

Aquind Interconnector

Hampshire County Council additional comments on the draft DCO as at Deadline 7

Hampshire County Council have provided detailed input into the response as submitted to the Examining Authority (ExA) by Portsmouth City Council by separate correspondence. Over and above the Portsmouth City Council response, and to aid the ExA at the forthcoming hearings, the following further observations are provided. These are subject to further refinement and input at the hearings.

Part 3 Streets

1. **Article 16** – HCC would highlight that whilst Article 16 appears to provide for enforcement powers to the district and borough councils, the implementation and resourcing of this has yet to be resolved with the applicant.

Schedule 2

2. **Requirement 3** – HCC seek an amendment to Requirement 3 (1) to require that the phasing plan is submitted and approved by the LPA, in consultation with the highway authority. As currently drafted, there is no control over how the Applicant may choose to submit and phase the development, irrespective of size and scale.
3. **Requirement 6(3)** – HCC seeks amendments to reflect and require the list of additional, and more comprehensive, technical information for detailed approval which HCC have set out previously. This must include detailed design of joint bays at the location which they are to be located, not more generic indicative information. This requirement should also be amended to include the submission to and approval of the relevant highway authority where highway detailed design approval is being sought.
4. **Requirement 6** – HCC also requests a new subsection 3A which is in identical terms to Requirement 6(3) save that it lists the items listed below.
5. **Requirement 15** – HCC requests that this requirement should also make reference to the need to consult with the Highway Authority.
6. **Requirement 17** – HCC notes that the drafting now requires consultation of Highways England directly by the Highway Authority, but subject to a judgement on whether the HA consider the CTMP to relate to the SRN.

HCC consider that it is not appropriate for HCC, as HA, to determine which elements Highways England, as a Highway Authority in their own right, wish to review and comment on.

7. **Requirement 18** – HCC seek amendments to 18 (3) to delete the unnecessary repetition of ‘outside of core working hours’

HCC are continuing to discuss the issue of out of hours working with the applicant, HBC and PCC. The applicant sent HCC, HBC & PCC the following text to considering adding at 18 (4) (c):

“works on a traffic sensitive street outside of core working hours where so directed by the relevant highway authority pursuant to a permit granted under the permit schemes in accordance with Article 9A of this Order following consultation by the relevant highway authority with the environmental health officer at the relevant planning authority under the terms of such scheme and where it has been evidenced by the relevant highway authority that the direction proposed will not cause impacts which fall outside the scope of the residual likely significant environmental impacts reported in the environmental statement.”

Having reviewed the proposed additional wording within Requirement 18, the authorities were broadly in agreement. The one exception was with regard to the proposed requirement that any such judgement can only be made where there is evidence over and above that already set out in the environmental officers, and the experienced and professional expertise of the environmental health and highway officers.

Such an obligation would not be acceptable to the authorities on the basis that this additional step is not justified, belies the day-to-day practice of such directions across the county (and beyond) and fails to account for the professional views of officers in ensuring that activities are suitably controlled. The approach would also fail to provide for any agility in implementing the DCO e.g. to direct works for an hour at the end of a day to enable it to be completed, rather than creating further disruption the following day. Finally, they also highlight that the Southampton to London Pipeline DCO contained no such obligation.

The following amendment to the proposed wording was tabled to the applicant:

“works on a traffic sensitive street outside of core working hours where so directed by the relevant highway authority pursuant to a permit granted under the permit schemes in accordance with Article 9A of this Order following consultation by the relevant highway authority with the environmental health officer at the relevant planning authority under the terms of such scheme to ensure that ~~and where it has been evidenced by the relevant highway authority that the direction proposed will not cause impacts which fall outside the scope of the residual likely significant environmental impacts reported in the environmental statement.”~~

This proposed amendment to the drafting has not been agreed to by the applicant.

8. **Requirement 25** – HCC seek amendment to provide for the submission and approval of detail in relation to overarching strategies before commencement of Works no. 4. This includes that relating to the Onshore Cable Route Construction Impacts on Access to Properties and Car Parking, the Communication Strategy, Signage Strategy, Traffic Demand Management Strategy.

HCC seeks amended drafting to Requirement 25 (1) to secure requirements to provide access to properties under a range of conditions by adding a subsection in the following terms after:

h): *“details of plans to provide access to properties and car parking in accordance with the Onshore Cable Route Construction Impacts on Access to Properties and Car Parking and Communication Strategy in the FTMS.”*

Additional requirement(s)

9. HCC seeks the inclusion of an additional requirement to limit the number of gangs on the route at one time. Suggested drafting as follows:

“During the construction of the authorised development there will be no more than six construction worker gangs working on any phase of the authorised development at any given time.”

The phrase *“construction worker gang”* will also need to be defined

Clarification sought

10. HCC understand that the proposed new vehicular access for the Converter Station site is now proposed to be provided for prior to formal commencement of the DCO. It is not clear whether the dDCO picks this up clearly and consistently in its present drafting.
11. HCC request clarification on how the HGV movements to the Converter Station site will be restricted prior to the access and passing places being constructed and the Day Lane operation strategy being in place.
12. The use of the existing Broadway Farm access should be subject to the 3.5 ton weight restriction as it hasn't been assessed. This needs to be included in the DCO as the CTMP isn't approved pre-commencement and that's when they are proposing to use it.

Schedule 3

13. HCC requests that Schedule 3 (1) is amended to ensure that the information submitted under this schedule aligns with the agreed phasing plan