



**AQUIND Limited**

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## **AQUIND INTERCONNECTOR**

Issue Specific Hearing 2 – Traffic, Highways  
and Air Quality – Appendix 1 - Exhibit 5  
Minutes of Meetings held with Stagecoach on  
21<sup>st</sup> October 2020 (Question 3F)

The Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010, Rule 8(c)

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# AGENDA AND MEETING NOTES

MEETING DATE	21 October 2020
PRESENT	██████████ – WSP – Associate, Transport ██████████ – WSP – Principal Planner, Planning ██████████ – Stagecoach – Operations Director ██████████ – Stagecoach – Operations Manager
APOLOGIES	-
DISTRIBUTION	As above plus: AQUIND and ██████████

ITEM	SUBJECT
1	<b>Introductions</b> █████ thanked █████ and █████ for making time to attend the call.
2	<b>Proposed Development</b> █████ provided a general overview of the scheme and signposted to further information that is available on the PINS website ( <a href="https://infrastructure.planninginspectorate.gov.uk/projects/south-east/aquind-interconnector/?ipcsection=overview">https://infrastructure.planninginspectorate.gov.uk/projects/south-east/aquind-interconnector/?ipcsection=overview</a> ).  The Proposed Development's main UK elements are the installation of HVDC onshore cables which will be installed within highway, verges, greenspace and agricultural land and a Converter Station in Lovedean. A plan was shared of the Onshore Order Limits within the UK.
3	<b>Development Consent Order and Examination</b> █████ provided a general overview of the DCO process and Examination. In July 2018 the Secretary of State for Business, Energy and Industrial Strategy directed that AQUIND Interconnector should be treated as being nationally significant. This means that construction and operation of AQUIND Interconnector can only be consented by a Development Consent Order (DCO)  The DCO application of the Aquind Interconnector was submitted in November 2019 with the DCO examination starting in September this year. JO advised that Deadline 2 of 8 has now passed and that the Examination will end on the 8 March 2021.  █████ clarified with █████ that the decision-making power does not lie with any of the LPA's. █████ confirmed that this is correct. The decision maker in this instance is the SoS for BEIS who will consider the recommendation of the Examining Authority (who have been appointed by PINs).  The Examining Authority will make a recommendation to the Secretary of State 3 months of the examination has closed (June 2021) and the Secretary of State then has 3 months to make a final decision of the DCO application (September 2021)
4	<b>Construction Methodology for the Onshore Cable Route</b>

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	<p>█ talked through the route using the PowerPoint presentation slides. █ outlined how cable route is constructed and impact on highway.</p> <p>The key component affecting operation of the highway will be the installation of the Onshore Cable Route. This will be made up of two circuits, installed independently from each other in one trench per circuit. Within highways these are likely to be installed on opposite sides of the carriageway at different times.</p> <p>Construction will take place in 100m sections at an average rate of 100m per week per circuit. Up to 6 construction gangs may be working on the highway at any one time but the location and timings of these will be controlled by the submitted Framework Traffic Management Strategy.</p>
5	<p><b>Indicative Construction Programme</b></p> <p>The current indicative construction programme anticipates the onshore cable construction and installation will commence in Q3 2021 and run through to the end of 2023. The converter station commissioning is anticipated to be completed by end of Q4 2024. Indicative programming shared on screen.</p>
6	<p><b>Framework Traffic Management Strategy</b></p> <p>█ talked through the slides on the FTMS and will send a copy of the FTMS alongside draft minutes to █ and █. This sets out the strategy for mitigating traffic impacts associated with construction of the onshore cable route.</p> <p>█ – Are PCC aware of the works and are the works being coordinated with PCC to minimise disruption? █ - The FTMS as drafted provides AQUIND the ability to be able to work within the parameters set out in the FTMS. PCC and HCC are aware of the FTMS and the approach to obtaining approvals is proposed to be addressed in the DCO. Due to the mitigations on programming included in the FTMS when works can be carried out is constrained. Whilst the Applicant will seek to co-ordinate works with PCC and HCC, the works must be carried out within the windows available and should not be frustrated by other works. Discussions are ongoing between AQUIND and the relevant authorities.</p> <p>█ noted that all traffic management will be based upon normal Department for Transport Guidance and will therefore operate in the same way to normal roadworks. Plans were then shared for shuttle working traffic signals and single lane closure traffic management arrangements that would be used to facilitate installation of the cable route.</p> <p>█ noted limited requirements for full road closures during construction of the cable route that may impact bus routes – on A3 London road north of Ladybridge Road (4 weekends per circuit), Farlington Avenue (6 weeks per circuit) and at the junction Farlington Avenue / Havant Road and A2030 Eastern Road (1 to 2 weekends per circuit).</p> <p>█ also noted proposals for bus stops during construction, including potential requirement for temporary closure and relocation depending upon the location of the construction works.</p> <p>█ then provided a description of TM proposals along the Onshore cable route from north to south while sharing plans from the FTMS</p> <p>█ – Works in the Havant Road area is going to be the biggest issue for Stagecoach as works here will be the most difficult to accommodate and will affect Stagecoach bus services. █ – briefly outlined the diversion routes in the FTMS and programme restrictions in place. CW to provide FTMS for █ to review in full.</p> <p>█ - Thanked █ for the presentation and stated that based on discussions there are no red flags for Stagecoach to consider. █ – Stated that there are no elements of the Proposed Development that Stagecoach would formally object to. From a practical point of view Stagecoach need to consider the</p>

## MEETING NOTES

ITEM	SUBJECT
	<p>impacts of the service and customers when construction occurs. ■■■ – raised the issue of costs to mitigate the construction impacts where diversions and shuttle buses may be needed to mitigate impacts of temporary road closures. ■■■ – advised this is something that will need to be discussed in further detail and with AQUIND.</p> <p>■■■ welcomes further discussions with Stagecoach once they have fully reviewed the FTMS and any other relevant submission documents. It was agreed that a copy of this would be forwarded.</p>
7	<p><b>Next Steps</b></p> <p>■■■ – To forward draft minutes and FTMS.</p> <p>■■■ – Link to relevant submissions on the PINS website if required.</p>
8	<p><b>AOB</b></p>

