



**AQUIND Limited**

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# **AQUIND INTERCONNECTOR**

Statement of Common Ground Between  
AQUIND Limited and Hampshire County  
Council

Agreed Draft

The Planning Act 2008

Document Ref: 7.5.5

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**DATE: 17 NOVEMBER 2020**

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## DOCUMENT

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# 1. INTRODUCTION AND PURPOSE

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## 1.1. PURPOSE OF THE STATEMENT OF COMMON GROUND

1.1.1.1. A Statement of Common Ground ('SoCG') is a written statement produced as part of the application process for an application for a Development Consent Order ('DCO') and is prepared jointly by the applicant and another party. A SoCG sets out the matters of agreement between both parties, matters where there is not agreement and matters which are under discussion.

1.1.1.2. In this regard paragraph 58 of the Department for Communities and Local Government's guidance entitled "Planning Act 2008: examination of applications for development consent" (26 March 2015) hereafter referred to as DCLG Guidance) describes a SoCG as follows:

*"A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence."*

1.1.1.1. The aim of a SoCG is to assist the Examining Authority to manage the examination of an application for a DCO by providing an understanding of the status of matters at hand and allowing the Examining Authority to focus their questioning. The effective use of SoCG is expected to lead to a more efficient examination process.

1.1.1.2. A SoCG may be submitted prior to the start or during an Examination and updated as necessary or as requested during an Examination.

## 1.2. DESCRIPTION OF THE PROPOSED DEVELOPMENT

1.2.1.1. AQUIND Limited (the 'Applicant') submitted an application for the AQUIND Interconnector Order (the 'Order') pursuant to Section 37 of the Planning Act 2008 (as amended) (the 'PA2008') to the Secretary of State ('SoS') on 14 November 2019 (the 'Application').

1.2.1.2. The Application seeks development consent for those elements of the AQUIND Interconnector (the 'Project') located in the UK and the UK Marine Area (the 'Proposed Development').

1.2.1.3. The Project is a new 2,000 MW subsea and underground High Voltage Direct Current ('HVDC') bi-directional electric power transmission link between the South Coast of England and Normandy in France. By linking the British and French electric power grids it will make energy markets more efficient, improve security of supply and enable greater flexibility as power grids evolve to adapt to different sources of

renewable energy and changes in demand trends such as the development of electric vehicles. The Project will have the capacity to transmit up to 16,000,000 MWh of electricity per annum, which equates to approximately 5 % and 3 % of the total consumption of the UK and France respectively.

1.2.1.4. The Proposed Development includes:

- HVDC Marine Cables from the boundary of the UK Exclusive Economic Zone to the UK at Eastney in Portsmouth;
- Jointing of the HVDC Marine Cables and HVDC Onshore Cables;
- HVDC Onshore Cables;
- A Converter Station and associated electrical and telecommunications infrastructure;
- High Voltage Alternating Current ('HVAC') Onshore Cables and associated infrastructure connecting the Converter Station to the Great Britain electrical transmission network, the National Grid, at Lovedean Substation; and
- Smaller diameter Fibre Optic Cables ('FOC') to be installed together with the HVDC and HVAC Cables and associated infrastructure.

### **1.3. THIS STATEMENT OF COMMON GROUND AND THE ROLE OF HCC**

1.3.1.1. This SoCG has been prepared jointly by the Applicant and Hampshire County Council ('HCC') in accordance with the DCLG Guidance and precedent examples of SoCG available on the Planning Inspectorate's ('PINS') website. The Applicant and HCC have agreed that the SoCG should be submitted in its current form at Deadline 4. Discussions will progress beyond Deadline 4 with regard to ongoing matters as outlined in the SoCG.

1.3.1.2. HCC is interested in the Proposed Development as a Minerals and Waste Planning Authority, Highway Authority and Street Authority, including in relation to Public Rights of Way and as the Lead Local Flood Authority in respect of the parts of the Proposed Development located within their administrative boundary. In addition, HCC is an owner of land affected by the Proposed Development, but any compulsory acquisition considerations are outside of the scope of this SoCG. Other County matters include education and archaeology which may also be relevant to the Application.

1.3.1.3. HCC would be responsible for discharging many of the requirements of the Order associated with development in their administrative area should development consent be granted for the Proposed Development. HCC would also be responsible for monitoring and enforcing many of the Order provisions and requirements.

- 1.3.1.4. For the purpose of this SoCG the Applicant and HCC will be jointly referred to as the 'Parties'.

## 2. RECORD OF ENGAGEMENT UNDERTAKEN TO DATE

2.1.1.1. The table below sets out a summary of the key meetings and correspondence between the Parties in relation to the Proposed Development

**Table 2.1 – Schedule of pre-application meetings and correspondence**

<b>Date</b>	<b>Form of Contact</b>	<b>Summary</b>
10/01/2019	Meeting (Planning and Highways, including Winchester City Council, ('WCC') East Hampshire Council, ('EHC') Havant Borough Council, ('HBC') Portsmouth City Council, ('PCC') South Downs National Park Authority) ('SDNPA')	Preferred Converter Station location; Preliminary Environmental Information Report ('PEIR') for forthcoming statutory consultation; update on Cable Route options; land referencing (including Land Interest Questionnaires ('LIQ')); future engagement; Statement of Community Consultation ('SoCC').
22/01/2019	Meeting (Planning and Highways, including WCC, EHC, HBC, PCC, SDNPA)	PEIR and forthcoming statutory consultation / process; Cable Route options and rationale; Alternatives to limit impact of Cable Route on highway.
05/02/2019	Telecon (Planning and Highways, including WCC, EHC, HBC, PCC, SDNPA)	Deposit locations for Consultation Documents; Converter Station design and level of information in PEIR.
21/02/2019	Email	Archaeological Officer contacted to agree the rationale and scope of the Geophysical Survey.  The Written Scheme of Investigation (WSI) for this element was approved in April 2019 (email 30/04/19).  The HCC Archaeology and Historic Environment team provided archaeological

Date	Form of Contact	Summary
		advice to Local Planning Authorities (LPAs) in Hampshire, including HDC, HBC and PCC.
05/07/2019	Meeting (Highways) HCC	Onshore Cable Corridor and Street Works; Transport Assessment scope; Transport Sub Regional Transport Model scoping note (methodology and assumptions).
23/07/2019	Workshop Lead Local Flood Authority ('LLFA') / Drainage, including EA, Portsmouth Water and PCC LLFA / Drainage)	Update on Proposed Development and flood risk profile within the Order Limits; Surface water resources and Flood Risk Assessment ('FRA'); Permitting requirements; Potential constraints at Converter Station; Crossing of the East Solent Coastal Partnership ('ESCP') flood defences.
20/08/2019	Meeting	<p>Discussion with HCC County Archaeologist about the results of the Geophysical Survey. The proposed strategy for additional surveys and mitigation was discussed.</p> <p>Agreed that Stage 2 trial trenching could be conducted following submission of the DCO application on the proviso that the project can demonstrate a level of flexibility in terms of design.</p> <p>HCC indicated that further work along existing modern highways is unlikely to be required, except at more sensitive areas along the Onshore Cable Corridor.</p>
13/09/2019	Meeting (HCC and Highways England)	<p>Project Update;</p> <p>Proposals for Horizontal Directional Drilling ('HDD') under the A27;</p> <p>Street Works.</p>
07/01/2020	Meeting (HCC)	Update post submission.

