Response to Denmead PC questions (December 2019)

AQUIND Interconnector

When developers benefit from building in the village, they make a contribution to the locality through the community infrastructure levy. How will AQUIND provide a benefit to the community?

AQUIND is committed to mitigating the impacts of the Proposed Development. Mitigation measures are captured in Requirements (i.e. the DCO version of a planning condition), such as measures to manage disturbance caused by construction.

AQUIND will continue to consider securing additional measures (planning obligations) where appropriate and where the relevant legislative tests are met. Discussions are ongoing in this regard.

Whilst discussions are ongoing with relevant authorities in in relation to potential community contributions, it is considered that the planning mitigation proposed to be secured are appropriate and proportionate to mitigate the impacts of the Proposed Development and to date it has also not been evidenced how community contributions would satisfy the relevant legislative tests to be valid planning obligations (i.e. by being necessary to mitigate an impact of the development and fairly and reasonably related in scale and kind).

In addition, the Proposed Development also has the potential to deliver local benefits by virtue of its construction. For example, it is estimated that around 250 people will be working on site at the peak of the construction, which should mean more custom for local services, restaurants and stores.

Could better maps be provided?

The full suite of application documents, including maps of the project, are available to view on the Planning Inspectorate's website at https://infrastructure.planninginspectorate.gov.uk/projects/south-east/aquind-interconnector/.

How much disruption will be caused in Denmead village centre and to the shops and pubs in the area?

Following the consultation and further technical work the onshore cable corridor options which progressed along Martin Avenue and Mill Road are not being progressed. The cable corridor runs south from the Converter Station through agricultural fields towards the properties located north of Anmore Road. It then crosses Anmore Road to the eastern extent of Kings Pond Site of

Importance for Nature Conservation (SINC). It then runs through the SINC (including the field to the east of the SINC). From there the cable will be installed by Horizontal Directional Drilling (HDD). There would be a compound at the entry and exit points of the HDD. The exact cable alignment would be determined post any consent award. There could be a compound to the north of Hambledon Road or to the South before the cables would join the B2150 Hambledon Road towards Waterlooville.

A Framework Construction Traffic Management Plan (FCTMP) has been submitted with the Application which provides an overarching plan as to how the construction traffic and site operations will be managed for the onshore components. This will mainly relate to construction of the Converter Station. The FCTMP can be found as an appendix to Chapter 22 of the Environmental Statement on Transport. There will be minimal disruption to Denmead. Construction traffic using the Converter Station Area will use Junction 2 of the A3(M), B2149, A3 Portsmouth Road, Lovedean Lane and Day Lane. Construction traffic to/from the works at Anmore Road will be routed either via the Converter Station compound and Broadway Lane/Anmore Lane or directly from junction 3 A3(M), Hulbert Road, A3 London Road, B2150 Hambledon Road and Mill Road.

The FCTMP will be secured through the Requirements in relation to the required construction traffic management plan and managed and enforced by provision of route planning information by the contractor.

Will AQUIND be paying compensation for any lost trade?

It is not anticipated that trade will be lost as a result of the temporary works, with traffic managed to avoid the village centre.

What is the impact on traffic and residents getting in and out of the village, plus delivery of services?

A Framework Traffic Management Strategy (FTMS) has been submitted with the application (as an appendix to Chapter 22 of the ES. This has been developed to minimise disruption to all road users, including pedestrians, cyclists, public transport users and car drivers and sets out principles to be followed by contractors during the construction of the Onshore Cable. The FTMS includes details the strategy for managing works within the Denmead area, as well as the scheme as a whole.

The Onshore Cable Corridor from the Converter Station Area to Hambledon Road is primarily within fields, however two sections of highway are likely to be impacted:

- Anmore Road - up to 180m between agricultural fields to the north and south; and
- B2150 Hambledon Road to Soake Road – approximately 180m.

Both of these sections are likely to require traffic management to facilitate construction, which is likely to take a maximum of 1-2 weeks per circuit (2-4 weeks in total). (Each circuit will contain 2 HVDC cables and 1 Fibre Optic Cable) and may be installed at separate times).

Will AQUIND make property owners aware that if subsidence is caused from ground movement of installation, there will be an impact on their insurance?

It is not anticipated that any works to be carried out in the course of constructing the Development will result in subsidence on any properties.

Can AQUIND provide assurances to land and property owners that equipment will not be installed on their private land?

Yes - It is not intended that the equipment will be laid within the boundary of any homes or gardens along the proposed cable route, and no such land is included within the order limits for this purpose. AQUIND's intention is to locate the cables within existing highways or road verges wherever practicable. In certain locations, where there are constraints to using the highway or associated verge, it may be necessary to utilise land outside the highway.

There are areas where rights in private land are sought for cable installation or equipment. AQUIND's land agent is liaising directly with the relevant landowners and/or their agents.

What is going to happen to the water culverts and the impact on streams and trees and the general environment when they dig deep to put in cables?

Chapter 20 of the ES considers the impact of the Proposed Development on surface water and flood risk including any water culverts and streams. The Proposed Development is proposed to avoid disruption to main rivers and ordinary watercourses, located within the Order limits by ensuring that all installed ducts and trenching across water courses are undertaken within the highway carriageway. By remaining within the carriageway any existing watercourses are expected to pass under the carriageway within a watercourse structure, (e.g. culvert or sewer). Where open channel water courses are present within the Order Limits, it is proposed to use HDD or trenchless solutions to pass under the watercourses open channel.

Where trenches are used to install the cables, the trenches will be typically 1250mm deep in roads, verges and footpaths and 1400mm deep in open ground, so no deeper than the trenches used for the installation of many different utilities. AQUIND have been engaging with the Environment Agency and Portsmouth Water on the proposals.

