

HAMPSHIRE COUNTY COUNCIL

Information Report

Committee:	Regulatory Committee
Date:	15 May 2019
Title:	Nationally Significant Infrastructure Projects in Hampshire
Report From:	<i>Head of Strategic Planning</i>

Contact name: Laura McCulloch

Tel: 01962 846581

Email: laura.mcculloch@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide information regarding the process for Nationally Significant Infrastructure Projects, and to make the Committee aware of the projects that are planned within Hampshire.

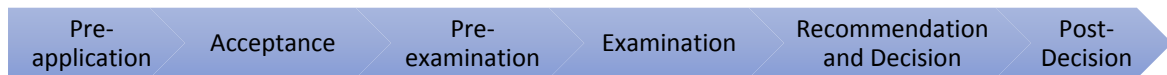
Executive Summary

2. This report seeks to:
 - Explain what a Nationally Significant Infrastructure project is, and the process that they go through;
 - Explain the County Council's process for dealing with consultations;
 - Provide details of the four current projects that are within Hampshire and a potential future project.

What is a Nationally Significant Infrastructure Project?

3. A Nationally Significant Infrastructure Project (NSIP) is a large-scale project that falls into one of the following categories:
 - Energy;
 - Waste;
 - Transport;
 - Waste Water; and
 - Water

4. These can be projects such as new roads, railway lines, power generating stations and harbours. Part 3 of the Planning Act 2008¹ provides more details about the type and scale of infrastructure projects that fall within the category of nationally significant.
5. NSIPs require a Development Consent Order and so the process for determining such projects is different from the usual planning application process. The applications are dealt with by the National Infrastructure Planning Team at the Planning Inspectorate, who make a recommendation on whether the consent order should be issued. The Secretary of State responsible for the area of government that the project falls within (for example Secretary of State for Transport for a rail project) makes the final decision.
6. The process for a NSIP involves six stages:



7. The process is lengthy and likely to take around 16 months for a decision to be made.
8. The County Council is deemed a 'host authority' in respect of the fact it is an upper tier authority and therefore would be invited to be involved in the process for all NSIP projects.
9. Where the project involves waste, the County Council will most likely be responsible for discharging any planning obligations relating to the development and therefore it is important that it engages in its capacity as Waste Planning Authority. With other types of development, it is likely that the County Council will be statutory consultee to the process in its role as Local Highway Authority.

What is the County Council's process for dealing with consultations?

10. The Strategic Planning team are providing a coordinating role for the County Council in its involvement with NSIPs. As such, all technical responses to consultations on NSIPs will be provided by the team on a corporate basis, pulling together comments from all County Council functions that have an interest in the project.

¹ <https://www.legislation.gov.uk/ukpga/2008/29/part/3>

11. The County Council will determine on a case-by-case basis the necessary approval process for agreeing the County Council's corporate response to NSIP consultations. Some projects will not have significant implications for the County Council and therefore an officer approval will suffice. However, where there are significant implications for the County Council, or the project is particularly contentious, Executive Member or committee approval may be required. The appropriate approach will be agreed by Chief Officers in consultation with Members (as appropriate).

Nationally Significant Infrastructure Projects in Hampshire

12. There are four projects currently registered as NSIPs that are located within Hampshire:
 - Southampton to London Pipeline
 - AQUIND Interconnector
 - Wheelabrator Harewood Waste-to-Energy Facility
 - M3 Junction 9

