

**Consenting &  
Approvals for High  
Profile Projects**

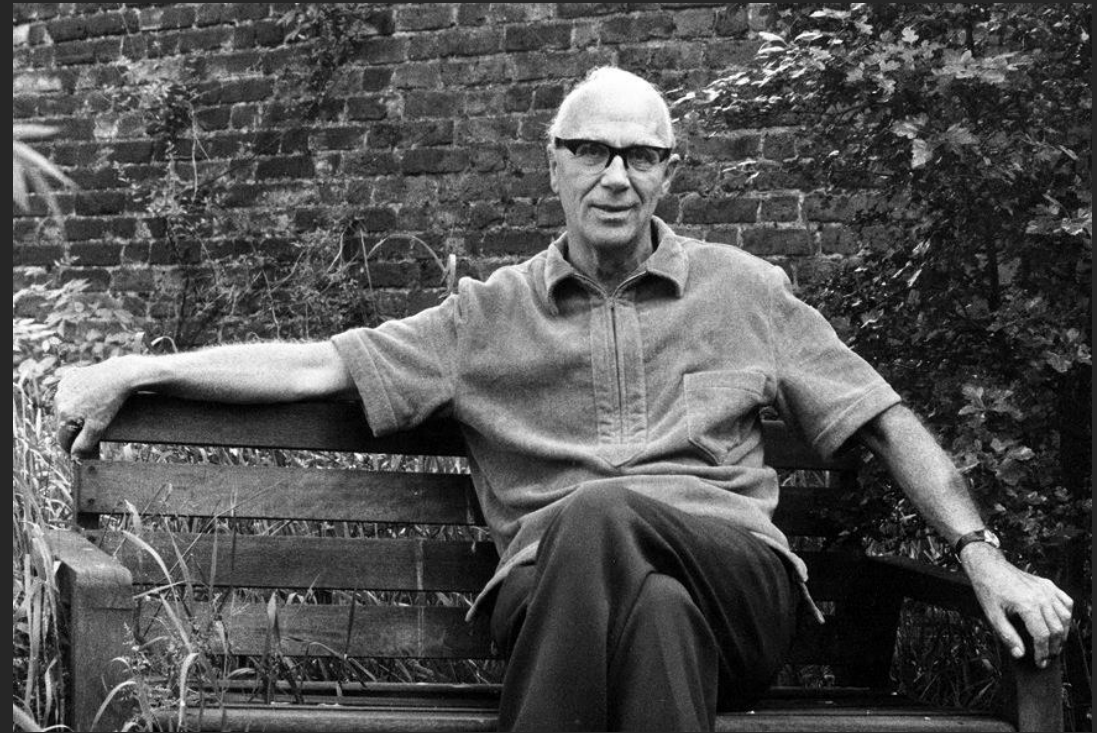
**Bonny Pailing**

**ARUP**

# Introduction

We are an independent firm of designers, planners, engineers, consultants and technical specialists offering a broad range of professional services.

Our creative spark and intellectual independence has been there from the very beginning. Our values derive from the beliefs and convictions of the firm's founder, the engineer and philosopher, Ove Arup.



# Major infrastructure projects

- A96 Dualling East of Huntly to Aberdeen
- Aberdeen New Harbour
- Hinkley New Nuclear Power Station
- Forth Road Crossing
- A303 Stonehenge
- A14 Cambridge to Huntingdon Improvement Scheme
- Heathrow 3rd Runway
- Tidal Lagoon Swansea Bay



Queensferry Crossing, Transport Scotland

# Consenting regimes

- Roads (Scotland) Act 1984
- Planning Act 2008 /Development Consent Application Orders
- Hybrid bill
- Highways Act 1980 (England & Wales)
- Transport and Works Act Order Applications
- Traffic Regulation Orders
- Environmental Impact Assessment Regulations



A96 Dualling East of Huntly to Aberdeen, Transport Scotland

# Stakeholder engagement in the consents process

- Process of dialogue and continuous engagement based on information and facts
- Opportunity to identify key issues and seek resolution/mitigation
- Articulation of key issues to the public and seek feedback on how these can be addressed
- Use of innovative techniques to make complex information accessible
- Evidence to consenting authorities that people and stakeholders have had the opportunity to comment on issues at the right time and with the ability to influence the outcome



