

From: [REDACTED]
To: [Aquind Consultation](#)
Cc: [Aquind Interconnector](#)
Subject: Re: AQUIND Interconnector
Date: 07 September 2020 14:56:21

Dear Tom,

Thank you very much for your comprehensive response, but I will have to respectfully disagree with its conclusion. I am not planning on a point by point rebuttal as I think we have views on the “comprehensiveness” of this consultation are significant. As per the photographs I submitted to the planning inspector for the area covering Bransbury Park, they showed in at least two locations, just half the notice being put up, for clarity this was a double sided sheet which was cable tied to a lamppost or signpost, meaning that only half the details of the application were visible including the all important contact details of the planning inspector. I appreciate that you were not responsible for putting up these signs yourself, but nevertheless this is what the photographic evidence shows and which is why in my opinion it was inadequate. I still contend that these were erected very late on in the process based on walking in this area at least once every two days. This view is further strengthened by the low response rate - just 155, including the statutory consultees. Having run many consultation exercises from planning and license applications to removal of TPOs, residents parking schemes and so forth as a local councillor I would have expected a much higher return. I would be grateful if you could confirm 155 was along the entire route? Could you further clarify how many of these were statutory consultees and how many were local residents?

Turning to the neighbourhood notification letters, please could you provide we with more detailed maps covering sections 9 & 10, where they were sent as I am willing to canvass these areas? I require more detail as given the limited size of the images and thickness of the redline it is difficult to identify exactly which properties received the letters and which were excluded on the boundary. This survey would allow us to test whether the residents had indeed received the letter, or seen a sign about the application. I would be happy to share the results with you and for transparency I would share them with planning inspector and any other interested party/parties.

Kind regards,

Alistair Thompson

On 3 Sep 2020, at 17:55, Aquind Consultation <aquindconsultation@becg.com> wrote:

Dear Mr Thompson,

Please find attached a letter from AQUIND in respect of the points raised at the Preliminary Meeting on 18th August 2020. Copies of the previous correspondence referenced in the letter can be viewed and downloaded [here](#).

Kind regards,

Tom

AQUIND Community Relations Team

01962 893869 | aquindconsultation@becg.com
www.aquindconsultation.co.uk

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<Response to Mr Thompson (Sept 20).pdf>

From: [REDACTED]
To: [Aquind Interconnector](#)
Cc: [REDACTED]
Subject: Objection
Date: 05 October 2020 15:12:09
Attachments: [Section 48 Notices - AQUIND Interconnector.pdf](#)

Dear Inspector,

I write to object in the strongest possible terms to the Aquind interconnector infrastructure project, due to come to land here in Portsmouth.

I object to these plans for the following reasons:

1) Lack of clarity, overly complicated/technical and ever-changing plans.

Example: Milton allotments weren't part of the formal consultation with the public as an area that could be affected. In latest plans released by the company this area is now included.

2) Lack of quality engagement with the public.

Example: There have been several poorly managed consultations with the public, including letters to residents asking for home owners details and house prices. Poorly designed and located signs, which were only put up towards the end of the consultation period as evidenced in my previous email communications. While this latter point is disputed by the applicant my photos are time stamped and clearly show their setting. The document provided to me by the applicant, less than a week ago on the 30 September, (copied below) regrettably were taken in the dark so I am unable to reach a conclusion about where they were sited. Furthermore the detailed maps I requested from the applicant, so that I could carry out a detailed examination of the consultation process, with a door to door survey have not been provided. In short the consultation process has been inadequate and certainly fallen below the standard of both local and national infrastructure projects such as HS2, Chichester Bypass Improvement Scheme or the City Plan. As I said previously public participation and consultation lies at the heart of the statutory planning process. The general principles concerning public consultation were set out by Lord Woolf MR who said: "It is common ground that, whether or not consultation of interested parties and the public is a legal requirement, if it is embarked upon it must be carried out properly. To be proper, consultation must be undertaken at a time when proposals are still at a formative stage; it must include sufficient reasons for particular proposals to allow those consulted to give intelligent consideration and an intelligent response; adequate time must be given for this purpose; and the product of consultation must be conscientiously taken into account when the ultimate decision is taken." This application does not meet this high benchmark or come close to it.

3) Disruption to the city.

Portsmouth is the second most densely populated city in the country after London. There are 3 roads off and on to the island.

Example: The plans show that one of these roads (Eastern Road) would have lanes closed to traffic. These works would dramatically reduce the access to the city for a considerable period of time, causing huge delays backing up onto the M27 and A3.

4) Environmental impact on the city.

Example: The plans go directly through green spaces, protected areas and areas with specific wildlife protections. Milton common, locks and now Milton and Eastney Allotments. If this goes ahead the effect on wildlife due to increase in pollution/traffic levels of idle vehicles in the surrounding area due to disruption caused by the projects road works will be catastrophic.

Another example would be the disruption to the Brent geese, which are protected by the Wildlife and Countryside Act 1981, along parts of this route.

5) No detailed examination of alternative routes

Having read some, but not all of the documentation, I feel that the case for this particular route has not been adequately made. Why was a sea base route not considered, or alternative landing sites?

