

# Audio\_AQUIND\_OFH1\_Session1\_07122020

Mon, 12/7 12:48PM • 58:08

00:07

Well, good morning. Welcome to this open floor hearing, which forms part of the examination of the application for the aquin interconnector nationally significant infrastructure project.

00:19

Before we introduce ourselves, there are a few preliminary matters. Can I check with the case team? You can hear me and that the recording has started?

00:28

Yeah. Hello Mr. Mohan. Yes, I can hear you and the recording has started. Thank you very much.

00:35

Please could all participants ensure that they are on mute unless invited to speak and please could use silence or turn off any mobile phones that you're not using to access this hearing. We'd also ask you to keep your camera switched off. Whilst you are not speaking.

00:53

This hearing is taking place virtually online on the Microsoft Teams platform. But the format content and procedure will be very similar to the traditional face to face open floor hearings that have been held for previous DCM examinations.

01:09

So two introductions. I am Andrew Marr. I was appointed on the 12th of February 2020 under Section 65 of the Planning Act 2008. Under delegation from the secretary of state as the lead member of a panel to examine this application.

01:28

I have a background in ecology and environmental impact assessment. And I'm a chartered environmentalist and a chartered landscape architect.

01:38

My fellow panel members were appointed on the same date and hour and asked them to introduce themselves starting with Mr. Wallace.

01:46

Thank you very much. Good morning.

01:51

I'm a chartered.

01:58

Mr. Wallace. We seem to have lost your memory.

02:04

Right. Can you hear me now? Yes, I can hear, hear, hear and see you. Now you did phase out for a while there though. Apologies. No, just read reintroduce myself. I'm David Wallace, my charter member of the royal Town Planning Institute of academic qualifications and environmental planning. I will hand over to Mr. Roscoe.

02:23

Good morning. I'm Steven Roscoe. I'm a chartered civil engineer and I've got a background in engineering and development.

02:32

Can I also mention our planning Inspectorate colleagues working with us on this examination, some of whom you will have spoken to already have been Jones is the case manager leading the planning Inspectorate case team for this application. And here's a company today by two case officers, Steven Parker and Kj Johnson.

02:51

We are examining an application for an order for development consent for the upwind interconnector which is a nationally significant infrastructure project. The application has been made by aquin limited, who we will refer to as the applicant.

03:07

You will find information about the application documents produced for this examination on the planning Inspectorate national infrastructure website.

03:16

This has a landing page for this project on further pages that set out examination procedure. The examination timetable, and examination documents

03:28

are of Tuesday, the 15th of September 2020 includes the web address.

03:35

This hearing has been held in Microsoft Teams, the participant should not use the chat function as it is not in operation today.

03:43

Should you wish to make an urgent comment, you can use the hands up function. Please be advised that there may be a delay before we see it. And please wait to be invited to speak.

03:55

Telephone participants should clearly state their name if they wish to make an urgent comment. But again, please wait to be invited before making your contribution.

04:05

Please speak loudly and clearly when you are making submissions, especially those on the telephone.

04:12

The applicant has arranged for this hearing to be live streamed on the website of production 78. Please be aware a chat function on the production 78 web page is not in use either.

04:25

If you participate in the hearing, it is important that you understand that you will be recorded and live streamed and that digital recording with subtitles will be published. It will be made available on the project page of the national infrastructure website that I referred to earlier.

04:43

The planning inspector to practice is to retain these recordings for a period of five years from the Secretary of State's decision on the development consent order.

04:53

Because your digital recording is retained and published. It forms a public record that can contain your personal information.

05:00

And to which the general data protection regulation applies.

05:06

To avoid the need to edit the digital recordings, we ask you to try your best not to add information that you wish to be kept private and confidential, such as addresses details of your home, personal financial matters or medical conditions to the public record.

05:23

Please do not make unattributed references to any other person's situation information or opinions.

05:31

If you will, we consider that there is no alternative to the disclosure of such information, we will agree a process to enable it to be made available without it forming part of the public record.

05:43

The normal way to do this will be to ask you to make general oral oral submissions, but to include any private and confidential information that you need to support it in a written document.

05:54

While status and Doctor document will also need to be published, it can be redacted before publication takes place.

06:04

So I'm going to move on to agenda item two, which are the arrangements for this open floor hearing.

06:11

This is the first have to open floor hearings today. There will be a second open floor hearing for other contributors this evening at 630.