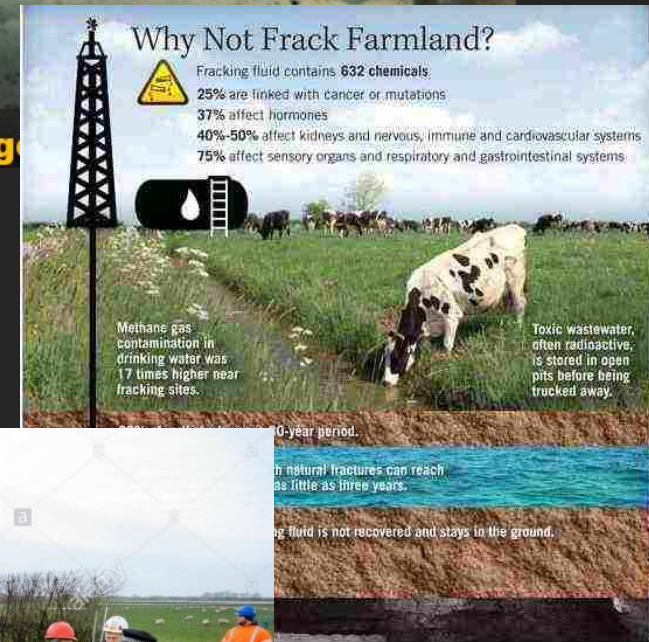
Aberdeen New Harbour

# Case Study 1: Shale Gas Exploration in Lancashire



# Stakeholder issues

- Fracking in the United States
- Image and reputational issues
- Failed to disclose information e.g. the fracking fluid
- Lack of trust, suspicion and perpetuation of myths
- Lack of 'open book' sharing of information
- Lax permitting and monitoring of existing operations