6) Compulsory Purchase Order

I also have grave concerns over the CPO granting rights to the applicant or their operator for a total of seven

years. The duration of the CPO seems completely unnecessary and could potentially have a deleterious impact of other developments or work which the City or other land owners might wish to carry out.

7) Lack of indemnity

The current lack of financial information on this project is also a point of concern. As far as I can tell the money necessary for this project is NOT in place, unlike other major projects. Should this not go ahead, or development work commence but is not completed including any remedial work, who is responsible for this and how will the company indemnify this?

8) Impact on Eastern Road Bridge

While I am not an engineer, I have concerns about the impact of 'hanging', my non-technical description, of what seems to be proposed by the applicant. Has a detailed survey been carried out about the possible impact this would have on a vital piece of local infrastructure.

I hope you will seriously consider these points I make.

Thank you for your time.

Best wishes,

Alistair

Alistair Thompson



Think before you print - do you really need to print this email? If you do, print it double sided.

The information in this e-mail is confidential and may be legally privileged. It is intended solely for the addressee and others authorised to receive it. If you are not the intended recipient, any disclosure, copying, distribution or action taken in reliance on its contents is prohibited and may be unlawful.

Dear Mr Thompson,

Thank you for your email.

To confirm, and as per our previous correspondence, all statutory notices, including those in proximity to Bransbury Park, were erected on 26 February 2019 in advance of the pre-application community consultation commencing. Photographic evidence of those notices erected in the vicinity of Bransbury Park is attached to this email.

In addition to the aforementioned site notices, the consultation was widely publicised through a wide variety of other means, including newsletters sent to 16,592 households and businesses in the vicinity of the Proposed Development (an area known as the 'Primary Consultation Zone' or 'PCZ').

The pre-application consultation was also advertised in a number of local and national publications (including the Portsmouth News, Hampshire Chronicle, Horndean Post, The Guardian, Lloyd's List, Fishing News) and via targeted social media adverts for Facebook users living within proximity of the Proposed Development.

Hard copies of the consultation materials and USB memory sticks containing electronic copies of these were provided at 10 deposit locations across the area affected by the Proposed Development. The consultation materials were available via the project website at www.aquindconsultation.co.uk throughout the pre-application consultation. Posters were also placed at Amber Dock, Eastney Harbour, Langstone Harbour, Selsey Town Centre, Chichester Harbour and Bembridge Harbour.

With regard to the number of responses, I can confirm that the 155 responses were received from members of the community, whilst a further 34 responses were received from statutory consultees and 11 additional responses received from non-statutory bodies. As such, 200 responses to the consultation were received across all categories.

With regard to your query concerning the newsletter distribution, copies were sent to all households and businesses within the Primary Consultation Zone, defined as a minimum of 100 metres around the Proposed Development's indicative cable corridor; 500 metres around the landing point location; and covers the area in the vicinity of the proposed Converter Station.

Within the vicinity of Bransbury Park, University of Portsmouth and Milton Common, a total of 4,389 residential and business addresses were identified as being within the PCZ. Across the administrative area of Portsmouth, a total of 5,848 residential and business addresses were identified as being within the PCZ.

Please note that the figures above relate only to the correspondence associated with the community mailing carried out in accordance with Section 47 of the Planning Act 2008, and do not include other correspondence issued by AQUIND in accordance with other statutory pre-application requirements of the Planning Act 2008, for example, to persons identified as having an interest land potentially affected by the Proposed Development (pursuant to Section 42(d)).

Whilst we appreciate your concerns, by accepting the Application for Examination, PINS has deemed that the Application has met the legal requirements for adequate pre-application consultation.

I hope this provide some clarity.

Kind regards,
Tom

AQUIND Community Relations Team



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From: Alistair Thompson <[REDACTED]>
Sent: 07 September 2020 14:56
To: Aquind Consultation <aquindconsultation@becg.com>
Cc: Aquind Interconnector <aquind@planninginspectorate.gov.uk>
Subject: Re: AQUIND Interconnector

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<Resepsonse to Mr Thompson (Sept 20).pdf>

Section 48 notices erected in the vicinities of Bransbury Park, Milton Common and the University of Portsmouth on 26th February 2019.

Milton Common

Notice affixed to street furniture located on the eastern side of A2030 Eastern Road at the junction with Tangier Road.



Notice affixed to street furniture on the eastern side of A2030 Eastern Road next to an informal pedestrian crossing with a refuge island. View is to the south, Milton Common situated to the left.



Notice affixed to a “No Entry” sign on the norther side of Moorings Way, outside of the Moorings Way Infant School. View is to the east with Milton Common situated on the left.



Notice affixed to lighting column 1, Schooner Way, eastern side.