06:21

Our timetable also includes provision for further open floor hearings in the weeks commencing 14th December 8 and 15th of February, if they're required, but these would be only for any new speakers, as each interested party is restricted to one open floor hearing slot.

06:40

An open floor hearing provides an opportunity for interested parties to make submissions to the examination and also for the examining authority to ask any questions should their eyes

06:53

We have read the relevant and reps written representations that have been made.

06:58

This hearing provides interested persons with the opportunity to emphasise and explain key points and to provide factual information to help us fully understand their concerns.

07:12

speakers will have the opportunity to provide us with a written summary of that oral submission, together with any supporting evidence or references to documents that they quote by deadline six on the examination timetable, which is Wednesday the 23rd of December 2020.

07:31

In terms of the procedure for this hearing, we will hear in turn from each of you who have told us in advance that you wish to speak.

07:40

In order to make best use of hearing time and to ensure fairness. Each speaker will be given a maximum of five minutes speaking time, as is common practice in national infrastructure examinations.

07:53

A warning will be provided for each speaker 30 seconds before the end of their allocated five minutes. This warning takes the form of alarm, which I'll demonstrate now.

08:09

I hope you can all hear that. So that is the four minutes 30 seconds timer, and a second alarm will go off for five minutes to bring your contribution to a conclusion.

08:22

We do have the discretion to extend the time if we believe that there will be clear benefits to the examination, but nobody should rely on this. So please ensure that you complete your submission within the five minute limit. We may then ask you some questions based on what you have presented to us.

08:39

I should also point out that if you bring up matters which are not relevant to the examination, we may interject to explain this and to ask you to move on to your next point.

08:50

The applicant will be invited to respond to the points made in the representations either after each one before we close the hearing, or in writing by deadline six. Who is representing the applicant at this hearing please.

09:09

So as I appear on behalf of the applicant this morning, together with Mr. Martin Jarvis, my name is Simon bird Queen's counsel instructed by Herbert Smith free hills, and Mr. Martin Jarvis is is employed by Herbert Smith free hills.

09:26

Thank you very much Mr. Becker.

09:30

So those of you that haven't attended proceeding such as these, there is necessary formality. I want to I would ask you to refrain from interruptions. These are most unhelpful to us potentially disruptive to those who are speaking and could in some circumstances lead to an award of costs against the person responsible.

09:51

I will now hand over to Mr. Wallace for agenda item three.

09:56

Thank you very much.

09:58

For agenda item for

10:00

I have a list of those who have indicated that they wish to be heard today and we intend to hear from you in the following order.

10:09

We'll hear first from Portsmouth City Council. And then Councillor Matthew Whittington, followed by Councillor Luke Stubbs and Councillor Judith Clemmensen will then hear from Mark Harris of free PHS. On behalf of the University of Portsmouth, we'll hear from Kimberly Barrett, firstly as an individual, and then secondly, on behalf of the keep Milton green Action Group, but then hear from David Langley, on behalf of him, his health and his wife will then hear from Viola Langley on behalf of the Let's stop aquin Action Group in Jim's very yard, and then finally, Paula Langford Smith and Kevin andreoli. On behalf of the parish Council of denmead,

10:54

I'd once again asked you to speak clearly when you're called to make your submissions.

11:00

At some point during that list, we'll take a comfort break, and we'll see how we go as to when that occurs. Once you've sent your piece and you've had a chance to have examiner 40 questions and responses from the applicant, you're more than welcome to stay on the line and observe the rest of the proceedings. Or you may leave the hearing after you've spoken.

11:29

So they're moving on to agenda item four, and to hear the submissions from the interested parties.

11:37

And Firstly, can I confirm who will be speaking for Portsmouth city council please?

11:45

Ian McGuire.

11:47

Okay. Thank you very much, Mr. McGuire. Where as the when you're ready, please present your submission.

