



AQUIND Limited

PEIR CHAPTER 5

Consultation

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5 CONSULTATION

5.1 INTRODUCTION

5.1.1.1 This chapter is set in the context of the introductory chapters of this PEIR (Chapters 1-4) and the Statement of Community Consultation ('SoCC') which is prepared in accordance with Section 47 of the PA 2008 and explains how the Applicant will consult the local community on the proposals for the Proposed Development.

5.2 CONSULTATION WITH AUTHORITIES AND STAKEHOLDERS TO DATE

5.2.1.1 To date, the Applicant has consulted and continues to consult with stakeholders who are likely to be affected by, or interested in, the Proposed Development. Stakeholders who have been consulted with to date include, but are not limited to:

- Centre for Environment, Fisheries, and Aquaculture and Science ('Cefas');
- Chamber of Shipping;
- Cruising Association;
- Department for Business, Energy and Industrial Strategy ('BEIS');
- Dover Straits User Working Group;
- East Hampshire District Council ('EHDC');
- East Solent Coastal Partnership ('ESCP');
- Fisheries Stakeholders;
- Hampshire County Council ('HCC');
- Havant Borough Council ('HBC');
- Historic England;
- Langstone Harbour Authority;
- Members of the Parliament;
- Ministry of Defence ('MoD');
- MMO and MMO Coastal Office;
- Nab Vessel Traffic Services ('VTS') User Group;
- Natural England;
- Portsmouth City Council ('PCC');
- Portsmouth Water;
- Royal Society for the Protection of Birds ('RSPB');
- Royal Yachting Association ('RYA');
- South Downs National Park Authority ('SDNPA');
- The Crown Estate;
- The Environment Agency ('EA');
- The Joint Nature Conservation Committee ('JNCC');
- The Maritime and Coastguard Agency ('MCA');

- The National Federation of Fishermen's Organisations ('NFFO');
- The Southern and Sussex IFCA;
- Trinity House; and
- Winchester City Council ('WCC').

5.3 JANUARY 2018 PUBLIC CONSULTATION

- 5.3.1.1 Public consultation events were held in January 2018, which sought to provide information to the local communities on the evolving proposals for the Proposed Development and to seek their views on those proposals. These events were attended by the Applicant, and representatives from their consultant team covering EIA, Planning, Land, Engineering and Consultation.
- 5.3.1.2 As part of that consultation, more than 10,000 households and businesses were invited to attend consultation events in Milton, Waterlooville and Lovedean. A total of 239 people attended to view the emerging proposals for the Proposed Development, to speak with the project team and to share their feedback.
- 5.3.1.3 The main themes and queries following the consultation event included:
- The impact of the Proposed Development on traffic due to the temporary construction works and also the impact of construction traffic on congestion;
 - The impact of the Proposed Development due to noise generated by the Converter Station;
 - The mitigation of the onshore and marine environmental impacts of the Proposed Development e.g. through the EIA process. Key areas are in relation to landscaping, traffic management and noise and vibration;
 - Concerns around the proposed underground Onshore Cable Corridor, including constraints pertaining to environmental designations, cultural heritage, engineering, land ownership and impact to local residences;
 - The visual impacts of the proposed UK Converter Station;
 - The location of the UK Converter Station; and
 - Whether the UK Converter Station could be buried.
- 5.3.1.4 Feedback received at and following the exhibitions has been considered as part of the process of refining the proposals for the Proposed Development. This includes the design process for the Converter Station, the Marine and Onshore Cable Corridors and Landfall location, together with the proposed mitigation strategies.

5.4 ENVIRONMENTAL IMPACT SCOPING CONSULTATION

5.4.1 FEBRUARY 2018 SCOPING REPORT

- 5.4.1.1 Prior to receipt of the Section 35 Direction ('the Direction') on 30 July 2018 from the SoS for Business, Energy and Industrial Strategy, the Applicant's intention was to obtain consents and licences for the Proposed Development via the Town and Country Planning Act 1990 ('TCPA 1990') (HM Government, 1990) and Marine Coastal Access Act 2009 ('MCAA 2009') (HM Government, 2009).
- 5.4.1.2 On 20 February 2018 the Applicant submitted a request for a Scoping Opinion to the MMO under the Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended) (HM Government, 2007) for the elements of the Project within the UK marine area and received a Scoping Opinion in June 2018.
- 5.4.1.3 On 22 February 2018 the Applicant submitted requests for a Scoping Opinion under the Town and Country (Environmental Impact Assessment) Regulations 2017 (HM Government, 2017) to EHDC, HBC, WCC and PCC for the UK onshore elements of the Project. Scoping Opinions were received in April and May 2018.

5.4.2 DCO PROCESS AND OCTOBER 2018 SCOPING REPORT

- 5.4.2.1 During the development of the Project, it was concluded that the most appropriate consenting strategy for the Proposed Development would be to obtain status as a NSIP and apply for a DCO from the SoS.
- 5.4.2.2 On 19 June 2018, the Applicant sought a direction from the SoS under Section 35 of the PA 2008 that the Proposed Development be treated as development for which development consent under the PA 2008 is required. On 30 July 2018, the SoS issued a Direction confirming that the Proposed Development by itself is nationally significant for the reasons set out in the Direction (see Appendix 1.1).
- 5.4.2.3 In light of the Direction and in recognition that the Proposed Development had not received a scoping opinion from the SoS, the Applicant submitted a request to the SoS for a Scoping Opinion under Regulation 10(1) of the EIA Regulations.
- 5.4.2.4 A request for a Scoping Opinion was submitted to the SoS on 29 October 2018, with the Scoping Opinion received from PINS, on behalf of the Secretary of State, on 7 December 2018.
- 5.4.2.5 The Scoping Report and responding Scoping Opinion from PINS can be found in Appendix 5.1 and 5.2, respectively.
- 5.4.2.6 The Scoping Opinion has been considered and summarised in the Scoping Response Table in Appendix 5.3.