Southampton to London Pipeline

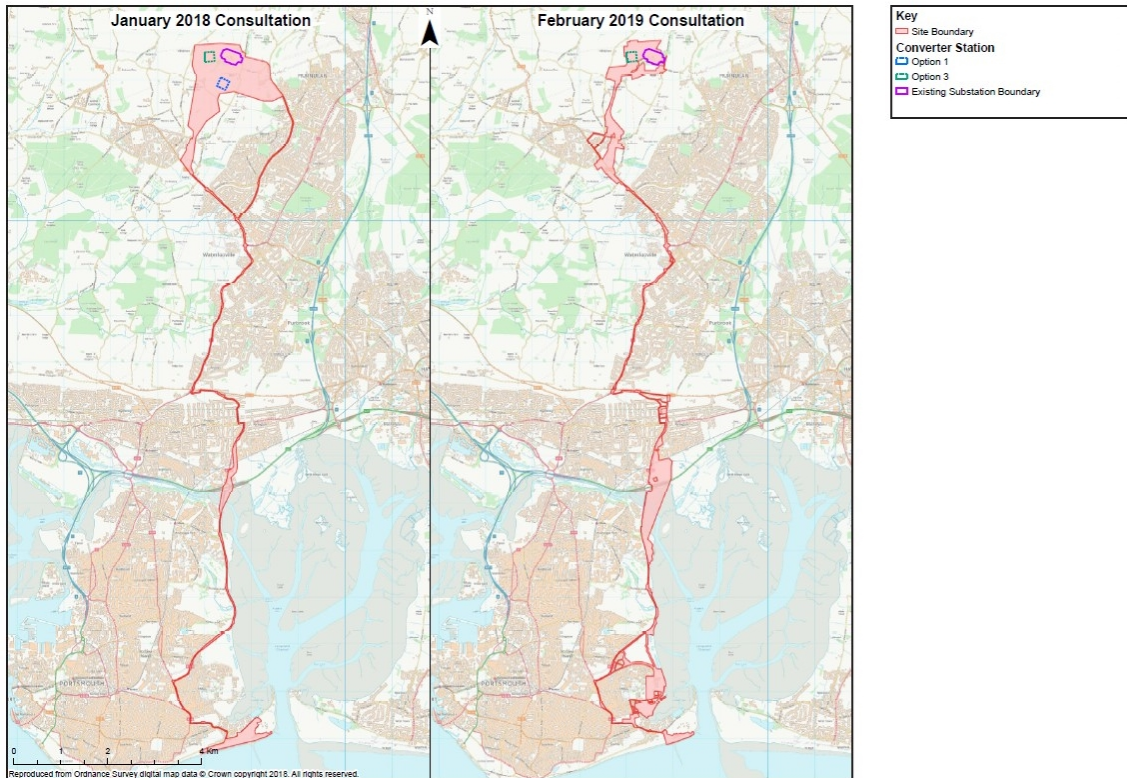
13. Esso is looking to replace 90km (56 miles) of its existing 105km (65 miles) aviation fuel pipeline that runs from Fawley Refinery in the New Forest to the West London Terminal storage facility in Hounslow.
14. 10km of the pipeline between Hamble and Boorley Green, in Eastleigh Borough, has been replaced and so this proposal involves the pipeline between Boorley Green and Hounslow. A new facility will be required close to Boorley Green to enable inspection of the replacement pipeline and previously replaced pipeline between Hamble and Boorley Green.



15. The pipeline will be buried underground for its entire length and will require input from the Local Highway Authority and Lead Local Flood Authority where it crosses roads, footpaths and ordinary water courses.
16. The proposal is at the pre-application stage, with an application expected to be submitted imminently.
17. So far, the County Council has been engaged in discussions with the applicant over the route and the likely impacts of the proposals, and has provided advice and information through our specialist environmental services.

