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Date	25 April 2023	Email	[REDACTED]@hants.gov.uk

For attention of David Wagstaff OBE

Dear Sir,

Planning Act 2008 and The Infrastructure Planning (Examination Procedure) Rules 2010

Application by AQUIND Limited (“the Applicant”) for an Order granting Development Consent for the proposed AQUIND Interconnector (“the AQUIND Interconnector project”)

REQUEST FOR INFORMATION

Thank you for your letter dated 3 March 2023 requesting further information in relation to the application.

Hampshire County Council, as Host Authority, consider that updates are necessary in relation to Environmental Information considerations since the decision to refuse the application was made on 20 January 2022.

Additional updates and considerations relate to the following matters:

- Adjoining Planning Application reference 22/00447/FUL and 58038/003 for installation of a solar farm and battery storage facility with associated infrastructure at land off Broadway Lane, Lovedean made to Winchester City Council and East Hampshire District Council;
- Progression of the Ladybridge Roundabout third party works;
- Progression of the Transforming Cities Fund (TCF) works on the A3 south of Ladybridge Roundabout; and
- Position on requirements to update the Transport Assessment base considering the impacts of the proposed development.

Director of Hampshire 2050
Gary Westbrook

Each of these points will be addressed in turn.

Application 22/00447/FUL and 58038/003

The Highway Authority is currently being consulted on the above application which is located on land surrounding the interconnector site for the Aquind development. The access arrangements and vehicle routing from the A3 are proposed along Day Lane and Broadway Lane with the construction access to the site being via an improved Broadway Farm access. A draft Construction Traffic Management Plan (CTMP) is in circulation which seeks to address construction concerns through a series of control parameters should the development come forward in isolation.

However, the Highway Authority wish to be satisfied that appropriate controls are put in place on any future permissions for either the Solar Farm application or the Aquind application to ensure that should there be an overlap in construction activities the offsite highway impacts are controlled appropriately.

Both parties have informed the Highway Authority that they are willing to cooperate, and it is understood that a separate cooperation agreement is to be drawn up between them. This however does not bind the permission or grant and planning powers to ensure coordination of the two projects.

The Aquind application team have proposed changes to the DCO drafting to bind them to a commitment to cooperate through a combined CTMP with the Solar Farm applicant in the event works overlap. This would see both developments construct within the agreed Aquind Parameters as set out in the Day Lane Technical Note Document Reference 7.9.28, PINS reference EN020022 dated 1 March 2021 and submitted at deadline 8 of the examination. This restricted total Day Lane vehicle movements to 71 two-way HGV movements a day and the methods of control to be in place to ensure the safe operation of the highway.

The proposed changes as the Highway Authority understand are to amend requirement 17 to read as follows with amendments shown in bold:

Construction traffic management

17.—(1) The construction of any phase of Work No. 2 (bb) and the undertaking of any onshore site preparation works in connection with Work No.2 prior to construction of Work No.2 (bb) must not begin for the purposes of section 155(1) of the 2008 Act until a construction traffic management plan (in accordance with the framework construction traffic management plan) relating to that those works been submitted to and approved by the relevant highway authority.

(2) No phase of the authorised development landwards of MHWS may commence until a construction traffic management plan (in accordance with the framework construction traffic management plan) relating to that phase

has been submitted to and approved by the relevant highway authority (in consultation with Highways England in so far as the relevant construction traffic management plan relates to the strategic road network managed by them).

(3) The construction of any phase of the authorised development landwards of MHWS must be carried out in accordance with the construction traffic management plan approved in relation to it.

*(4) Notwithstanding anything contained in any approved construction traffic management plan, Work No. 2 (bb) (access junction and associated gated highway link) shall not be used for more than 71 two-way HGV movements (142 in total) per day in connection with the construction of the authorised development landwards of MHWS, **and including construction traffic associated with the Solar Development where the construction of the authorised development landwards of MHWS is concurrent with the construction of the Solar Development.***

A new definition of Solar Development will be inserted into the requirements at Schedule 2 para 1(1) as follows: "Solar Development" means where granted planning permission, the development approved pursuant to the applications with reference 22/00447/FUL and 58038/003 by Winchester City Council and by East Hampshire District Council (respectively).

The Highway Authority is satisfied that this addresses the concern in relation to any Development Consent Order granted to Aquind. Similarly, such conditions for compliance with a CTMP which agrees to appropriate coordination with the Aquind project being placed on the Solar Farm application would award appropriate controls to be in place for enforcing compliance by both parties, should the construction projects overlap.

Ladybridge Roundabout Works

The Ladybridge Roundabout scheme has not progressed further with the Highway Authority and design details remain with the applicant (Grainger) for submission through the section 278 process. Initial discussions have been held regarding the culvert details and suitable design solutions but at present no agreement has been reached on the works required to the culvert in order to accommodate the Ladybridge Roundabout scheme.

TCF Works

The Highway Authority has an identified scheme through the TCF project for a northbound bus gate on the A3 London Road. To date these works have not been implemented and discussions are ongoing with the Waterlooville Major Development Area (Berewood) developer (Grainger) to coordinate these works with the required improvement works at the Ladybridge Roundabout to provide the southern access to the development.

It remains the intention of the Highway Authority to progress the delivery of the bus gate infrastructure, however at present a timeframe for delivery cannot be confirmed.

The Highway Authority is satisfied that there are measures set out within the DCO through the section 106 Agreement for coordination of these works with the wider Aquind Project and that these measures remain appropriate to any future consent.

Transport Assessment Updates

Technical Note Sub-Regional Transport Model (SRTM) Forecast Year Review has been provided to consider whether the Transport Assessment work needs to be revisited due to the delays in the application and the build programme, moving the project out to a completion year of 2027.

Consideration has been given to the forecast growth across this time and the assumptions within the SRTM. A sensitivity comparison of recorded trip rates in 2019 and 2023 has also been undertaken. Finally, consideration of additional committed development has been given. The conclusions drawn are that the peak hour flows are not significantly impacted by the change in the construction programme and the Highway Authority is minded to agree.

The application secures a number of measures which provide opportunity to reduce travel demand along the A3 corridor, encourage modal shift and minimise the impact of the construction programme. This includes:

- The Construction Worker Travel Plan
- The Travel Demand Strategy
- The Communications Strategy
- Framework Traffic Management Strategy including a Strategic Signage Strategy

The Highway Authority is satisfied that the mitigation measures secured within these documents remain sufficient to minimise the impact of the development during construction.

Yours faithfully,



Laura McCulloch
Head of Spatial Planning
Hampshire 2050