5.4.3 CHANGES TO THE STRUCTURE OF ASSESSMENT

5.4.3.1 Since the submission of the October 2018 Scoping Report a change in the proposed structure of the assessment has been adopted for the PEIR Assessment. These changes are outlined below and relate to the level of information provided in the PEIR and does not alter the scope of any assessment.

Electric-magnetic Fields

5.4.3.2 The impacts from electric-magnetic fields ('EMF') in terms of sensitivity to magnetic fields from buried cables is not assessed within a standalone chapter in the PEIR, instead the proposed assessment of EMF is outlined in Chapter 3 Description of the Proposed Development and within the technical chapters where relevant.

Shipping and Navigation and Other Marine Users

5.4.3.3 The two chapters 'Shipping and Navigation' and 'Other Marine Users' have been consolidated into one chapter, as was identified that the two PEIR assessments cover large areas of overlap. Therefore, it was decided that it would be beneficial to combine into a single chapter. This chapter is titled 'Chapter 13 Shipping, Navigation and Other Marine Users' within this PEIR.

Major Accidents and Disasters

5.4.3.4 The EIA Regulations state that the EIA should include a description of the expected significant effects deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project. This includes both man-made and naturally occurring events.

5.4.3.5 A screening exercise has been undertaken to determine the types of major accidents and/or disasters relevant to the Proposed Development under the Regulations, these include:

- vulnerability of the development to major accidents and disasters, which may then give rise to significant adverse effects on the environment; and
- major accidents and disasters arising from development which may give rise to significant adverse effects on the environment.

5.4.3.6 Where there is potential for significant environmental effects, and the major accident or disaster is screened in, these are assessed in the relevant individual chapters presented in this PEIR. The screening exercise is based on a Source-Pathway-Receptor model and considers the following:

- Source - Likely major accidents and/or disasters using available guidance (Cabinet Office, 2017) (Dawson, 2016);
- Source - Scheme description (the Proposed Development is not within the scope of the Control of Major Accident Hazards ('COMAH') Regulations);
- Pathway – Aspects of the Proposed Development which may interact with or give rise to natural and man-made hazards; and

- Receptor – Identified environmental topics or receptors for major accidents and disasters and relevant chapter of the PEIR.

5.4.3.7

The results of the screening exercise for major accidents and disasters are presented in Appendix 5.4 and a summary presented below:

- Flooding has been screened in and is considered in Chapter 19 Water Resources and Flood Risk;
- Severe weather has been screened in and is considered in Chapter 27 Carbon and Climate Change;
- Space weather has been screened out due to no impact on receptors;
- Volcanic eruptions have been screened out as there is no source;
- Poor air quality has been screened out in line with likely emissions predicted in Chapter 22 Air Quality;
- Earthquakes and ground instability has been screened out as there is no source;
- Wildfires have been screened out as there is no source;
- Human and animal diseases have been screened out as there is no pathway;
- Electricity and system failures have been screened out as there is no impact on receptors;
- Major transport accidents have been screened in and considered in Chapter 21 Traffic and Transport and Chapter 13 Shipping, Navigation and Other Marine Uses;
- Industrial and urban accidents been screened out as there is no source;
- Industrial action has been screened out as there is no pathway;
- Public disorder and malicious attacks have been screened out as there is as there is no impact on receptors;
- Unexploded ordnance has been screened in and is considered in Chapter 18 Ground Conditions;
- Electromagnetic fields have been screened in and considered in Chapter 25 Human Health; and
- Exposure to high voltage is screened in and considered in Chapter 3 Description of the Proposed Development.

5.5 THE CONSULTATION PROCESS MOVING FORWARD

5.5.1.1

Consultation on the proposals for the Proposed Development is required to be carried out in accordance with the statutory consultation requirements set out in the PA 2008. These include consultation with statutory or prescribed bodies (under Section 42), local communities (under Section 47) and more widely via publicising the proposed application (under Section 48).

- 5.5.1.2 Under Section 47 of the PA 2008, the Applicant is required to prepare and publish a SoCC, which sets out how the applicant proposes to consult, about the proposed application, people living in the vicinity of the proposals.
- 5.5.1.3 Consultation on the proposals is being carried out during February and April 2019 with the local communities, relevant authorities and stakeholders in accordance with the requirements of the Planning Act 2008.
- 5.5.1.4 Preliminary environmental information regarding the likely significant effects of the Proposed Development is presented within this PEIR and the Non-Technical Summary ('NTS'), which forms part of the consultation materials, and the local community's views on the information contained within this PEIR are being sought as part of the consultation.

5.6 FUTURE CONSULTATION

- 5.6.1.1 Further consultation will be undertaken with relevant authorities, stakeholders and local communities as the proposals for the Proposed Development are finalised. An update of this will be provided within the ES, and a consultation report will be submitted as part of the application for development consent.

REFERENCES

Cabinet Office. (2017). National Risk Register Of Civil Emergencies.

Dawson, R. T. (2016). UK Climate Change Risk Assessment Evidence Report: Chapter 4, Infrastructure.

HM Government. (1990). Town and Country Planning Act .

HM Government. (2007). The Marine Works (Environmental Impact Assessment) Regulations.

HM Government. (2009). Marine and Coastal Access Act .

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