From:	Cahill, Patricia
To:	Aquind Interconnector
Cc:	Jones, Donna (Cllr); Maguire, Ian; Vernon-Jackson, Gerald (Cllr)
Subject:	URGENT letter sent on behalf of Councillor Donna Jones re Aquind Interconnector
Date:	05 October 2020 16:39:53
Attachments:	DJOUT005PC - To Aquind Planning Inspectorate re Interconnector in Portsmouth.pdf
Importance:	High

To whom it may concern,
Please see attached letter from Councillor Donna Jones, Leader of the Conservative Group at Portsmouth City Council, stating her objections to the Interconnector in Portsmouth. I would be most grateful if you could send through an acknowledgement of receipt of this letter.
Many thanks

Patricia Cahill
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Portsmouth
CITY COUNCIL

Councillor Donna Jones

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Ref: DJOUT005PC

Date: 5 October 2020

URGENT
Inspector
Aquind Panning Inspectorate (via email)

Dear Inspector,

Re: Application for Interconnector - Portsmouth

I first became aware of Aquind's intentions to build an interconnector cable though the City of Portsmouth, when they approached me in the autumn of 2017. At the time I was the Leader of Portsmouth City Council. We met in the spring of 2018 at Portsmouth City Council where they came and presented their plans to me and the senior planning and regeneration team as well as our City Solicitor.

Having considered their scheme in detail ahead of our meeting, I made clear to the Aquind team when we met, that I was opposed to their proposed route for the new interconnector cable. The route they shared with me, landed the cable on the beach in Eastney immediately adjacent to a part of the beach which is of SSI. This caused me some concern due to the environmental impacts. The route was planned through Milton in the bottom south east corner of the city of Portsmouth. The aim was to channel the cable underground the whole length of the A2030 - Eastern Road. I pointed out that not only was Portsmouth the most densely populated city in the UK outside of London, but owing to its geography - being an island peninsular, there were three main roads on and off the island. Channelling underground one of the cities 'key-route network' roads for months at a time, was going to cause significant issues and congestion in the city. As Portsmouth is a small city, when one of the roads has a blockage, the other two quickly become an issue and the city is known to 'grid-lock' when this happens. Other specific issues with the proposed route were two-fold:- firstly Portsmouth Football Club is at the end of the A2030 and on match days the traffic is very heavy, often backing up on the A27/M27 controlled by Highways England. The second concern I had was the on-going battle the city was and still is having with the DfT regarding the improvement of air quality.

/Continued

Councillor Donna Jones
Conservative
Hilsea Ward
Conservative Group Leader
Vice Chair of Employment Committee

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Advice Centre: Available by appointment.

The city has breached the acceptable levels of nitrogen dioxide in the atmosphere for several years. One of the worst breach points in the city is at Velder Avenue - immediately at the southern end of the A2030.

During the meeting, I enquired about the other routes Aquind had considered, such as Langstone Harbour. They explained to me that due to the Special Scientific Interest in the harbour, they would be unlikely to gain the permissions they required, as Natural England would object. I explained the SSI in Eastney on the beach and the air pollution issues. These were noted and no resolution was reached. I wrote to Aquind a week later to formally register my objection as the local authority.

I have since had time to consider the new route, and whilst I am pleased to see that the proposed route misses out large sections of the A2030 - Eastern Road, I am seriously concerned about the proposed route through Farlington at the top of Portsmouth and through the key-route networks of Farlington Avenue and London Road through Widley and into Waterlooville. The congestion and air quality issues this will cause will have a direct and detrimental impact on human life and the living conditions of hundreds of thousands of people living in the surrounding areas.

Previously I had discussed with Aquind routing the cable under the motorway and along the A3 motorway to reach the new proposed sub-station in Lovedean. This would have a minimal impact on the lives of those people that live in the area. I am shocked by the proposed route. Clearly, Aquind have not prioritised the best way to cause the **minimum impact** on businesses, public transport and homeowners, but instead I can only assume they have gone for the route where the consents due, come from local authorities instead of Highways England and or multiple farmers and landowners. Is this for financial reasons? This is a sad indictment on this company and one I hope local people note.

I also wish to place on record my concerns about one of the variations of the route proposed going past Solent Infant School. Schools are congested areas at the best of times, and with large sections of the road dug-up, in particular Farlington Avenue. This road is a key route, when there is an accident on the M27/A27, I cannot see any way these works could be carried out without maximum disruption and a significant detrimental effect on thousands of people's lives.

My final objection, is the application for the CPO of public highway. I can see absolutely no reason why Aquind need to own the land the cable will run through. When you consider the length of the route, and the complexities of creating multiple new titles (should this application be granted) leases along the public highway would suffice. It will also make it more complicated in terms of ongoing road maintenance, public liability and other utilities such as the Gas networks who are used to working with local authorities in such matters.

Thank you for taking my objections into consideration.

Yours faithfully

[redacted]

COUNCILLOR DONNA JONES
Leader of Conservative Group