Date	Form of Contact	Summary
14/02/2020	Meeting (HCC and Highways England)	Update including discussions about Public Rights of Way ('PRoW') and drainage. Discussion on areas of key traffic and transport concern to HCC including the DCO / requirements.
27/05/2020	Meeting HCC	<p>HCC identified a number of key highway issues which have been raised previously within the PIER and that will be further iterated within the LIR response. This included lack of detail regarding the construction access and construction traffic management concerns regarding forward visibility on Broadway Lane/Day Lane and the working widths for construction traffic. It was suggested the project team review what is being done at the IFA 2 at Chilling site. Matters relating to cable route details, link box location details, and impact assessment and mitigation factors were also discussed.</p> <p>HCC urged Aquind to consider use of its permit scheme and other adopted process including s278,s171 and the TRO processes and noted that HCC will be introducing a lane rental scheme within the next few years, including A3 London Road (and that PCC have introduced a scheme already</p>
05.08.2020	Meeting	<p>PW comments on the applicant response to Relevant Representation was discussed.</p> <p>Supplementary karst report was discussed and further explanation relating to HDD</p>

Date	Form of Contact	Summary
		<p>works and the method of dealing with unknown karst features were explained</p> <p>Proposed piling solution and piling risk assessment (draft) discussed.</p> <p>Proposed temporary car park and associated temporary surface water drainage discussed</p> <p>Converter station drainage system and SuDS explained.</p> <p>Explanation was provided relating to fire deluge system and how the surface water drainage system will be designed to account for its operation.</p>
11/09/2020	Meeting with HCC	<p>Proposed site level and associated Earthworks methodology discussed</p> <p>Construction water management and earthwork water management discussed</p> <p>Generic method statement and its table of contents discussed</p>
15/09/2020	Meeting HCC	<p>Informal meeting to introduce Amy Hallam to HCC.</p> <p>Discussed progression of SoCG and other issues including LIR. Agreed to further meeting once additional information had been shared after Deadline 1 to allow the parties time to consider the additional information.</p> <p>It was agreed that the parties have been working well and seeking to reach agreement but acknowledged that this would be ongoing. As such, this version of the SoCG will be superseded following further meetings.</p>

Date	Form of Contact	Summary
24/09/2020	Email Correspondence	<p>Draft SoCG issued to HCC</p> <p>HCC provided minor comments on the draft SoCG 1.10.2020</p>
15/10/2020	Meeting	<p>Meeting to discuss the progression of the application to date.</p> <p>Review of the SoCG and to agree a way forward to resolve outstanding issues.</p> <p>It was agreed that separate meetings between HCC and the Applicant to be arranged to discuss in detail updated submissions including the FTMS, CTMP and LIR responses.</p>
27/10/2020	Meeting	<p>Meeting with HCC Engineers to discuss infiltration rates and further survey work to be undertaken.</p>
05/11/2020	Meeting	<p>Meeting with HCC Transport Planners to discuss the updated Supplementary Transport Assessment.</p>
10/11/2020	Meeting	<p>Meeting HCC, legal team and officers to discuss the required protective provisions.</p>
12/11/2020	Meeting	<p>Meeting with HCC Transport Planners to discuss the updated CTMP and FTMS</p>

## 3. SUMMARY OF TOPICS COVERED BY THE SOCG

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### 3.1. TOPICS COVERED IN THE STATEMENT OF COMMON GROUND

3.1.1.1. The following topics discussed between the Parties are commented on further in this SoCG:

- Planning policy
- Alternative Cable Route opportunities
- Converter Station site access
- Converter Station Area Construction Phase
- Operation Phase
- Cable Route
- Transport study area
- Route impact assessment
- Traffic management requirements and anticipated impacts
- Additional highway matters
- Implementation Officer requirements
- Alternatives
- DCO powers
- Landscape
- Noise
- Lead Local Flood Authority
- Ecology
- Archaeology and Historic Environment

3.1.1.2. For the avoidance of doubt, matters not covered in this SoCG including Compulsory Acquisition have not been discussed between the Parties as they have not been raised by HCC during the consultation undertaken to date between the Parties.

## 4. CURRENT POSITION

### 4.1. PLANNING POLICY

Table 4.1 – Planning Policy

Ref.	Description of matter	Current Position	RAG
<b>Planning Policy</b>			
HCC 4.1.1	Role of NPS EN-1	It is agreed that the relevant National Policy Statement ('NPS') for the Proposed Development is the Overarching NPS for Energy (EN-1) (2011) which provides the primary policy basis for the determination of the application (as set out in the Planning Statement, Examination Library reference APP-108).	Agreed
HCC 4.1.2	Policy Framework	Local planning policies from the relevant authorities can be 'important and relevant' considerations for the SoS in determining the Application. The Development Plan for HCC comprises (as set out in Appendix 4 of the Planning Statement, Examination Library reference APP-112): <ul style="list-style-type: none"> <li>Hampshire Minerals and Waste Plan (2013);</li> <li>Minerals and Waste Safeguarding in Hampshire SPD (2016).</li> </ul>	Agreed

### 4.2. CONVERTER STATION SITE ACCESS

Table 4.2 – Converter Station Site Access

Ref.	Description of matter	Current Position	RAG
<b>Site Access (Substation)</b>			
HCC 4.2.1	Site Access	Discussions are ongoing with regard to site access from Broadway Lane. HCC have concerns regarding forward visibility and that this will require further justification in addition to discussion relating to the substation internal road. Whilst the design has progressed since submission and the visibility splays are now accepted, HCC have requested further detail with regard to the removal of the hedgerow and TRO sign locations, Additional plans (Site Access Junction Plan) included in the Supplementary Transport Assessment (REP1- 142) has been submitted into the Examination. HCC have provided comments in response at Deadline 3 which were subsequently discussed between parties at meeting on the 12 November 2020. The Applicant is currently reviewing HCC comments and will provide updated comments and drawings to HCC in due course. A Road Safety Audit of the proposed junction design will also be commissioned by the Applicant and shared with HCC as soon as possible.	Ongoing