An Arboriculture assessment has been carried out which is set out as an appendix to the Chapter 16 of the ES on onshore ecology. Where cables are to be installed in the vicinity of trees and their

root zones, an Arboricultural Method Statement will be implemented to minimise impacts on arboriculture features. The contractor will minimise impacts on the general environment during construction thorough mitigation measures outlined in the Ecology Chapter within the Environmental Statement and Onshore Outline Construction Environmental Management Plan.

The actual alignment of the cable route within the corridor will not be finalised until after any consent is granted, when contractors are on board. The assessment highlights areas of potential risk where mitigation is needed.

Will AQUIND pay compensation to residents if the damage any property e.g. paths, hedges and gateways?

It is not considered likely that any residential property will be damaged by the construction of the Proposed Development. AQUIND will be subject to statutory requirements in relation to compensation and where any compensation is evidenced to properly be payable, this will be required to be paid.

The main sewer is located along Hambledon Road, so what is AQUIND's intention with regards to laying cables? Also, will other utilities be affected from the installation?

AQUIND will seek to work with the relevant utility providers to ensure that no existing utilities will be adversely affected during the construction of the Development and is confident this can be achieved. AQUIND has acquired records of utilities within the site boundary and is working with the relevant utility providers to confirm how the Proposed Development may be laid without causing adverse effects.

Have the French authorities granted permission?

An application has been submitted to the French authorities and AQUIND await the outcome of that process.

In view of Brexit, the concern is related to the moving of electricity capacity from France to UK and vice versa and that the project may not be financially feasible if France were to over charge the UK for their electricity supply

From an economic perspective, the trade in electricity will still be very beneficial for both UK and France following Brexit. Border tariffs on electricity are not normally applied anywhere in the world. There is also a strong opinion in the GB and EU energy industry, that GB is a vital element of the pan-European energy system and an important contributor to the overall security of supply and climate goals strategy.

How would noise be minimised?

The ES provides an assessment of the impacts on noise and vibration from the Proposed Development including for construction (both of cables and converter station (and buildings and

works associated with it), operation and decommissioning. This is set out in Chapter 24. The assessment methodology and criteria have been agreed with the relevant local authorities. In relation to the Converter Station mitigation measures have proposed and aspects of the design and layout have been influenced by the need to minimise noise. For the operational assessment the noise modelling prediction assumes a reasonable worst-case with respect to wind speed and direction. Tonal characteristics from the operational converter station have been considered through assessment of noise levels across different frequencies. Mitigation has been proposed.

The DCO is subject to a Requirement requiring an operational noise management plan to be submitted and approved in relation to the use of the Converter Station which must include the measures and methods for monitoring operational noise and a complaints procedure. The noise management plan must be implemented and maintained for the operational period of the Converter Station.

What temperature change will the Interconnector cause in the surrounding area?

Heat transfer is inevitable during the conversion process and therefore heat will be emitted to the air from the converter stations via the transformers, HVAC units and cooling fans, however the effect to the surrounding environment is negligible.

The underground HVDC/HVAC cables will also generate heat during operation. However, the cables are installed in ducts and this installation technique reduces any drying effect on the ground.

What is the proposed total height of the chimney? What will come out of the chimney and what will its effects be?

The Proposed Development does not include a chimney and save for in respect of back-up power generation plant no emissions are anticipated in connection with the conversion of electricity at the Converter Station.

The main Converter Station buildings may be up to 26m in height and will likely be between 22m – 26m. The tallest element of the Converter Station is the lightning masts, which could be up to 4 m taller than the tallest building. The lightning masts are tall, narrow structures, with catenary wiring potentially strung between them to shield the outdoor equipment from direct lightning strikes.

Is there a cooling tower?

The Proposed Development does not generate electricity, it converts electricity from one form of electrical current to another, and consequently there is no need to include a cooling tower.

What electrical field will be round the cable?

Due to the earthed shielding of the HVAC Cables and HVDC Cables there will be no electric field present along the Onshore Cable Route. In addition, the electromagnetic field strengths of the HVDC and HVAC cables and the conversion process are significantly below the limits set by the relevant guidelines, are fully compliant with International and are fully compliant with UK health and safety standards.

How many access covers or manholes will be along the route?

A number of joint bays will be required along the route, where sections of cable will be joined. These are dictated by the length of cable that can fit on a drum, and the limits to pulling tension required to pull the cable through the ducts.

Whilst still to be confirmed, joint bays are likely to be required every 600 to 2,000 metres along the route. They will be positioned in highway verges, fields or car parks where possible. The distance between joint bays will depend on the technique employed by the contractor and therefore flexibility as to the number and location of joint bays is sought in the application. Link boxes are typically located alongside a joint bay and are access via a manhole cover, installed at the same level of the surrounding ground. (approximately 0.8m x 0.8m x 0.6m). Link pillars are frequently used on arable land (instead of link boxes) and are normally located adjacent to hedgerows (approximately 1.0m x 1.0m x 0.6m). The only evidence of the presence of the cable route, once the cables have been installed, will be the access cover and link boxes or link pillars or close to certain joint bays.

What route will build traffic take to and from the site?

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Would AQUIND consider putting solar panels on the building roof, as it is a vast area and could produce a considerable amount of green energy?

There are currently no proposals to install Solar PV panels on the roof of the converter station buildings. AQUIND Interconnector will help to integrate a greater proportion of non-fossil fuel energy sources and intermittent renewables generation into the Great British energy mix. It is also expected that electricity imported from France will have much lower CO2 intensity. This will reduce

reliance on fossil fuel power generation plants and in turn reduce Great Britain's CO2 emissions from the burning of such fuels.