11:55

Thank you. This submission is obviously in addition or in summary to the written submissions that we have previously made at the previous deadlines and obviously in our representation, examining authority really aware of pccs concerns about acronyms failure to effectively engage with the council and other stakeholders at a pre application stage of the DCR process and the consequent failure to appropriate frontloader application with the necessary certainty and quality. The applicant has provided lists of times it's been in contact with PCC prior to the application. The sheer absence of any meaningful content and lack of information provided by wind, as well as any evidence of understanding

and quality response to PCs concerns is in our view telling PCC maintains that Portsmouth is not a sensible choice for landfill given the extraordinary disruption that it presents to the most densely populated city outside London. The selection of landfill enforcement has been not intuitively reviewed to account for the identified disruption to the road network and economy and greenspace to the city. And this has led to an application that is poor and DCR, which must fail from first principles. By the way through to continued later amendments, journeys. amination process

12:59

gotten the decio would have adverse consequences of traffic management along key corridors onto pawsey. Island, and to the treating road network and to air quality through the disruption of traffic flow. This will lead to conflict with the ministerial directive to improve air quality and insufficient mitigation to the impacts of transport infrastructure have not be considered failing to comply with the guide to the national policy statement for energy. Sports pitches will be taken out of use during construction and brands breed Langston and farlington will be subject to disruption in fact when to take up and repair cables during operation. These pitch facilities provide support in a city that suffers from significant health inequalities and supports clubs and recreation for the well being of our cities communities. Aqua has not assessed these impacts adequately and offers no avoidance mitigation or eventual betterment. clubs are simply expected to put up with a prolonged period of uncertainty of being able to trade and play home games for unspecified periods of time, subject to naive assumptions with respect to pitch reinstatement. The current uncertainties with the proposal creates potential significant effects from ecology both overwintering birds and bats and reptile habitat in the city. Certain parcels of land along the route along the route options are known to be contaminated. Most notably Milton common napkin submission did not account for an appropriate sampling rationale, as I've been testing and does not comply with the wishes standards at this stage.

14:15

Aqua has also been able to offer detail of the impacts he would have on specific trees in the city and seeks unacceptable power to interfere with the most important public assets without proposal for replacing them. This will be ecologically unacceptable and detrimental to the community of the Arizona route. Integrated routing and timing presents a number of opportunities to conflict with plans to build the city's flood defences and proposed works for transforming cities fund including accumulated travel disruption, and impacts upon protected birds. The draft ecfe were to be granted and the cast is clear that it should not would require significant amendments both in the exact wording and general approach overreaches and fails to justify the posit seeking principle and in detail. This is amplified backwards desire to fell trees and close trees outside the order limits. I couldn't resist that resisted the use of existing roadworks permitting schemes for far too long before

15:00

Receiving the benefits of utilising and establish an effective local system. In addition to the power store accuracy can pay for acquisitions and special rights over significant areas of land during construction and operation of the scheme. Again, aquin seeks exceptions to the usual processes. This reflects a lack of genuine consultation and due diligence that would have revealed local sensitivities because he believes these exemptions have not been justified and consequently, if an order is granted, it should take the opportunity to place the various local authorities in an appropriate role to support and manage

a proposal to minimise disruption interference. They should include ensuring there is sufficient time to consider matters reserved by provisions and requirements but deemed refusals to ensure local interests are protected. With regard to compulsory acquisition, the draft order limits can still be more land than ever needed and has been forced to quite literally concede ground. PCC maintains Akron cannot demonstrate that it requires all the land seeks, nor there's a compelling case in the public interest just by granting this private company compulsory acquisition rights. The most acute failing to justify the purple is evident in four components the sensitive heritage landscape creating the setting was sheduled Monument in grade two stone to these two buildings, which has been selected to house a fence compound and buildings and fuel tanks. The structure these structures are only necessary due to the applicants attempt to unlawfully expand their proposal to include fibre optic cables, and RS the PCC has made clear is not permitted under the Planning Act, or even one and has led to aquin claiming more land and buildings that would be necessarily folly solely for the electric, interconnector and creating embarrass this associated harm to the hedge to the city. Backwards approach to special categories and of immense recreational value in densely populated city has not provided has not provided replacement land or other appropriate mitigation despite proposing to burden the land in perpetuity with onerous restrictive covenants and rights to expel the public from the land of short notice. This fails again the requirements of the Planning Act. PCC has had to highlight the status of these holders as affected persons with legal interest in the land to be the applicant after the examination can commence. And this is an extraordinary failure due diligence. intellitrace lacks approach that significant interference with property rights to the proposers. PCC, therefore do request to examine authority programmes to compulsory acquisition hearing in February 2021 to allow Lobban holders to speak examining authority.