### 4.3. CONVERTER STATION CONSTRUCTION PHASE

Table 4.3 – Converter Station Construction Phase

Ref	Description of matter	Current Position	RAG
HCC 4.3.1	Construction Phase	<p>A Framework Construction Traffic Management Plan ('FCTMP') was submitted with the application (Examination Library reference APP-450) and covers the following topics as suggested by HCC: (all references are to APP-450)</p> <ul style="list-style-type: none"> <li>Abnormal Indivisible Load ('AIL') movements (section 2.7.7 and Appendix 5);</li> <li>Mud on roads (paragraph 3.6.1.3);</li> <li>Turning of delivery vehicles to allow site egress in forward gear (5.2.1.2);</li> <li>Contractor parking (3.2.1,1.1.6 and section 4.3);</li> <li>Construction traffic routes (Section 3.4);</li> <li>Mitigation (Table 5, Sections 5.2 and 7.3).</li> </ul> <p>An updated Framework Construction Traffic Management Plan (FCTMP) (Examination Library reference REP1-068) was submitted at Deadline 1. HCC have reviewed the updated FCTMP and have requested further details with regard to :</p> <ul style="list-style-type: none"> <li>The management of HGVs along Day Lane during the construction stage</li> <li>Details of contractor parking at the Converter Station</li> <li>Mitigation Strategy for the impact of construction traffic on the highway network.</li> <li>Management of the Public Rights of Way Network with HCC</li> </ul> <p>Following the meeting between the Applicant and HCC on the 12 November 2020, the Applicant is currently reviewing the FTCMP and will provide HCC with a response in due course. ^A separate meeting between the Applicant and HCC is to be arranged to discuss PRow matter further.</p>	Ongoing
HCC 4.3.2	Vehicle Routing and Timing	The FCTMP was submitted with the application (Examination Library reference APP-449) and sets out the Applicant's approach to vehicular movement management for the Converter Station and each section of the Onshore Cable Corridor. An Updated FTCMP (REP1-068) was submitted by the Applicant at Deadline 1. Following review by HCC the vehicle routing to the Converter Station has now been agreed between the parties.	Agreed
HCC 4.3.3	FCTMP – HGV movements on Day Lane and Anmore Road	An updated FCTMP was submitted at Deadline 1 (Examination Library reference REP1-068), which provides further information on the control of HGVs. Following review, HCC is satisfied with the updated information provided. However, there remains an outstanding issue between Parties as to the management of Day Lane and Anmore Road for construction traffic. This matter was discussed at a meeting on the 12 November 2020 and the Applicant is currently considering alternative measures that can be utilised in the management of construction traffic on Day Lane and Anmore Road.	Ongoing
HCC 4.3.4	Asset Resilience	<p>Details as set out in Section 7.4 (specifically sections 7.4.1.1 to 7.4.1.2) of the FCTMP (Examination Library reference REP1-068) submitted with the Application outlines the mitigation measures to be provided by the Applicant. Following HCC's review of Section 7.4, further information has been requested regarding the process and timeframes associated with reinstatement of the highway where remedial measure are required. The Applicant will provide further information on this subject to HCC as soon as possible.</p> <p>HCC have requested that the Applicant agree to half carriageway reinstatement to prevent extensive trenching in relation to asset resilience and highway safety.</p>	Ongoing

Ref	Description of matter	Current Position	RAG
		In accordance with the controls provided for by Article 12 of the dDCO (REP3-003) the Applicant's position is that it will be required to carry out reinstatement in accordance with the NRSWA. As such, reinstatement will be carried out in accordance with the relevant regulations and applicable guidance, including in respect of the reinstatement of opening in the highways and guarantees for reinstatement once carried out.	
HCC 4.3.5	Planned works	HCC have previously referred to the installation of a new pedestrian crossing on Lovedean Lane which has now been installed. If necessary, in connection with the construction of the Proposed Development the crossing will be removed and reinstated to the existing HCC's standard. HCC have noted that the potential conflict with already committed works to be carried out at Ladybridge roundabout in connection with the West of Waterlooville Major Development Area and the Transforming Cities Fund needs to be explored further to ensure coordination and integration. The Applicant will continue to liaise with HCC with regard to timescales for programmed works within the highway that are due to come forward within HCC's administrative area.	Ongoing
HCC 4.3.5	Temporary Construction Access Junctions	Further to comments made by HCC at Deadline 1 regarding the design of temporary construction access junctions along the Onshore Cable Route, the Applicant has agreed to provide a standard detail of the anticipated construction access layout. Following submission of this information, the Applicant will continue to liaise with HCC in order to reach agreement on the proposed layout of these construction access junctions.	Ongoing
HCC 4.3.5	Abnormal Indivisible Loads	Details relating to the management and control of Abnormal Indivisible Load (AIL) movements is contained within Section 2.8.8 of the FCTMP. Following comments made by HCC at Deadline 1, the Applicant has agreed to provide additional information to HCC regarding the proposed methodology for the temporary removal of street furniture that is required to facilitate deliveries of AILs to the Converter Station.	Ongoing

#### 4.4. OPERATIONAL PHASE

Table 4.4 – Operational Phase

Ref.	Description of matter	Current Position	RAG
<b>Operational Phase</b>			
HCC 4.4.1	Impact on highway network post completion	<p>Section 1.3.11 of the Transport Assessment (Examination Library reference APP-448) relates to the operation of the Converter Station, and states that "it is not anticipated that the proposed scheme will have an impact upon the function of the highway network when operational". The Supplementary Transport Assessment ( REP1-142 also provides further detail on the operations of the Converter Station.</p> <p>Section 7.4 (specifically sections 7.4.1.1 to 7.4.1.2) of the FCTMP (Examination Library reference REP1-068) submitted with the Application relates to the condition of the highway, including pavements, requiring monitoring to establish whether construction activities result in a worsening of the condition of the highway and requiring reinstatement where it does.</p> <p>Requirement 10 of the DCO relating to highway accesses ensures that highway accesses (including visibility splays) must be constructed and maintained in accordance with the approved details. The Applicant is awaiting HCC review and agreement of the submitted DCO including the requirements and FCTMP. Discussions with regard to HCC assets and how these are dealt with in the DCO are subject to ongoing discussions.</p>	Ongoing
HCC 4.4.2	Converter Station Design	The Applicant notes HCC's Relevant Representation ('RR'), which states that in terms of design that HCC's: seeks "further information on the details and justification for the proposal, including the bulk, size and siting of the building." The Applicant directs HCC to their Relevant Representation response (RR-093) Examination Library Reference REP1-160. Details of and further information regarding the justification for the size, location and siting of the Converter	Ongoing

Ref.	Description of matter	Current Position	RAG
		Station are provided within the updated Design and Access Statement (REP1-031) and Outline Landscape and Biodiversity Strategy (REP1-034). The Applicant considers that this matter has been adequately dealt with in the attached and welcomes HCC review and confirmation that this matter is now agreed.	