AQUIND Interconnector

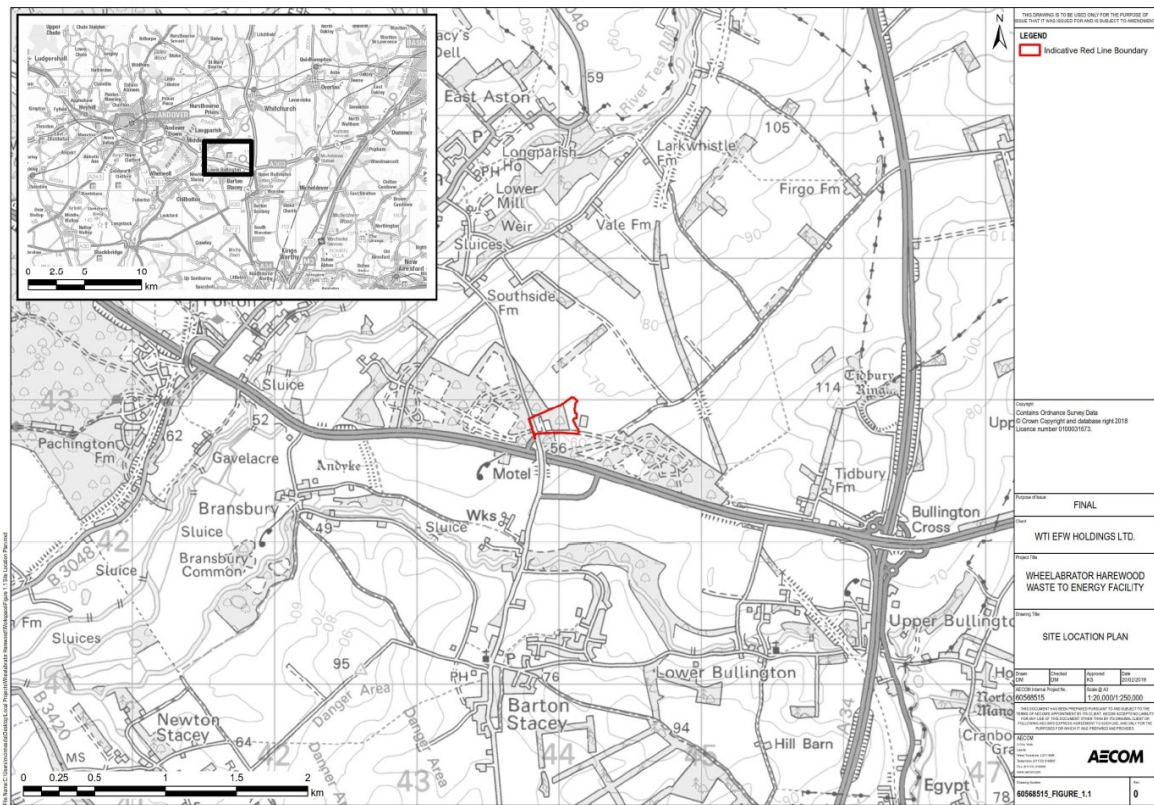
18. AQUIND Ltd is proposing to construct and operate an electricity interconnector between France and the UK, with a new High Voltage Direct Current cable landing at Eastney Portsmouth and a new converter station in Lovedean, north of Waterlooville.



19. This proposal has implications for the County Council as Local Highway Authority as the cable will need to be laid between the landing site and the converter station, largely within the highway and therefore requiring careful consideration of traffic management during the works.
20. This project was directed to be a NSIP by the Secretary of State, whereas a previous Interconnector application at Daedalus was dealt with by Fareham Borough Council and not the Planning Inspectorate.
21. This proposal is currently at the pre-application stage, with an application expected to be submitted at the end of 2019.
22. So far, the County Council has commented on the EIA scoping consultation and the Preliminary Environmental Information Report consultation.