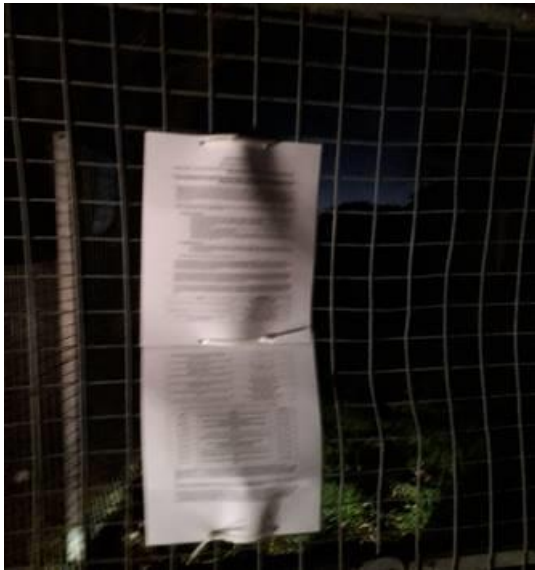


Notice affixed to a beachside warning sign at the footpath junction directly east of the Moorings Way junction with Sanderling Road.



The University of Portsmouth

Notice affixed at Milton Piece Allotments, access point from Meryl Road next to Towpath Mead.



Notice affixed to lighting column 31 on the eastern side of Moorings Way at the junction with Sanderling Road. View is looking south towards the University of Portsmouth Langstone Campus student halls of residents.



Notice affixed on pole at the southern end of the Moorings Way to Furze Lane bus link. View is looking towards the University of Portsmouth Langstone Sports Site.



Notice affixed at the northern end of Longshore Way at the turning head.

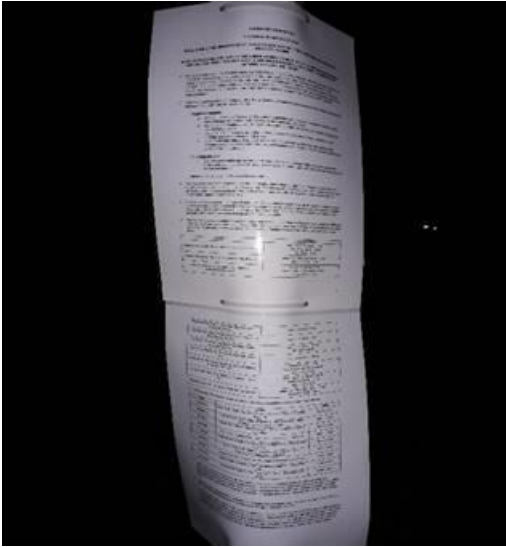


Notice affixed on street furniture outside of 276 Locksway Road, Portsmouth. West of Waterlock Gardens.

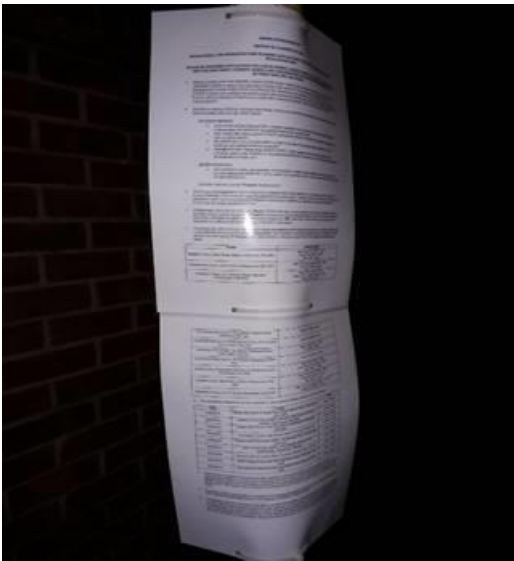


Bransbury Park

Notice affixed on Glasgow Road, east of the junction with Tranmere Road.



Notice affixed to lighting column 20, Kingsley Road northern side, next to Yeo Court.



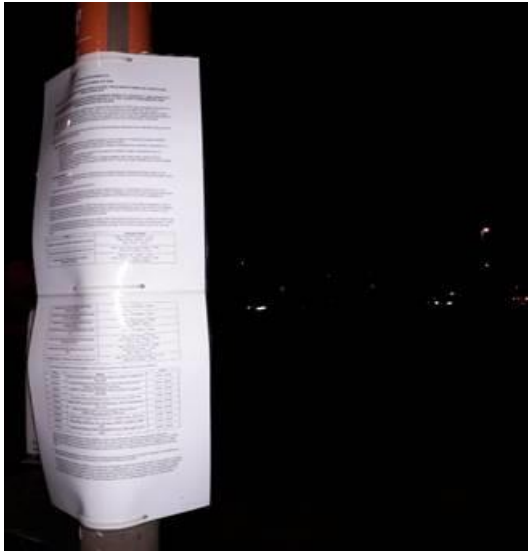
Notice affixed to lighting column 23, Kingsley Road northern side, next to Torfrida Court.



Notice affixed on footpath at the northern entrance to Bransbury Park from Kingsley Road / Ironbridge Lane junction.



Notice affixed at the southern end of the footpath running through Bransbury Park, at Bransbury Park car park. View is looking west towards Bransbury Road.



Notice affixed at the south east of Bransbury Park, next to Eastney Community Centre and multi-activity courts.