## 4.5. CABLE ROUTE

Table 4.5 – Cable Route

Ref.	Description of matter	Current Position	RAG
<b>HCC 4.5.1</b>	Access to residential properties during construction	<p>The updated FTMS (REP1-068) in Appendix 1 provides an Onshore Cable Route Construction Impacts on Access, Car Parking and Communication Strategy note which outlines the expected impacts on residential, business and public vehicle parking along the Onshore Cable Corridor during construction, the alternatives available and detail any further mitigation that might be required. This matter was discussed during the meeting on the 12 November 2020.</p> <p>HCC provided representations on this matter in their Deadline 3 response.</p> <p>The Applicant is currently reviewing following comments by HCC and will seek to discuss these comments with HCC.</p>	Ongoing
<b>HCC 4.5.2</b>	Section 1 (Lovedean) Converter Station Area	Details of the proposed Lovedean Converter Station Permanent Access Arrangement (Plate 21, pg. 37) can be found in the submitted Transport Assessment (Examination Library reference APP-448), and the Supplementary Transport Assessment (REP1-142). Further to recent discussions the principles of the access arrangements have now been agreed with HCC. The Applicant has agreed with HCC that a Road Safety Audit will be undertaken.	Ongoing
<b>HCC 4.5.3</b>	Section 2 Anmore	<p>HCC have considered the construction of the Onshore Cable Corridor crossing Anmore Lane and access to the field south of Anmore Lane and consider the clarification on the cable routing in this regard to be agreed.</p> <p>HCC have requested further information with regard to the temporary construction access requirements and the types of vehicles that will be accessing Anmore Lane.</p>	Ongoing
<b>HCC 4.5.4</b>	Section 3 Cable Route Denmead/Kings Pond Meadow	It is agreed that the details relating to Section 3 can be found at paragraphs 1.3.5.18-1.3.5.21 of the Transport Assessment (Examination Library reference APP- 448) and in Section 5 of the FTMS (Examination Library reference REP1-068) and the Applicant welcomes HCC review and confirmation that the proposed traffic management measures are acceptable.	Ongoing
<b>HCC 4.5.5</b>	Section 4 Hambledon Road to Burnham Road	It is agreed that details of the proposed alternatives can be found in the submitted ES Volume 1, Chapter 2, Consideration of Alternatives (Examination Library reference APP-117). It is further agreed that section 6 of the FTMS (Examination Library reference REP1-068) provides information in respect of the proposed suite of traffic management measures to be implemented in connection with the construction of this section of the Onshore Cable Corridor. Discussions are ongoing between the Applicant and HCC on the proposed traffic management measures .	Ongoing
<b>HCC 4.5.6</b>	Impact of Cable laying and	Discussions are ongoing with the developer and HCC with regard to the impact on the Cable laying route and the Ladybridge roundabout.	Ongoing

Ref.	Description of matter	Current Position	RAG
	Ladybridge roundabout	HCC have requested further detail relating to the traffic impact in the meeting of the 5 <sup>th</sup> November and have asked for a proposal for mitigation with regards traffic management measures, communication strategy and other measures as appropriate to control and limit the impact of construction on the A3. The Applicant is currently considering HCC's requests and how this can be appropriately addressed.	
<b>HCC 4.5.6</b>	Joint Bays	<p>Joint Bay locations are proposed within the Order Limits, including highway land. The ES Volume 2 – Figure 24.2 Illustrative Cable Route, HDD sites and Joint Bays for noise and vibration assessment (Examination Library reference APP-336) was produced for illustrative purposes only to provide context to the noise and vibration assessment. The illustration represents a scenario of how the Cable Route could be laid within the Cable Corridor, to facilitate a reasonable worst case noise and vibration assessment. HCC have raised further questions on this matter in their Deadline 3 response, and during the meeting held with the Applicant on the 12 November 2020. The Applicant is currently considering HCC's comments and how this can be addressed in the FTMS.</p> <p>The precise alignment and locations of the Cable Route, HDD sites and Joint Bays are to be subject to approval by the relevant Local Planning Authority and Highway Authority through requirement 6 of the DCO (wording yet to be agreed) (Examination Library reference REP3-003).</p>	Ongoing
<b>HCC 4.5.7</b>	Link Boxes	<p>It is agreed that Link Boxes are proposed within the Order Limits, which includes highway land, and will be subject to approval from the relevant Local Planning Authority and Highway Authority through requirement 6 of the DCO ( wording yet to be agreed) (Examination Library reference REP3-003).</p> <p>The Applicant welcomes further comments from HCC and agreement on the approach to location of the joint bays in the detailed design process.</p>	Ongoing

#### 4.6. TRANSPORT STUDY AREA

**Table 4.6 – Transport Study Area**

Ref.	Description of matter	Current Position	RAG
<b>Transport Study Area</b>			
<b>HCC 4.6.1</b>	Transport Study Area	It is agreed that the Transport Study Area as shown in Figure 22.1 EIA Traffic and Transport Study Area (Examination Library reference APP-316) for the purposes of the Transport Assessment is appropriate.	Agreed
<b>4.6.2</b>	Additional Transport surveys	The scope of the transport assessment and junction capacity assessments was agreed with HCC in the TA Scoping Note and discussions with HCC.	Agreed

## 4.7. ROUTE IMPACT ASSESSMENT

Table 4.7 – Alternative / Cable Route Opportunities

Ref.	Description of matter	Current Position	RAG
HCC 4.7.2	Clarification on route	<p>The Applicant has taken opportunities to take the Cable off the highway, where it has been possible and practicable to do so, for example:</p> <ul style="list-style-type: none"> <li>By using HDD under Kings Pond Meadow and through Denmead.</li> </ul> <p>HCC's Relevant Representation (Examination Library reference RR-093) sought further clarification required as to why the A3 and B2150 for Cable laying has been chosen.</p> <p>A number of alternative Onshore Cable Routes were considered and are identified in ES Chapter 2 (Consideration of Alternatives (Examination Library Reference APP-117) and the Supplementary Alternatives Chapter ( REP1-152 ) . Whilst it was concluded to be feasible from an engineering installation perspective, with a reduced traffic impact on the A3 than the proposed Onshore Cable Corridor, it has a number of potentially significant impacts on environmental designations (Ancient Woodland and Site of Importance for Nature Conservation). These likely impacts relate to cable installation and compounds for HDD requiring clearance of hedgerows, trees and other vegetation than the highway route, and in applying the planning balance it was concluded that the A3 and B2150 route was the most appropriate.</p>	Ongoing

## 4.8. TRAFFIC MANAGEMENT REQUIREMENTS AND ANTICIPATED IMPACTS

Table 4.8 – Traffic Management

Ref.	Description of matter	Current Position	RAG
<b>Traffic Management</b>			
HCC 4.8.1	Traffic Management	<p>The FTMS (Examination Library reference REP1-068), together with the Requirements in the DCO (Examination Library reference REP3-003) set out the phasing of the development and how traffic will be managed, section by section, including at the Converter Station.</p> <p>Discussions are ongoing between the Applicant and HCC regarding the proposed traffic management measures, including the Requirements as drafted in the DCO(REP3-003).</p>	Ongoing