17:02

Aqua has provided only the barest of assurances to its financial standing to indicate its development and compensate and as a private company, it's not clear to what extent the project's viability is based on the normal fibre optic elements. Kathleen does not know if and when they may receive financial support yesterday is difficult and obviously impediment to the scheme that cannot be underestimated, especially in light of accurate submission in the European Court of the impossibility damping to operate,

17:25

operate the voting connector in France without an exception with obviously noting the acronyms in a built in eligibility for an exception due to the loss of their recent PCI status. Because there is no compelling case in the public interest to interfere with human rights or landowners by granting compulsory acquisition rights. In conclusion, PCC says this application cannot be granted develop concerned aquent has not prepared for success by front loading this difficult work required for decio. And this certainly is making an extraordinary number of alterations to the basic elements of this application necessary at this examination progress. result is a draft order overreaches and defensively overcompensates acronyms upon understanding with compulsory acquisition needs, meaning that it's impossible to justify them. To compound that it is far from clear that the French offer scheme will achieve consenting time if at all, to provide a realistic prospect of the scheme coming to fruition. We'll also address the unpaid financing of the scheme. It follows that the application should be refused. And furthermore, the unmitigated harm and disruption of the highway network greenspaces recreation trees and ecology of the city all demonstrate the decision to make landfall in this fall, this commercial



development in the most densely populated city on the south coast was incorrectly made and should not be supported. Thank you.

18:33

Thank you very much, Mr. McGann very well done. Again, a lot of words in a very short space of time.

18:40

And I personally have no questions for you at this time. I wonder if I can just call in at this stage, Mr. Bird.

18:51

If you could turn your camera on if possible, and let me know what if you wish to respond to the comments now or at the deadline sixth place?

19:02

My intention will be to respond that deadline six.

19:06

Okay. Thank you very much. Thank you.

19:10

Thank you very much. Mr. McGuire. I don't believe we have any further questions for you at this time. Thank you.

19:18

Okay, we move on then to counsellor Matthew winnington either, sir.

19:25

Yes, I am. Yes, I am. Thank you very much. Okay. I'm just gonna change my background because it's an appropriate one.

19:33

Not a problem means prepare yourself and as you are ready, then please begin your submission.

19:45

Thank you very much. And thanks very much for letting me speak here today. I'm going to address a few issues and all about

19:57

the impacts to the area of ageing

20:00

Increased water. So the PVC, which this will go through, which I represent on port city council. So just to start with, I'd like to talk about the issues with the proposed horizontal drilling that will go between the

the sea, or perhaps even the beach and fulcrum or a car park. There's a particular issue here in terms of disruption that this will cause. And this is an area of the city which is very important to our leisure and amenity activity for local people. And for people visiting the city. Any horizontal drilling in this location will have a detrimental impact on the on on the local people who use the beach, but also on visitors coming in and using Southeast Asia Park, which is a which is a campaign and static caravan site. And that will have an ongoing impacts of disruption all the time that that horizontal drilling is going on. We also don't know whether the drilling will originate on the sea, or on the beach itself, that has not been made clear. And we have listed tank traps on the beach, and they may well be detrimentally affected as well. The second part I'd like to address is about the carpark for common road itself. And we know that the vast majority of the car park is going to be taken out of use for the vast majority of the time, that's aquanaut. In fact, using it and and we we know that they're saying they're going to be using it for at least 66 weeks. And, and for about 50 of those weeks, they are proposing to have 75% carpark out of use for anything other than ourselves. And this is completely unacceptable. And this is the carpark that enables people to use the beach in this area of the city. But also he plans which is next door. This is also a triple si next door

21:59

excuse me, triple si next door, and also again an impact on local people who live in this area. And this is not being explained as to how that will be mitigated. In fact, there is no possibility to mystification in terms of actual immunity, because the carpark is bounded by roads and a triple si you simply cannot go anywhere else, the impacts on parking in that area will be absolutely diabolical. And even in the summer, when we had the rush this summer, when we had the rush when we had the easing of lockdown, it was absolute chaos down there in terms of parking because so many people were trying to use it at once. If you take out that car park and that was with that car popping absolutely jam packed. If like our park is not in use more than half of it not in use, it will get much the worse it will have a hugely detrimental impacts on local people. And there is no mitigation proposed and even if there is mitigation proposed the only thing we see in terms of possibility of that is cash and it will be likely to be a very small amounts of cash and that will make no difference or no difference to the people in that area. The final area I'd like to address is about the impact on the road network. There is only one road with which gives vehicular access to the whole of the state east of the the stage rather east of the junction offence and roads and for common stripe ferry roads, that is for common roads, which then goes into ferry roads, if you block that access or that access is disrupted to the entire state. That means that all the people in there will have their their vehicular access motor vehicle access disrupted, it will mean that people cannot get in and out easily. It is a main bus routes or bus that goes to the ferry. So the hailing ferry which they important integrated transport structure infrastructure we have there. And it also has a hugely detrimental impact potentially on well, it does have an impact on the hour and Li we have a lifeboat station down there. If we have any crew that's live to the west of that junction, they will have disruption on the net. And that could mean that that they might be delays therefore, in the