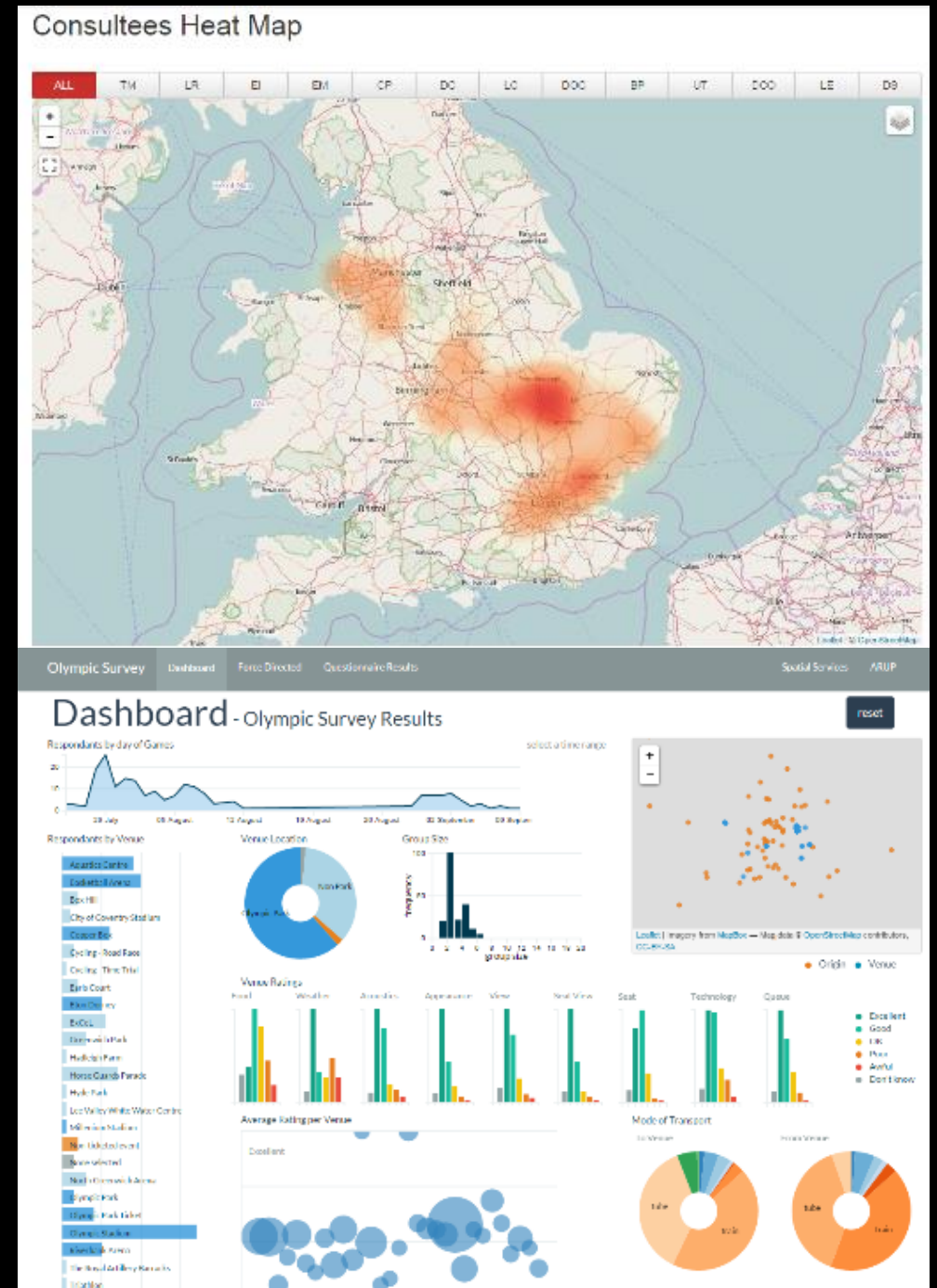
# Consultation Techniques

	PROJECT STAGE				
	Intro to Project	Project Update	Sites Launch	Findings from EIA	Post Submission
Information Day Event / Exhibitions	√	√	√	√	
Engagement with Key Stakeholders	√	√	√	√	
Workshops and Parish Council Meetings	√	√	√	√	
Community Liaison Group Meetings				√	√
Dedicated phone line	√	√	√	√	√
Newsletter Distributed		√	√	√	√
Brochure Distributed				√	√
Animations and Computer Images		√	√	√	√
On line Community Mapping		√	√	√	
Physical Model of the Site				√	
Downloaded Info from Web Site	√	√	√	√	√



# Consultation Database

- Platform to manage multiple consultations and stakeholder management tasks across whole project
- Provides a simple record of activity and comments with access to original documents
- GIS mapping of stakeholders and issues
- Dashboard reporting for design meetings and review design/options and feedback
- Filters by the status of consultees within the statutory framework
- Flag records by topic and assign to team members
- Efficient access to historic records during the Examination period



# Transport

## Issues Raised During Consultation

Concerns about number of HGV Movements

Concern about Lorry Route through Residential Areas

Concern about Enforcement and compliance to use roads at specific times of the day

## Mitigation Measures to be deployed

- Reduced the overall volume of fluid to be used, reducing flow back fluid transported off site
- Bringing similar activities together for different wells – to reduce the number of times equipment is transported to and from the site
- Identifying a route that passes the lowest number of properties, using a private access through an MOD site
- Traffic Management Plan and enforcement measures to ensure all HGVs use an agreed route











# Provides a simple record of activity and comments with access to original documents

Consultee Details | **Pre-Submission Records** | Post-Submission Records

## Pre-Submission Consultation Records

The list below contains the consultation records for the consultee. Use the search box to filter the list