## 4.9. ADDITIONAL HIGHWAY MATTERS

**Table 4.9 – Additional Highway Matters**

Ref.	Description of matter	Current Position	RAG
<b>Additional Highway Matters</b>			
HCC 4.9.1	Transport legislation	Section 2.4 of ES Appendix 22.1, the Transport Assessment) (Examination Library reference APP-448) includes reference to the New Roads and Street Works Act (1991)	Agreed
HCC 4.9.2	Strategic Transport Implications	Discussions with regard to strategic transport implications are ongoing. However, the Applicant confirms that the wider scale impacts of traffic redistributing away from the construction works has been included within the Transport Assessment (APP -448), as discussed in section 2.9.2 (Traffic Assessment) and it is considered can be mitigated adequately (where necessary) in connection with the construction of the Onshore Cables.	Ongoing
HCC 4.9.3	Planned Works	Whilst discussions with regard to planned works and potential conflicts of the Applicant's proposed works are ongoing, the Applicant considers that it has identified appropriate mitigation measures to ensure that the highway network is not unduly affected by construction, as set out in the submitted Framework Traffic Management Strategy (Examination Library reference REP1-068) and Appendix 22.2 (Framework Construction Management Plan) (CTMP) (REP1-070) which are secured by Requirements 17 FCTMP) , 18 (Construction Hours) and 19 (Traffic Management Strategy) within the draft DCO (REP3-003) which must be submitted to and approved by the relevant authorities.	Ongoing
HCC 4.9.4	Highways Reinstatement	<p>Article 12 of the draft Order (Examination Library reference APP-019) provides that sections 70 (duty to reinstate) and 71 (materials, workmanship and standard of reinstatement) of the New Roads and Street Works Act 1990 is applicable in relation to the Proposed Development. These will require the reinstatement of all highways in accordance with the Specification for the Reinstatement of Openings in Highways issued by the Department for Transport through the Street Works (Reinstatement) Regulations 1992 (as amended). The Applicant considers that this secures the required level of reinstatement for the highway following the installation of the Onshore Cables. HCC responded on this matter at deadline 3 , setting out highway safety concerns and asset resilience concerns regarding the proposed reinstatement under standard NRSWA requirements. HCC are therefore seeking agreement to reinstatement appropriate for the scale of works and the overall impacts on the highway network, to prevent the need for future resurfacing by the Highway Authority and further delay to the network and the travelling public as a result.</p> <p>The Applicant has considered HCC's comments submitted at Deadline 3. It remains the Applicant's position that it considers the applicable legislative requirements and statutory guidance provide for adequate reinstatement to be undertaken.</p>	Ongoing
4.9.5	Highway Boundary Plan	HCC have requested that a highway boundary plan with the order limits is provided. The Applicant has provided HCC with the highway boundary plan, as requested, on the 16/11/2020. The Applicant welcomes further engagement with the HCC on this matter.	Ongoing
4.9.6	Request for Indemnity	<p>HCC are seeking indemnity for diversion of the cables should it be required to facilitate, as yet unidentified, highway works in the future.</p> <p>The Applicant understands this request relates to concerns regarding minimum burial depths. Where minimum burial depths are appropriately confirmed, HCC recognise there is not a need for any such indemnity. The Applicant will discuss the position in respect of minimum cable burial depths further with HCC</p>	Ongoing
4.9.7	Delay of Works	HCC have asked for further clarity as to how the Applicant will manage any potential delays in programmed works. The Applicant is currently considering HCC comments and will provide a response in due course.	Ongoing

Ref.	Description of matter	Current Position	RAG
4.9.8	Bus Operators	The Applicant has undertaken a separate assessment document relating to bus journey times which HCC have acknowledged in their Deadline 3 Response. The Applicant has spoken with bus operators who have confirmed they have no major concerns with regard to impacts. Discussions are ongoing between the Applicant and HCC with regard to this matter.	Ongoing
4.9.9	Walking and Cycling Mitigation	HCC have asked for further detail with regard to the mitigation measures proposed as part of the FTMS (REP1-068) in relation to Pedestrians and Cyclists.	Ongoing
4.9.10	PIA Data Assessments	The Applicant has provided an update to the assessment of Personal Injury Accident data within the Supplementary Transport Assessment submitted at Deadline 1. HCC will review this information and will provide formal comments as soon as possible. Once this review is received, the Applicant will continue to liaise with HCC to discuss any outstanding issues.	On-going
4.9.11	Arboriculture	The Applicant has provided comments regarding the highway trees and the mechanism for assessment and compensation can be found in the Applicant's response to Local Impact Reports (REP2-013). HCC have requested that further consideration is given to the Capital Asset Value for Amenity Trees (CAVAT) scheme, which seeks to provide a monetary value for trees. Discussions between the Parties are ongoing. A meeting has been scheduled between the Parties on the 19 November 2020 to discuss the matter further.	Ongoing
4.9.12	Decommissioning	The Applicant has confirmed that consent for decommissioning is not sought as part of the DCO and this will be dealt with in the future, with the appropriate consents obtained as required. This has been acknowledged by HCC in their Deadline 3 submission. However, HCC have requested that the wording for the definition of 'maintain' within the DCO be revised to remove reference to decommissioning. The Applicant is currently reviewing HCC comments and will provide a response shortly.	Ongoing
4.9.13	S278	The Applicant has confirmed in their response to HCC's LIR (REP2-013) that they will engage and seek detailed approval for the access works.. HCC have provided comments relating to highway dedication, mainly in relation to the site access. Discussions between parties are ongoing with regard to securing the appropriate wording within the DCO.	Ongoing

#### 4.10. IMPLEMENTATION OFFICER REQUIREMENTS

Table 4.10 – Implementation Officer Requirements

Ref.	Description of matter	Current Position	RAG
<b>Implementation Officer Requirements</b>			
HCC 4.10.1	Implementation Officer Requirements	<p>“The proposals as set out by the applicant in the DCO for agreeing road space are likely to be resource intensive. Additional resources will therefore be needed to manage and coordinate the works and funds are likely to be sought from the applicant to undertake these additional tasks”.</p> <p>“As with the highway considerations, it is likely that the additional resources required to oversee this work will need to be provided. Funds from the applicant are therefore likely to be sought in this regard.”</p> <p>Applicant has agreed that it is amenable to entering into a PPA relating to discharge and enforcement of requirements in the event the DCO is granted and will progress discussions with HCC. Discussions on a PPA post consent are yet to commence between the Applicant and HCC.</p>	Ongoing

#### 4.11. DCO POWERS

Table 4.11 – DCO Powers

Ref.	Description of matter	Current Position	RAG
<b>DCO – Powers</b>			
HCC 4.11.1	DCO – Powers	<p>HCC’s Relevant Representation noted the Council’s preference for the Applicant to use the New Roads and Street Works Act 1991 (NRSWA),</p> <p>“The Council notes that the submitted DCO is seeking to disapply elements of the New Roads and Street Works Act 1991 (NRSWA) and the Traffic Management Act 2004 (TMA). The Council’s overriding concern is that its ability to manage and coordinate activities on the Highways is not unduly prejudiced, to ensure they are safely executed and the specification for the reinstatement of openings in Highways is complied with as required. As such, its preference is to retain the elements of the NRSWA and TMA that the applicant seeks to disapply, including the provision of the permit scheme that the Council operates. In the absence of such an agreement with the applicant, it will seek to ensure that there is suitable wording, and agreement about the extent and format of information to be provided, within the DCO to replicate the requirements of these Acts to ensure that the operation of the highways are effectively controlled and managed.”</p> <p>The draft DCO expressly provides at Articles 11 and 12 that the New Roads and Street Word Act 1991 (NRSWA) is applicable and that the undertaker is authorised to carry out the works in accordance with the relevant applicable requirements of that Act. Within the draft DCO (Examination Library reference APP-019) there are a number of requirements that the Applicant considers would provide the necessary information and control that HCC would require to ensure highway safety and coordination of street works. Draft Requirement 10 (Highway Access) requires written details regarding means of access to be submitted to and approved by the relevant highway authority. Draft Requirement 17 (Construction Traffic Management Plan) requires traffic management plans for each phase of development to be submitted to and approved by the relevant highway authority. the Protective Provisions for the Protection of Highways and Traffic provide for each phase of development to be submitted to and approved by the relevant highway authority which would include anticipated duration and timing of the works as well as details of the advanced publicity to be conducted. In respect of</p>	Ongoing