24:26

in the lifeboat being launched, and therefore the lives of people at sea. And finally, this junction is right next to the century sent outside day Centre for people learning disabilities as covered mental health well being and social care. That is a sanctuary for people with learning disabilities. We have things like a century garden there is a very sensitive thought deeply means that if you put this day if you have lots

of disruption in there that will have a detrimental impact. This is a bad scheme. This goes to a very densely populated

25:00

City. This also massively will impact people in eastney is unacceptable. Please, please do not give

25:09

permission for this game to go ahead. Thank you very much.

25:13

Thank you very much

25:16

for your contribution there just a couple of questions if I can, and in terms of the lifeboat station, and how does that is operated sort of permanent Manning with

25:30

an overnight worker and a set of work or how does that actually operate?

25:38

So, my understanding is that there is a permanent there is one permanent member of staff who is employed by the lightpipe, lifeboat service. Who is who is the Coxon so effectively be the captain of the lifeboats. So they're the one permanent member of staff the rest of the crew are

26:00

our volunteers as of course all lifeboats.

26:04

Crew tend to be and, and that they have to live within a certain amount of time. So you have to live within a certain Note that you can get to lifeboat station within certain amounts of time. Obviously, part of that part of that amount of time is to the west of that junction, where obviously, because in normal circumstances, they were able to get from from A to B within the allotted amount of time. So that's, that's how that works. But they are apart from one, one person, they are all, they're all all volunteers. Okay. Thank you, um, on that front, and then just regarding the car park at Fort Campbell, and obviously, lockdown aside, that is a unique situation. But have you known the carpark to get busy and overcrowded under normal conditions? And if so, where do the the excess the overspill cars end up? Do you have any observations on that? Yeah, I mean, I used the I use the summer as a effectively because it was it wasn't just because a lockdown, but it was also very suddenly, very, very nice day in July. But know that that that carpark does generally get very full, very quickly, when it's good, whether it's a quiet, it's a quiet part of the beach, or it's a desirable part of the beach for people to go to. And and what happens is that when people can't park in the car park, they then park in neighbouring streets, but also on foot common road. So what you get is people double parking, actually some illegal parking, and we have to do enforcement down there. But it can get and obviously, that can disrupt the bus routes as well. So effectively. And when if you're taking out three quarters of the car park, which is one of the four

pilot periods, that will mean that that will happen at a much lower level. So even if it's, say, a decent Day in April or something, say around Easter, or just a nice spring day on the weekend, you could then see that very quickly fill up and then that would have that impact. And that there really isn't there's a lot of

28:21

the the off road parking that areas privates. So literally you will be you'd have to park on the roads. And there isn't actually that much legal parking space on the roads, especially once you get once you get West and the Melville road junction, which Melville road Of course, it's only cycling and walking access. So so that that would have that real detrimental impact, there is nowhere else the cost to go. Okay. Thank you very much. If you just hold on the line a second, I'll just refer to Mr. Byrd. And do you have any comments on that Please, sir.

29:00

So what I would intend to do now is to wait until the end and I've heard all of the speakers before deciding whether I need to say anything in response. Okay. I'll ask for your comments at the very end once you've heard other speakers then thank you.

29:15

Okay, thank you very much, Councillor Williamson.

29:21

Okay, now next on my list is counsel Luke Stubbs. Can I just ask the case team to confirm whether he is on the lighter? Hello, David herring case manager and I can confirm that Mr. Stubb, Councillor Stubbs hasn't joined us yet.

29:38

Thank you. Thank you very much. Then if, if Councillor Stubbs is

29:45

can get in contact with us if he is watching the live stream we can see if we can integrate him into this open floor hearing or make an alternative arrangements for him at a later date.

29:58

Next on my list then is

30:00

counsellor Judith Clemmensen oh that yes, good morning to you.