All

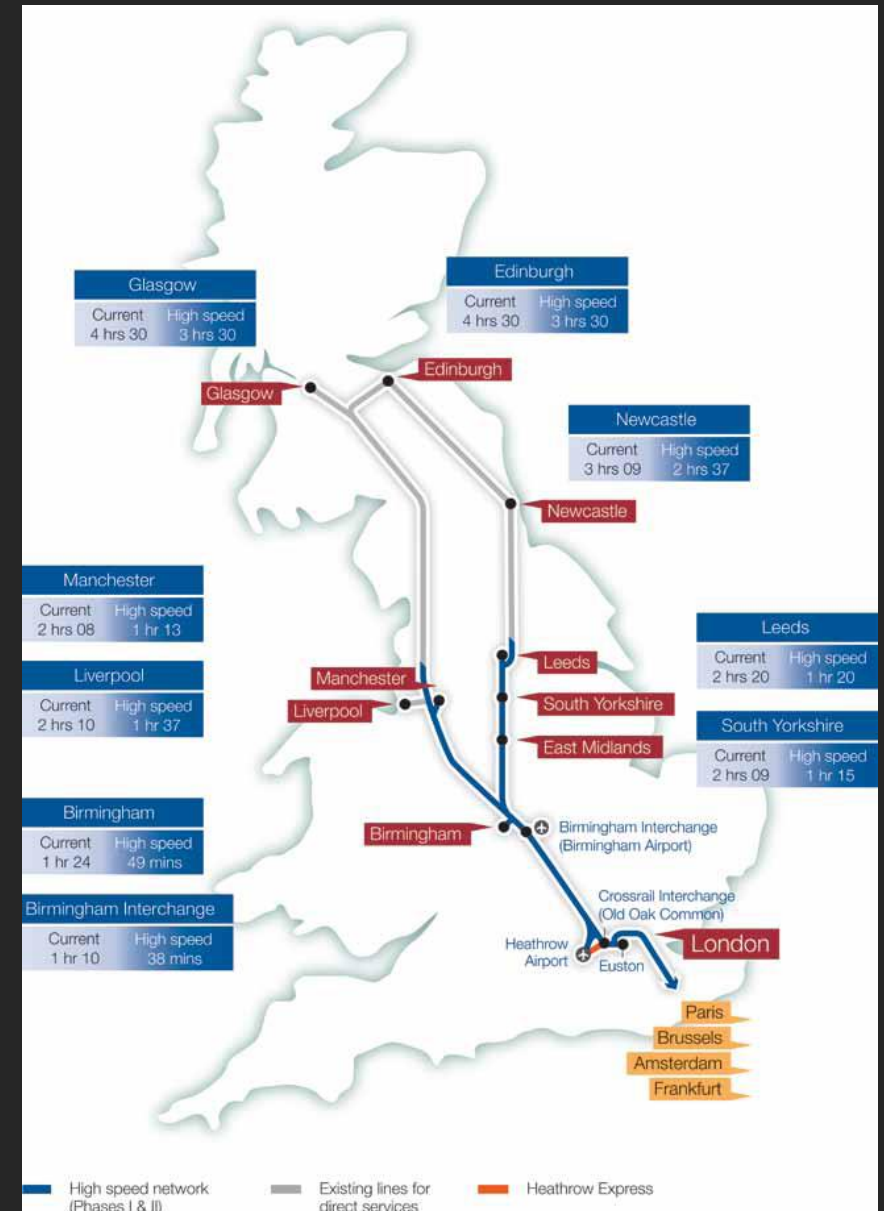
<b>November 29, 2014</b>	Pre-application non-statutory communications	<a href="#">s42(1)(b)_2_008_29.11.14.docx</a>	 
Update on programme for the submission of the DCO application. Attendees: Claire Spencer (South Cambridgeshire District Council) Ian Parker (Project Director) Nicky Leggatt (Stakeholder Lead)			
<b>October 20, 2014</b>	Pre-application non-statutory communications	No document	 
A presentation of the Environmental Statement key findings to stakeholders. Included: Environment Agency, English Heritage, Natural England, South Cambridgeshire District Council, Huntingdonshire District Council, Cambridgeshire County Council, Cambridge City Council. HA and J2A attendees included: Mike Evans, Michael Whitehead, Tom Lees, Thomas Darcy and Adrian Dawes			
<b>September 23, 2014</b>	Pre-application non-statutory communications	No document	 
Second statement of common ground inception meeting. No meeting notes available			
<b>September 11, 2014</b>	Pre-application non-statutory communications	<a href="#">s42(1)(b)_X_019_11.9.14.docx</a>	 
Workshop to discuss the draft Code of Construction Practice.			
<b>September 11, 2014</b>	Pre-application non-statutory communications	No document	 

# Case Study 2: HS2



# Stakeholder issues

- Noise & Vibrations
- Landscape & Visual
- Property & compensation
- The Case for the scheme
- Myths and unknowns
- Challenge - making complex information accessible



# Noise & Vibration

- Roadshows include sound booths that play simulations of the route in four locations along the route Independently verified
- Created by Arup, uses sound recordings taken from French TGV high-speed services and lays them over background recordings
- Makes a technical issue accessible
- Plan is to create 8 more for along the route



# Making complex information accessible

**ENVIRONMENT**  
**High Speed Rail Consultation**  
 Department for Transport

## Noise – Summary Note

Find out here about:

- what causes railway noise;
- how noise effects can be reduced;
- how we predict noise levels and the number of dwellings affected;
- our current assessment of noise effects from HS2 (London to West Midlands); and
- what we would do next.