Ref.	Description of matter	Current Position	RAG
		<p>the laying of the HVDC cables (Works No. 4), Requirement 19 states that a TMS will be submitted to the relevant highway authority not less than 3 months prior to the proposed dates of the commencement of that phase of works and that the undertaker must provide not less than 10 working days' notice to the relevant highway authority prior to the implementation of the TMS.</p> <p>Whilst the Applicant considers that these requirements provide necessary control measures, the Applicant looks forward to ongoing discussions with HCC to ensure that the DCO includes sufficient and acceptable powers to lay the Cables within the highway and ensures appropriate provision for the protection of the highway.</p>	

#### 4.12. LANDSCAPE AND VISUAL AMENITY

Table 4.12 – Landscape and Visual Amenity

Ref.	Description of matter	Current Position	RAG
<b>Landscape and Visual Amenity</b>			
HCC 4.12.1	Landscape	It is agreed that details outlined in the ES Chapter 15 (Examination Library reference APP-130) with regards to the proposed landscaping mitigation reduces the impact of the Proposed Development on the landscape. The Applicant has made subsequent submissions at Deadline 1 to provide further detail with regard to the proposed landscaping mitigation which can be found in the, Outline Landscape and Biodiversity Strategy (REP1-034). HCC are reviewing these details and will review its position accordingly.	Ongoing
HCC 4.12.2	Predicted impacts – Design of the Converter Station	<p>The impacts that are considered, by the Applicant, to have the potential to give rise to temporary and / or permanent significant effects during construction and operation of the Proposed Development in relation to the Converter Station are identified at section 15.3.6 of Chapter 15 of the ES.</p> <p>The Applicant welcomes HCC's review and agreement that these represent an accurate reflection of the predicted impacts.</p> <p>The Applicant notes HCC's Relevant Representation ('RR'), which states that in terms of design that HCC's: seeks "further information on the details and justification for the proposal, including the bulk, size and siting of the building."The Applicant will respond to the RR through the Examination process</p>	Ongoing
HCC 4.12.3	Mitigation – Outline Landscape and Biodiversity Strategy	<p>The Applicant considers that the measures set out in the Outline Landscape and Biodiversity Strategy (Examination Library reference APP-506) submitted with the Application and the extent of the mitigation in the Strategy relating to the Converter Station, mitigate impacts to an acceptable level.</p> <p>The Applicant duly notes HCC's Relevant Representation ('RR') which states: <i>"Undeniable significant effect on both the landscape character and appearance on parts of the proposed route, particularly the Converter Station at Lovedean. Nevertheless, we note that the proposed mitigation appears to be in scale with the development and is capable of reducing the impact of the proposal in the landscape.</i></p>	Agreed

Ref.	Description of matter	Current Position	RAG
HCC 4.12.4	Residual effects	<p>The assessment of residual effects set out at Tables 15.10 and 15.11 of Chapter 15 of the ES is agreed.</p> <p>The Applicant duly notes HCC's Relevant Representation ('RR') which states: <i>"Undeniable significant effect on both the landscape character and appearance on parts of the proposed route, particularly the Converter Station at Lovedean. Nevertheless, we note that the proposed mitigation appears to be in scale with the development and is capable of reducing the impact of the proposal in the landscape."</i></p>	Agreed

### 4.13. NOISE AND VIBRATION

Table 4.13 – Noise

Ref.	Description of matter	Current Position	RAG
HCC 4.13.1	ES Methodology – Study area	The study area as set out in paragraphs 24.1.2.2 to 24.1.2.9 of ES Chapter 24 (Noise and Vibration) (Examination Library reference APP-139) is agreed.	Ongoing
HCC 4.13.2	ES Methodology	The detailed methodology for construction noise and vibration assessment and baseline information set out in section 24.4 of ES Chapter 24 is agreed.	Ongoing
HCC 4.13.3	Predicted Impacts	Predicted impacts of noise and vibration in connection with the Proposed Development are set out in section 24.6 of Chapter 24 of the ES. The Applicant welcomes HCC's review and agreement that these represent an accurate reflection of the predicted impacts.	Ongoing
HCC 4.13.4	Mitigation – Onshore Outline CEMP – General Environmental Control Measures	The measures set out in section 5.11 (Noise and Vibration) of the Onshore Outline CEMP (Examination Library reference APP-505) are yet to be agreed.	Ongoing
HCC 4.13.5	Requirement 20 – Control of noise during operation	Draft DCO requirement 20 with regards to Works No. 2 requiring a noise management plan in respect of operational noise setting out particulars of noise attenuation and mitigations to minimise noise, and a scheme for monitoring and attenuation and mitigation measures, and a complaints procedure (requiring LPA approval), in accordance with BS4142:2014 is yet to be agreed.	Ongoing

#### 4.14. LEAD LOCAL FLOOD AUTHORITY AND FLOOD RISK

**Table 4.14 – Lead Local Flood Authority**

Ref.	Description of matter	Current Position	RAG
<b>Groundwater - General</b>			
HCC 4.14.1.1	Area of Study - Groundwater	The area of study identified in section 19.1.2 of ES Chapter 19 Groundwater (APP-134) is agreed.	Agreed
HCC 4.14.1.2	Baseline - Groundwater	The baseline environment identified in section 19.5 of ES Chapter 19 Groundwater (APP-134) is agreed.	Agreed
HCC 4.14.1.3	Assessment Methodology – Groundwater	It is agreed that section 19.4 of ES Chapter 19 Groundwater clearly outlines the approach to creating the baseline and assessing impacts of the development.	Agreed
HCC 4.14.1.4	Predicted Impacts – Groundwater	It is agreed that the predicted impacts as set out in section 19.6 of ES Chapter 19 Groundwater clearly outlines the impacts following embedded mitigation measures.	Agreed
HCC 4.14.1.5	Mitigation – Groundwater: Construction Management (Onshore Outline Construction Environmental Management Plan)	<p>Whilst the permitting process will be completed after detailed design the general principles in relation to the groundwater environment as per ES Chapter 19 Groundwater (APP-134) have been embedded into the OOCEMP (APP-505) and are acceptable in principle to HCC Lead Local Flood Authority.</p> <p>Recommended mitigation measures relevant to ES Chapter 19 Groundwater are detailed within the OOCEMP. Requirement 15 (Construction environmental management plan) of the draft DCO (APP-019) requires the submission of a construction environment management plan, in accordance with the OOCEMP, therefore securing the measures for groundwater management during construction.</p> <p>Specific measures relevant to this SoCG are summarised hereafter in HCC 4.14.1.7.</p>	Agreed
HCC 4.14.1.6	Mitigation – Groundwater: Dewatering and groundwater flood risk management	<p>Dewatering permits may be required during construction as high groundwater levels are likely to be encountered at points along the cable route during trench excavation works. Dewatering permits may therefore be required (unless an exception applies). Permits will be applied for at the relevant time. ES Chapter 19 in Section 19.6.1.4. states that “the water management permitting, licenses and agreements will be completed by the appointed contractor, with the quantities of groundwater management determined at the detailed design stage.”</p> <p>The required groundwater dewatering quantities for trench construction will be determined at detailed design. The designer must ensure the discharge quantities are accurate or conservative to ensure no flood risk will be increased due to surplus groundwater encountered during construction. This applies to all sections (OOCEMP 6.4.3.2).</p> <p>These principles are supported by the HCC Lead Local Flood Authority.</p>	Agreed
HCC 4.14.1.7	Residual effects – Groundwater	It is agreed that section 19.8 and Table 19.7 of ES Chapter 19 Groundwater clearly identifies the residual effects of the Proposed Development.	Agreed
<b>Surface Water Resources and Flood Risk - General</b>			