30:06

Morning and make yourself comfortable and in your own time we'd welcome to hear your submission please. Thank you. I speak as a resident of denmead, an elected Councillor for that ward. I fully concur with the submissions made by all local authorities and the concerns expressed by people and organisations opposing this project, but I wish to highlight other considerations which may be relevant

to this hearing. Since at Quinn's inception in 2014. There have been three very relevant changes affecting the UK which will have significant effect on our demand for and use of imported electricity. They are Brexit COVID and the climate emergency. First however, I would like to mention the Rochdale envelope approach being used by at Quinta cosas project, its use offers an opportunity for cost to x escalate when project details have been finalised. And although aquin will consider this commercially sensitive information, it is important to know if the guarantee is in place to ensure the level of secured funding will be sufficient to meet the full cost of the project. As a cautionary tale I refer to HS two initially estimated costs 37 point 5 billion, but due to ground conditions being more challenging than predicted, and of an overly optimistic under estimation of cost. The cost is now 110 billion and rising, therefore, On what basis is accurate and estimated 1.3 billion project costs and what contingency up left has been included for costing aspects of the project which have yet to be finalised Brexit when that couldn't began, but Britain had not voted to leave the EU and after four years in negotiations is now becoming more likely that we will leave without a trade deal. Despite the recent overturning of the Acer appeal decision by the ECG, I do not believe that Quint have yet secured approval and their PCI status appears to have been removed. According to this act the aquin this approval is fundamental to the being able to secure the necessary financial investment. Is this still the case? Britain may not benefit from the US internal energy market and now future access to European utilities market is already threatened. As the main purpose of cross border interconnectors is, I believe, to provide the security of supply and to enable cheaper electricity for the British consumer. It seems relevant to ask is it still wise for Britain to be dependent on more important electricity COVID-19 the covid 19 pandemic has forced our society to rethink the way we work shops socialise and travel. Online shopping has impacted Town Centre resulting in High Street businesses closing many people now work equally efficiently from home that's reducing travel and the energy needed to heat and light large office buildings. This inquiry is a prime example of how digital technology can reduce demand for electricity. Climate change, there is a climate change emergency, the Drax CCGT power station and promise of more offshore wind forms that I'm suggest Britain is moving towards a greater level of home produced green energy. new buildings use smart technology reducing demand for electricity. And although this may be offset by the move to electric vehicles, it is likely that Evie technology will be short lived as concerns about the sustainability of lithium ion battery production and the limited supply of copper and other metals. We'll see it replaced by the rapidly advancing hydrocarbon fuel cell technology as the means to power the vehicles which will further reduce demand for electricity in the UK. The National Grid excuse me, confirmed this year that electricity demand has fallen by 16% since its peak in 2002. And even if we all switch to EBS overnight, they estimate demand would only increased by 10%. Still below the 2002 level. And well within the range of manageable load fluctuations. We have four gigawatts of interconnected capacity online, and a further eight gigawatts approved are currently under construction in the UK. We will not know for some time if Brexit COVID. And the climate emergency will permanently reset the way our society behaves, or how significantly it will reduce demand for electricity. But if it does, there is likely to be an oversupply of both here and in Europe. And economically. It would then make sense to prioritise the use of the interconnectors operating under the cap and flow regime to prevent British consumers funding below floor payments. How would this impact at Queen's long term financial viability? What happens if there's no demand for imported electricity and the aquin lays dormant given the above is the inclusion of a commercial fibre optic cable now the primary project proceed. Following the Drax appeal. We know that the decision to grant the decio to Akron limited will be based on the current national policy

35:00

And five. However, bearing in mind the significant events mentioned about it is almost certain that the eagerly awaited UK energy white paper, which was due to be published in 2019, will conflict with a five published in 2011, resulting in a decision taken at this time, fallen outdated and possibly irrelevant policy document. I would respectfully request therefore, that the granting of the decision is not recommended at this time, citing that it would be prudent to wait and see if further interconnector capacity is still required. When the additional eight gigawatts of already approved interconnectors come online. And the impact brought by Brexit and COVID pandemic become apparent. Thank you.

35:45

Thank you very much.

35:48

There's a quite a quite a transcript there. And we have received that of course, we will be taking that into account. But thank you for getting through as quickly as he did well.

36:01

I personally have no questions for you. I'm not seeing any from my colleagues at the moment.

36:11

In which case, I'd like to just thank you for your contribution. And as you've heard at the end of the open floor here and the applicant will be responding. So thank you for that. Thank you.