Wheelabrator Harewood Waste to Energy Facility

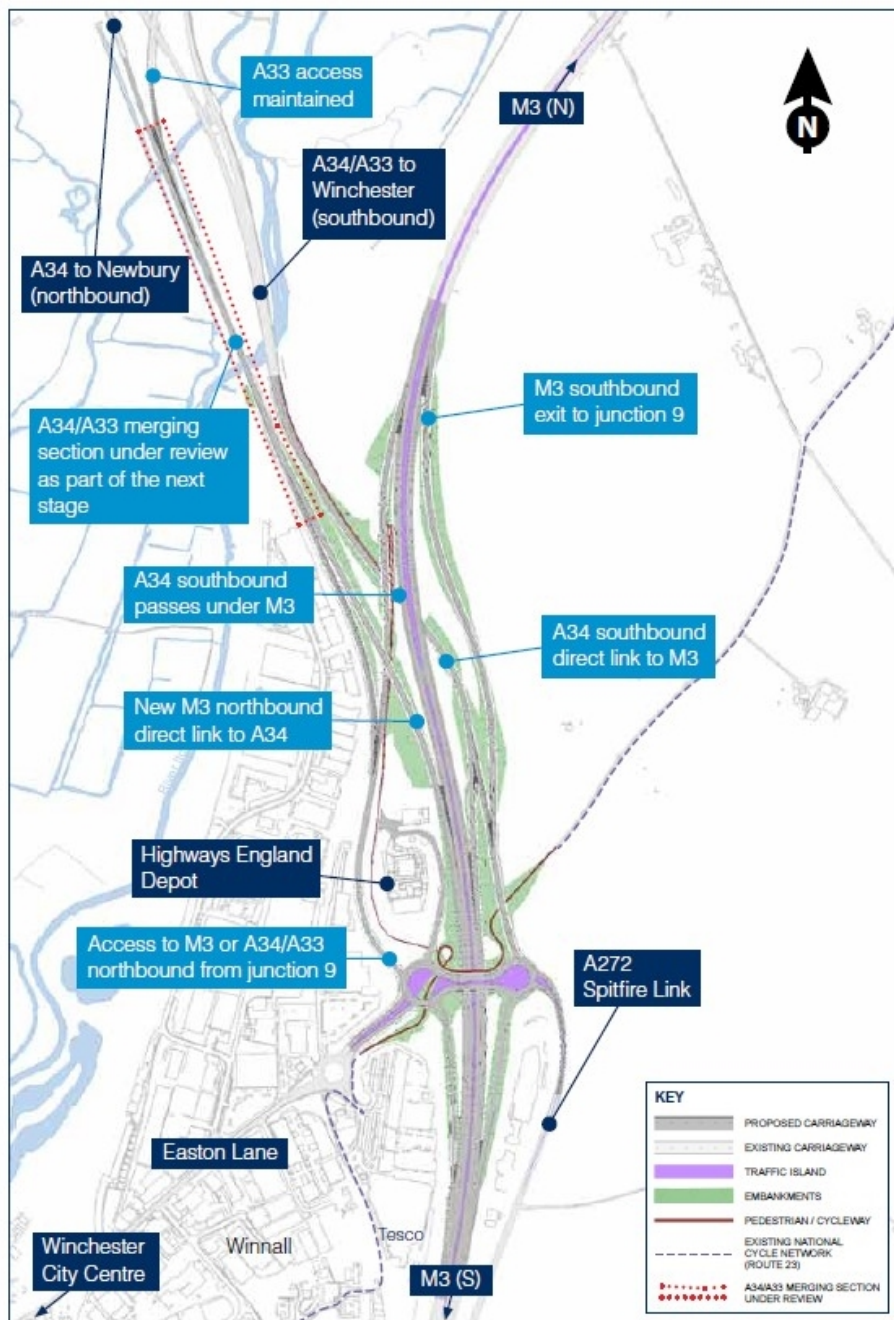
23. Wheelabrator Harewood is proposing a new Waste to Energy Facility adjacent to the A303 Enviropark north of Barton Stacey in Test Valley Borough. The facility will generate up to 65 Megawatts gross electrical output through the treatment of waste and waste derived fuels from various sources. The maximum capacity of the facility is 500,000 tonnes of waste per annum.



24. The fuel reception and storage building will include a tipping hall likely to be 45m in height, and the boiler house is likely to be up to 55m in height. The maximum height for the stacks is likely to be between 90-100m above ground level.
25. The County Council is involved in the process as Waste Planning Authority, and there will be implications for the Local Highway Authority to consider in terms of the traffic associated with the import of waste material.
26. The proposal is currently at the pre-application stage, with an application expected to be submitted in early 2020.
27. So far, the County Council has commented on the EIA scoping consultation and has been consulted on the Statement of Community Consultation.

M3 Junction 9

28. Highways England is proposing to substantially improve the junction of the M3 with the A34 (Junction 9 at Winnall, Winchester) in order to increase capacity, enhance journey time reliability and enable the development proposed within Local Plans.



29. The scheme would see the existing roundabout replaced with a dumbbell roundabout, conversion of the M3 south of Junction 9 to a dual three lane motorway, and realignment of slip roads. This will provide a grade-separated free-flow route for traffic travelling from the M3 to the A34 northbound, and vice versa for vehicles traveling from the A34 to the M3 southbound.
30. The proposal is currently at the pre-application stage, with an application expected to be submitted in early 2020.

31. So far, the County Council has engaged with the applicant over the design of the improvements and commented on the EIA scoping consultation.

Future Potential NSIP Project in Hampshire

Port of Southampton Expansion

32. In 2016 Associated British Ports announced its intention to determine by 2020 how the Port of Southampton can be expanded, including looking at options for expansion into its Strategic Land Reserve at Dibden.



33. If a proposal is forthcoming it will be a NSIP. There are no timescales at present to indicate when an application might be submitted.

Conclusions

34. There are four, potentially five, Nationally Significant Infrastructure Projects in Hampshire. The process for dealing with these projects is different from the usual planning process, and the decision is made by the relevant Secretary of State.

35. The County Council is not a decision maker in respect of these projects but will be integrally involved in the process and will have opportunities to engage and comment on the proposals as a consultee.

36. The County Council's recommendations will be made on a corporate basis, with the level of approval needed for such comments being made on a case-

by-case basis by Chief Officers in consultation with Members (as appropriate).

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None