Ref.	Description of matter	Current Position	RAG
HCC 4.14.2.1	Area of Study – Surface Water Resources and Flood Risk	The area of study identified in section 20.1.2 of ES Chapter 20 Surface Water Resources and Flood Risk (APP-135) is agreed.	Agreed
HCC 4.14.2.2	Baseline – Surface Water Resources and Flood Risk	The baseline environment identified in section 20.5 of ES Chapter 20 Surface Water Resources and Flood Risk (APP-135) is agreed. It is also agreed that the identified sensitive receptors in section 20.6 have been adequately identified.	Agreed
HCC 4.14.2.3	Assessment Methodology – Surface Water Resources and Flood Risk	It is agreed that section 20.4 of ES Chapter 20 Surface Water Resources and Flood Risk clearly outlines the approach to creating the baseline and assessing impacts of the development in line with advice from the EA (in section 20.3 and Appendix 20.1).	Agreed
HCC 4.14.2.4	Flood Risk Assessment	The Flood Risk Assessment (APP-439), of which the assessment methodology including consideration of climate change, on and off-site impacts and proposed mitigations relevant to the flood risk environment, is supported by Hampshire County Council’s Lead Local Flood Authority. Proposed inbuilt design measures and other mitigation measures and included within the Design and Access Statement and OOCEMP (APP-505).  Requirement 15 (Construction environmental management plan) of the draft DCO (APP-019) requires the submission of a construction environment management plan, in accordance with the OOCEMP, and Requirement 6 (Detailed design approval) of the draft DCO (APP-019) requires the design of the Proposed Development to be in accordance with the Flood Risk Assessment measures therefore securing the principles within the Flood Risk Assessment.	Agreed
HCC 4.14.2.5	Predicted Impacts – Surface Water Resources and Flood Risk	It is agreed that the predicted impacts as set out in section 20.7 of ES Chapter 20 Surface Water Resources and Flood Risk clearly outline the impacts following embedded mitigation measures.	Agreed
HCC 4.14.2.6	Mitigation – Surface Water Management: Converter Station Area (Construction)	Principles of temporary surface water run-off management during construction are detailed within the Surface Water Drainage and Aquifer Contamination Mitigation Strategy, Appendix 7 to the OOCEMP (APP-505 Rev 002). For further detail refer to HCC 4.14.3.1 to HCC 4.14.3.5.	For Information
HCC 4.14.2.7	Mitigation – Surface Water Management:	Principles of the surface water drainage strategy are provided in Section 2 of the Surface Water Drainage and Aquifer Contamination Strategy Appendix 7 to the OOCEMP (APP-505 Rev 002). For further detail refer to HCC 4.14.3.1 to HCC 4.14.3.5, noting the ongoing discussions in relation to infiltration testing (HCC 4.14.3.4)	For Information

Ref.	Description of matter	Current Position	RAG
	Converter Station Area (Operation)		
<b>HCC 4.14.2.8</b>	Mitigation – Ordinary Watercourses, surface Water and Groundwater Flood Risk (Construction)	<p>The principles for Ordinary Watercourse crossings are detailed in ES Appendix 20.3 (Watercourses Summary) (APP-308) section 20.7 (embedded mitigation) and 20.9 (mitigation and enhancement) of ES Chapter 20 and are replicated within section 5.8 of the OOCEMP (APP-505).</p> <p>The principles for management of surface water and groundwater flood risk along the Onshore Cable Route during construction are detailed in ES Chapter 19 and 20 and are replicated within section 5.7 &amp; 5.8 of the OOCEMP (APP-505).</p> <p>Requirement 15 (Construction environmental management plan) of the draft DCO (APP-019) requires the submission of a construction environment management plan, in accordance with the OOCEMP, therefore securing the measures for works affecting Ordinary Watercourses crossings during construction.</p> <p>These principles are supported by the HCC Lead Local Flood Authority.</p>	Agreed
<b>HCC 4.14.2.9</b>	Ordinary Watercourse Consent	<p>It is agreed that Ordinary Watercourse Consent is separate to, and in addition to any grant of DCO consent.</p> <p>Whilst the permitting process will be completed after detailed design the general principles in relation to the surface water resources and flood risk environment as per the Flood Risk Assessment (APP-439), ES Appendix 20.3 (Watercourses Summary) (APP-308), ES Chapter 20 Surface Water Resources and Flood Risk (APP-135) have been embedded into the OOCEMP (APP-505) are considered acceptable in principle to HCC LLFA.</p> <p>Whilst HCC LLFA cannot guarantee approval of permits until all permit application information, with full details of the proposed construction methodology, has been submitted; the Applicant and HCC LLFA are in agreement of the general principles to be adopted to ensure there is unlikely to be any impediment to a permit/exemption being provided to enable construction of the Proposed Development.</p> <p>Where appropriate, and where Environmental Permits are required, as detailed in the Other Consents and Licences document (APP-106), detailed information for the relevant Environmental Permitting will be submitted to HCC LLFA for review and approval and should follow the construction principles outlined within section 5.7 &amp; 5.8 of the OOCEMP (APP-505).</p> <p>The requirement to obtain relevant approval or exemption of Ordinary Watercourse Consent is detailed within the OOCEMP. Requirement 15 (Construction environmental management plan) of the draft DCO (APP-019) requires the submission of a construction environment management plan and approval or exemption of Environmental Permits, in accordance with the OOCEMP, therefore securing the requirement to obtain approval or exemption of Environmental Permits prior to works in these locations.</p>	Agreed
<b>HCC 4.14.2.10</b>	Residual effects – Surface Water Resources and Flood Risk	It is agreed that section 20.10 and Table 20.12 of ES Chapter 20 Surface Water Resources and Flood Risk (APP-135) is agreed.	Agreed
<b>Converter Station Area: Surface Water Drainage and Aquifer Contamination Mitigation Strategy (Appendix 7 to the OOCEMP)</b>			

