



AQUIND Limited

PEIR CHAPTER 29

Summary and Conclusions

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29 SUMMARY AND CONCLUSIONS

29.1 SUMMARY

- 29.1.1.1 This PEIR presents the technical information regarding the current understanding of the potential likely significant effects of the Proposed Development at the time of the consultation.
- 29.1.1.2 Information regarding the early evolution of the Proposed Development, including optioneering and site selection, is provided in Chapters 2 and 3 of this PEIR. These particular aspects will be updated following the public consultation on the PEIR, being held in early 2019, and further refinement of the Proposed Development.
- 29.1.1.3 Chapters 6 – 14 of this PEIR outline preliminary environmental information in relation to the marine aspects of the Proposed Development with respect to the various marine technical disciplines. The marine components assessed within these chapters extend from the MHWS out to the UK/France EEZ boundary line.
- 29.1.1.4 Chapters 15 – 27 of this PEIR outline preliminary environmental information in relation to the onshore aspects of the Proposed Development with regard to the various onshore technical disciplines. The onshore components covered by these chapters extend from the MLWS to the indicative Converter Station location at Lovedean.
- 29.1.1.5 Intertidal aspects of the Proposed Development are assessed within the marine chapters, with the exception of intertidal ornithology, which is addressed in Chapter 16 (Onshore Ecology). Furthermore, both WFDa and HRA assessments will be completed as part of the DCO application to address both the marine and onshore components and any overlap between these.
- 29.1.1.6 It is acknowledged that the level of detail addressed in each topic varies depending on how far preliminary assessments have progressed. Assessments which require specific scheme information in order to detail the environmental effects are discussed in broader terms, particularly where design detail is less progressed.
- 29.1.1.7 It is important to note that onshore environmental surveys are still in progress, and so further baseline information will be available in the ES in order to inform the EIA. The results of these surveys can influence the design of the Proposed Development e.g. through micro-siting in order to avoid a particular environmental constraint and will be taken into account, where practicable. Where possible, primary mitigation will therefore be embedded within the design of the Proposed Development.
- 29.1.1.8 Where predicted impacts have been identified, further mitigation measures have been recommended, as set out in the individual technical chapters. Mitigation measures will be refined within the ES as further design information is made available and effects are better understood. Mitigation measures will also be discussed, where appropriate, with stakeholders following the public consultation and as part of the EIA

process. Plans outlining environmental management and best practice for construction of onshore and marine components of the Proposed Development will be prepared and agreed with relevant stakeholders. Outline management plans, including (but not limited to) an outline Construction Environmental Management Plan (CEMP), a Construction Traffic Management Plan (CTMP), Dust Management Plan (DMP), Draft Site Waste Management Plan (SWMP), Landscape Management Plan and a Soil Resources Management Plan (SRMP) will be produced for the ES in order to capture measures which need to be applied by the contractor at the Construction Stage.

- 29.1.1.9 The first two stages of the CEA are summarised in Chapter 28 of the PEIR. Chapter 28, in the main, presents the onshore CEA whereas the marine CEA is presented within each of the marine technical chapters (Chapters 6-14). The full CEA for both onshore and marine topics, to be presented within the ES, will detail the four stages of the CEA in line with PINS guidance (Advice Note seventeen), a review of the proposed list of cumulative developments to be considered, an assessment of the intra-project effects and progression of the CEA to Stages 3 and 4 (information collation regarding developments identified at Stage 2 and the Assessment, respectively).
- 29.1.1.10 The list of developments to be considered for CEA produced for the PEIR stage will be reviewed prior to production of the final ES. In line with PINS guidance, relevant planning authorities and statutory consultees will be consulted regarding the shortlisted onshore committed developments and marine developments. The list will be updated to incorporate local authority and statutory consultee feedback, in addition to inclusion of other applications for consideration which may be newly listed or having been granted consent since the time of writing this PEIR.
- 29.1.1.11 Following the consultation period, comments will be reviewed and considered and will be used to develop and refine the design of the Proposed Development, as appropriate.

29.2 CONCLUSIONS

- 29.2.1.1 This PEIR has been produced on behalf of the Applicant to provide the public and other stakeholders with the preliminary findings of the EIA process for the onshore and marine components of the Proposed Development and forms part of an ongoing consultation process, which began in January 2018. This will enable consultation bodies to develop an informed view of the likely significant environmental effects of the Proposed Development. The full assessment of predicted environmental effects will be reported in the ES.

- 29.2.1.2 Desk-based assessments have been carried out for the relevant technical disciplines to inform the PEIR, along with a number of on-site surveys and continued engagement with stakeholders. However, it should be noted that some of the environmental surveys are ongoing and new data obtained following the submission of the PEIR will be used to further refine the Proposed Development, where possible, which, in turn, will inform the ES.
- 29.2.1.3 The Marine Cable Corridor has been identified and the marine EIA assessments, with the exception of the WFDa and CEA, are largely complete but will be reviewed and updated for the ES to account for further ongoing assessment, potential changes to the design and consultation outcomes. Assessments have yet to be undertaken for HRA and MCZs and will be presented within the ES.
- 29.2.1.4 Onshore design, to date, has concentrated on identifying a suitable Landfall location, Onshore Cable Route and Converter Station location which not only provides a feasible engineering design solution, but would also seek to minimise environmental effects as far as practicable. The design process has been informed by the environmental surveys and desk-studies undertaken to date, particularly with regards to the identification of key environmental constraints. Ongoing environmental surveys will continue to inform the evolving design through iterative feedback as part of the environmental assessment process.
- 29.2.1.5 It is acknowledged that further assessment and consultation is required in relation to both onshore and marine components of the Proposed Development. For onshore components, operational noise, ecology and landscape and visual amenity particularly require further assessment and consultation, predominantly around the Converter Station Area where there is potential for adverse effects. For marine components, plume dispersion modelling is being undertaken for the Proposed Development, however the results of this are not available to inform the PEIR. This assessment is based upon available data sources and will be validated, and updated where required, once the modelled data is available. The outputs from the modelling will be used to refine, update and finalise conclusions as part of the final ES. Both onshore and marine topics also need to complete HRA and WFD assessments.
- 29.2.1.6 Transport impacts and traffic management measures are still being assessed and consulted upon – which are pertinent to the Construction Stage of the Onshore Cable Route, and the phased approach to be adopted. The proposed Construction Traffic Management Plan and the scheduling of works, will help avoid the busiest periods on the network and mitigate adverse impacts. The use of alternative routes that avoid sections of key links and junctions will also be considered further.
- 29.2.1.7 With respect to all environmental topic areas, the EIA will identify mitigation measures to avoid, reduce and offset adverse likely significant environmental effects as far as practicable. Recommendations for mitigation opportunities and individual management plans will be provided as part of the assessments within the ES.