this as the highway authority will be secured in the agreed protective provisions.

General

Wider transport matters agreed with the applicant are set out in the agreed statement of common ground (at deadline 1) which will be submitted by the applicant. Please also see TN01(Annex B), TN02(Annex C) and TN03(Annex D) which sets out in detail the transport issues identified by Highways England to be addressed by the Applicant.

DCO1.5.60

Should the definition of ‘relevant highway authority’ ([APP-019], Interpretation) be amended to include Highways England in view of works in the vicinity of the strategic road network?

Highways England request that the definition of ‘relevant highway authority’ is amended to include Highways England.

Proposed Easement

Highways England are awaiting an appropriate Geotechnical Risk Assessment in accordance with CD622 (Managing Geotechnical Risk) to inform if Highways England can accept in principle an easement to facilitate a crossing beneath the A27.

AQUIND have submitted an initial draft Heads of Terms for the proposed easement to Highways England. We are currently reviewing, and it is anticipated we will be able to advise the applicant of our position and what Head of Terms for an easement on Highways England land will find acceptable to ensure the integrity of the SRN and its assets are not compromised prior to deadline 2. Once in principle agreement has been established, formal negotiations for an easement will commence between Highways England and the Applicant.