**What causes noise?**

The noise made as a train passes along a track comes from a number of sources:

- mechanical noise from motors, fans and other equipment on the train;
- rolling noise from wheels passing along the rails (up to 170–190 m/s);
- aerodynamic noise from the train body and electrical equipment.

- Locating the route away from areas of population where possible;
- Locating the route close to existing transport corridors; and
- Lowering the route alignment or placing it in cuttings or tunnels.

**LOCAL AREA**  
**High Speed Rail Consultation**  
 Department for Transport

## In Your Area 4: Denham to Amersham

Find out here about:

- what is proposed between Denham and Amersham;
- what this means for people living in the area between Denham and Amersham; and
- what would happen during construction.

**What is proposed between Denham and Amersham?**

Shortly after crossing the River Pinn the proposed line would enter a brief stretch of cutting. It would then cross the Colne Valley on a 2¼ mile long viaduct which would generally be 12 metres high, rising to 16 metres at its highest point. The route would then continue on a series of embankments and cuttings across farmland towards the M25.

**What this means for people living in the area between Denham and Amersham**

**Landscape**  
 Adjacent to Denham the railway would cross the Colne Valley on a viaduct. We have positioned the structure so that it is at tree height. If the Government wishes to proceed with this proposal we would then obtain consent from the M25.

**SCHEME DEVELOPMENT**  
**High Speed Rail Consultation**  
 Department for Transport

## Arrangements for dealing with property blight

**How we have effects and improve**

- When we do we used a noise effect.

Find out here about blight – the adverse effect that HS2 (London to West Midlands) may have on some people's ability to sell their property – and the arrangements that are, or would be, in place to address this. These include statutory provisions, which the government is obliged to provide by law, as well as additional 'discretionary arrangements'.


A separate factsheet gives details on the Exceptional Hardship Scheme (EHS) which is currently in place for those who urgently need to sell their property and would experience exceptional hardship if they could not.

**High Speed Rail Consultation**  
 In Your Area 4: Denham to Amersham

The route would be a six mile long viaduct north of Chalfont St Giles. The viaduct would be in a deep retirement valley between Amersham and Chalfont St Giles.


Any future cuttings would be subject to a design at this stage.

**Plan of viaduct and surrounding area**



As noted above for most of its length the track level of the viaduct would be 12 metres above the surface, rising to 16 metres above at its highest point. The picture below gives an example of how the proposed viaduct might look.

Looking north, this visualisation shows the HS2 railway crossing the Colne Valley



Source: HS2 Ltd

It would take two to three years to build the viaduct from several work sites along its length. We have not considered locations for work sites yet. We would work closely with local authorities and residents to ensure that any disruption during construction would be minimised, including construction traffic movements.

**Tunnel between the M25 and Old Amersham**

**Why would the tunnel be needed?**  
 The Chilterns is an Area of Outstanding Natural Beauty (AONB) and we need to limit any effect the new line would have upon it, wherever possible. Tunnelling would avoid landscape and visual effects in this part of the AONB. To pass through this section of the route we propose to construct a six mile tunnel (please see map in the centre of this factsheet).

**What happens below ground?**  
 The tunnel would pass about 30 metres below ground level (from surface to highest part of tunnel) for most of its length. It would be formed of two circular tunnel bores, each containing one track. The tunnel bores would be about 16 metres apart and would be linked by cross-passages every 250 metres. In the event of an emergency these would enable passengers to pass from one tunnel to the safety of the other.

**What would I notice above ground?**  
 Any ground settlement caused by the tunnel construction would be imperceptible owing to the depth of the tunnel. All properties above the tunnel, however, would be independently surveyed before and after construction to ensure that in the very rare instance of any effects on property they would be rectified at no cost to the owner.



# Lesson Learned

- Early engagement – identification of key issues in a timely manner
- Use of innovative tools to make complex information accessible
- Consent & license is the start of a new phase of stakeholder engagement
- Ongoing communications throughout the consents process – avoidance of myths and speculation
- Open, honest and based on fact