Ref.	Description of matter	Current Position	RAG
HCC 4.14.3.1	Converter Station Area - Flood Risk	Pluvial flood risk is to be managed via the submission and approval of written details pursuant to Requirement 12 of the draft DCO ( <u>subject to agreement on wording of Requirement 12 being resolved</u> ) (REP3-003), which is required to accord with the Surface Water Drainage and Aquifer Contamination Strategy Appendix 7 to the OOCEMP ( REP1-087). Section 2 of that strategy covers the principles as discussed and agreed with PW and HCC LLFA. It is agreed that these principles are acceptable to the HCC LLFA with reference to the proposed drainage principles discussed hereafter in relation to protection against aquifer contamination.	Agreed
HCC 4.14.3.2	Converter Station Area - Construction Surface Water Management	Temporary surface water run-off management during construction has been discussed and agreed in principle by HCC LLFA (EA and PW) Information in this regard is included in Surface Water Drainage and Aquifer Contamination Mitigation Strategy Appendix 7 to the OOCEMP ( REP1-087), which requires the Applicant to develop a temporary surface water run-off management strategy including construction methodologies to ensure risk of flooding and contamination is controlled via appropriate mitigation measures. Recommended mitigation measures are detailed within the OOCEMP. Requirement 15 (Construction environmental management plan) of the draft DCO (REP3-003) requires the submission of a construction environment management plan, in accordance with the OOCEMP, therefore securing the measures for temporary management during construction.	Agreed
HCC 4.14.3.3	Converter Station Area - Operational Surface Water Management	There is no record of any known existing surface water drainage sewer network within the Converter Station Area or in close proximity to the Order Limits.  The principles of the surface water drainage design have been discussed and agreed with HCC LLFA, the EA and PW and are included in sections 2.4 to 2.9 of the Surface Water Drainage and Aquifer Contamination Mitigation Strategy Appendix 7 to the OOCEMP ( REP1-087), noting the ongoing matter in relation to validating the design assumptions with regards to infiltration (see HCC 4.14.3.4).  Written details regarding the detailed surface water drainage will be submitted to and approved by HCC LLFA in consultation with PW in accordance with Requirement 12 to the draft DCO (REP3-003).	Agreed
HCC 4.14.3.4	Converter Station Area - Infiltration Validation	Infiltration testing is to be undertaken to validate surface water drainage design assumptions and proposed surface water management principles. The Infiltration testing will take place w/c 16 November 2020, with another meeting between the Applicant and HCC scheduled w/c 23 November 2020 to discuss results.  To reach agreement upon the proposed surface water management principles, following receipt of infiltration test results, the Applicant has agreed with HCC LLFA to discuss the finding of the testing and provide an update on the outline drainage principles and infiltration rate assumptions underpinning the surface water management design assumptions.  Written details regarding the detailed surface water drainage will be submitted to and approved by HCC LLFA in consultation with PW in accordance with Requirement 12 to the draft DCO (REP3-003).	Ongoing
HCC 4.14.3.5	Converter Station Area - Foul Drainage System	There is no record of any known existing foul drainage network within the Converter Station Area or in close proximity to the Order Limits.  The principles of the foul water drainage design have been discussed and agreed with the EA and PW and are included in section 3 of the Surface Water Drainage and Aquifer Contamination Mitigation Strategy Appendix 7 to the OOCEMP ( REP1-087).  The design will be fully developed in accordance with section 4 of the Surface Water Drainage and Aquifer Contamination Mitigation Strategy Appendix 7 to the OOCEMP ( REP1-087). Written details regarding the foul water drainage will be submitted to and approved by HCC LLFA in consultation with PW in accordance with Requirement 12 to the draft DCO (REP-003).	Agreed

## 4.15. ECOLOGY

Table 4.15 – Ecology

Ref.	Description of matter	Current Position	RAG
<b>Ecology</b>			
HCC 4.15.1	Area of study relevant to HCC	It is agreed that the parts of the Onshore Ecology assessment set out in Chapter 16 of the ES (Onshore Ecology) (Examination Library reference APP-131) relevant to HCC are Sections 1 (Lovedean (Converter Station Area)) to Section 4 (Hambleton Road (north)).	Agreed
HCC 4.15.2	ES Methodology – Study area	It is agreed (as noted in section 16.1.2 of Chapter 16) that the study areas for the Preliminary Ecological Appraisal ('PEA') for ecological features are appropriate.	Agreed
HCC 4.15.3	ES Baseline	The ecological baseline is set out at section 16.5 of Chapter 16. The Applicant welcomes HCC's review and agreement of this baseline for Sections 1 – 4	Ongoing
HCC 4.15.4	Predicted Impacts	The impacts in respect of ecological / environmental designations and species in relation to the Converter Station Area and Onshore Cable Corridor are identified (including mitigation) at sections 16.6.1 and 16.6.2 of Chapter 16 of the ES. The Applicant welcomes HCC's review and agreement that these represent an accurate reflection of the predicted impacts.	Ongoing
HCC 4.15.5	Mitigation – Onshore Outline CEMP General Environmental Control Measures	The Onshore Outline CEMP (Examination Library reference APP-505) section 5.3 (Onshore Ecology), including precautionary methods of works and arboriculture is yet to be discussed and agreed with HCC.	Ongoing
HCC 4.15.6	Mitigation - Onshore Outline CEMP – Location Specific Construction Environmental Control Measures	The Applicant also welcomes HCC's views and agreement on other measures set out in the Onshore Outline CEMP, including <ul style="list-style-type: none"> <li>• section 6.2.2 (Arboriculture);</li> <li>• sections 6.3.3 and 6.3.4 (Section 1 Lovedean – Converter Station Area – Onshore Ecology and Arboriculture);</li> <li>• sections 6.4.1 and 6.4.2 (Section 2 – Anmore and Section 3 – Denmead/Kings Pond – Onshore Ecology and Arboriculture and Landscape);</li> <li>• section 6.5.1 (Section 4 Hambleton Road (north) – Arboriculture and Landscape).</li> </ul>	Ongoing
HCC 4.15.7	Mitigation - Onshore Monitoring Plan	The following sections of the Onshore Outline CEMP: <ul style="list-style-type: none"> <li>• section 7.1 (Onshore Monitoring Plan - Arboriculture - Protection of trees) and</li> <li>• section 7.1 (Onshore Monitoring Plan - Onshore Ecology - Construction impacts to the environment)</li> </ul> are yet to be discussed and agreed.	Ongoing
HCC 4.15.8	Residual effects	Subject to further discussion in relation to predicted impacts and mitigation measures, the Applicant seeks HCC's agreement of the assessment of residual effects set out in section 16.9 and table 16.9 of Chapter 16 of the ES.	Ongoing
HCC 4.15.9	Requirements	The draft DCO and Requirement 9 for a Biodiversity Management Strategy with mitigation and enhancement measures (requiring LPA approval) is yet to be agreed.	Ongoing

#### 4.16. ARCHAEOLOGY AND HISTORIC ENVIRONMENT

Table 4.16 – Archaeology and Historic Environment

Ref.	Description of matter	Current Position	RAG
<b>Archaeology and Historic Environment</b>			
<b>HCC 4.16.1</b>	Archaeology and Historic Environment	The details submitted in ES Chapter 21 Heritage and Archaeology (Examination Library reference APP-136) are agreed. “The Council are generally satisfied with the information submitted in the Environmental Statement in relation to the three proposed strategies (greenfield, brownfield and highway) for addressing the archaeological potential within the route parameters.”	Agreed

## 5. SIGNATURES

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Ref.	Hampshire County Council	AQUIND (the Applicant)
Signature		
Printed Name		
Title		
On behalf of	Hampshire County Council	AQUIND Limited
Date		