36:26

Okay, next up, I have Mr. Harris of free gifts on behalf of the University of Portsmouth

36:34

and money. So thank you.

36:36

My name is Mark Harris, and I'm representing the University of Portsmouth in relation to their objection to the impact on the Langston campus site. Their objection has been presented in our submissions to date. And so I wanted to provide the examining authority with an update on discussions we've had with the applicant and additional evidence information to assist you today. We met with the applicants team on the 20th of November, and following that the university provided the applicant with additional information which is in appendix one of my transcript. A meeting note was prepared by Evanson young addition to us on the 27th, which is in appendix two. Due to time constraints, you weren't able to agree a statement of common ground. So what I wanted to do today was just to highlight key areas of agreement and disagreement.

37:17

In terms of agreement University notes and welcomes the proposed emission of the first lane route and the order limits. subject to this being confirmed it removes that part of their objection. In terms of

disagreement University continues to object based on the impact on recreational activity on their playing pitches, and the development potential of that site. In terms of recreational activity, the playing pitch is identified on plate five of the framework management plan. These form part of the sports centre and the use for all sorts of activities as described in our submissions. I know from the framework management plan that mitigation measures are proposed by the applicant to comprise temporary mitigation, including reconfiguring pitches, but it's been established through the applicant submissions that the air of pitches will be required for 16 weeks, which will include a time when there being that plan to be used by the university as a training site for the Euro 2022 women's football championship, which is internationally significant in an event with important economic and social benefits. Plate five seeks to demonstrate how the pictures can be reconfigured during the construction period of up to protect capacity with no continuous impact. But it does not allow for the installation of a temporary haul road and for drainage and storage of saw construction which is identified elsewhere in the applicant submission. This reduces pitch capacity to nil for that 16 week period. So on that basis, I conclude the mitigation is simply not realistic and not deliverable. And it's as its agree there's no wider playing pitch capacity in the city. significance and magnitude of this impact is clear. We also know from our meeting with the applicant that the cables will be installed using open trenching, rather than HDD, which is considered to be less disruptive. This hasn't been demonstrated to the satisfaction of university. Information provided also highlights the challenges provided by the applicant or faced by the applicant administering pitches their pre construction state. And you'll see it at appendix one so that we've identified evidence provided by the university's spec pitch consultant about the additional time is expected to restore pitches to their playing condition.

39:16

The duration of pitch and develop is in my view been underestimated and should be extended to offer a worst case assessment at the impacts. It's particularly important given there's no genuine mitigation available. In terms of development potential, the applicant is correct to identify the ecological and open space constraints of the site. But it doesn't consider how the potential for development this area could be achieved based on a land use swap arrangement. This could work on the basis that developed would take place in the same equivalent site area as the existing area of previously developed land. It could offer suitable compensator rangement for replacing open space playing fields and ecology benefits.

39:52

In such a masterplan approach, the flexibility offered by the size of the site would not be possible with the proposed cable route and easement

40:00

This will sterilise substantial and valuable part of the site in proximity to the waterfront.

40:05

In conclusion, as identified the university has genuine concerns regarding the impact of the proposed works. Number one, the pictures will not be available to the university from April 2022 for at least 16 weeks, and potentially more depending upon the success and feasibility of reinstatement due to the planned use of the pitches as a training facility, the Euro 2022 women's football championship. This is

perhaps the worst year for university compared to alternatives in the lifetime of the construction period. Point two. There is no mitigation proposed as the area is used for pitches is required for construction related activity, which renders that proposal for temporary pitch realignment on achievable and this is reflected in the area of land proposed by the order. Number three. Due to the nature of the university's use and activities plans during the construction and reinstatement period. And the absence of any offsite options. The impact on the university's recreational activity and business is severe, and not a moderate adverse effect of that, in fact by the applicant, but for the method of construction in terms of the potential use of HDT. Open trenching requires further consideration and investigation by the applicant based on exactly what is involved in terms of land take compared to open trenching point five, the proposed cable routes and extended the easement will undermine the development potential of the site, and the maximum flexibility offered by land use swap arrangement. So in conclusion, the university has not been given any comfort that there are outstanding objections can be overcome, or that there's any mitigation that can ameliorate that position, since it's not been satisfied by the response to the

41:40

action must be maintained. Thank you.

41:43

Thank you very much. Thank you for that. And just a couple of questions.

41:50

The first one you may not be able to answer, so don't feel as though you have to. And in terms of the potential land swap arrangement with regard to development potential. What would happen or what would the assumed mitigation be whilst those pictures were out of action whilst one side has been demolished, cleared, restored? And the other side's being built? What would happen in that situation? And it's fair to say said that I probably can't answer that question at the moment, because it's not a detail that we fully explored. Course. No. Thank you. appreciate position on that and just a supplementary question. There's evidence to the examination with respect to drainage at farlington.

42:35

Are there any special sort of drainage constraints or systems underneath the playing pitches at University of Portsmouth?

42:43

I'm not aware of any particular specialist drainage characteristics that have been provided. And I think we've given some information as part of our transcript on that. But what I can do is I can double check that and as part of any response to deadline six, we can provide the definitive position on that. Okay. Excellent. Thank you very much for that. Thank you. Thank you.

43:07

Okay, I now have Kimberly Barrett,

43:13



first of all, as an individual and then second for the keep Milton green Action Group. And Kimberly, are you there?

43:22

Yeah, yeah. Okay, what what I propose to do if you're happy, as we'll hear your initial speech, you'll hear the alarm go off. We'll have a stop. If there's any questions for last then, and then we'll start the second slot with the keep Milton green Action Group after that.

43:42

No problem. Thank you. And first, please begin. Thank you. And this projects been as a cause of concern for many years in my area and therefore as an individual, I just wants to bring up some topics and explain the concerns many of us do have, and Firstly, air pollution. We as a city are facing a climate emergency which has been declared here. Yet this project will woefully destroy habitats and vegetation, close access to green areas ignore air quality issues, not putting carbon reduction measures and disrupt many lives. And there are only three roads on and off of this island. And if there is an accident or roadworks the city's gridlocked. One of the routes proposed along the eastern road would cause nothing short of pure chaos. It could also damage our economy as people will not want to come into ports with it, they know that they could be stuck in traffic for a good amount of time. The fact that work could take 66 weeks as a minimum means that the disruption of digging could cause backlog and traffic backlog and release further toxins into the air. There's also been no guarantee that this project will result in zero carbon emissions. any increase in particulates and carbon dioxide will result in poor health reports of residents and we are also facing government imposed air quality zones in the city and it would be completely detrimental for the government to allow such a project gain permission.

45:00

Without either offering help supports with offering compensation. Our council leader wrote to Michael Gove in 2019 to ask whether the government would consider helping with measures such as free bus passes or sustainable transport to combat these issues, but nothing came from this is hoping the government will step in with regards to this application due to the air quality issues alone to perhaps provide an example to developers and other projects like this. Climate emergency is a serious issue that we all face and large scale projects needs to be as close to zero carbon emissions as possible. How can this government approved project that will add to these issues when they're actively telling us that we need to do better as a city? Secondly, environmental concerns in the scoping report, it's just supports a city council should only comment regarding the environmental impact due to the landfall. There initially was no suggestion that they should comment on the root of the cabling even though it could go through some of the busiest roads in the city. To add to that the report also states that during excavation and laying cables, his proposed rows go down to one lane walls works around going to limit the impact of the local community during cable installation works. This adds to the evidence it will cause huge disruption across the city. Furthermore, regarding concerns about environmental impacts section three states in the context of the above the construction and operation of the proposed development may lead to significant environmental effects on the following parameters and then it goes on to list traffic and transport, air quality noise and vibration ecology flood risk, climate change, electric and magnetic fields, soils and those are just a little a better fee. And we were told that due to the harbour being an sssi the cables could not be placed there. However with new plans put forward part of the

route involves the cables going from the eastern rope bridge across the harbour and coming out at follies marshes. Why could the cables and often made landfall elsewhere closer to the proposed substation. Furthermore, there is a question why existing routes used by others cannot be repurposed or shared. So the mortar has two concrete tunnels under the harbour which were allowed to be built some years ago was a conversation ever had to see if those could be shared.

47:07

Also lots of green spaces. There also seems to be no mitigation for residents especially when it looks like that open green spaces will be lost to them for however long work takes place. There are high levels of obesity and long term health in the city, long term ill health in the city. And people need these spaces for fitness, but also just to enjoy the city that they live in. A local newspaper report dated the third of the fifth 2018 obesity related hospital admissions and ports of increase state supports with the third highest number of total obesity related admissions in the Wessex region in 2016. And the highest rate per 100,000 people. So this further shows that we cannot lose these spaces even for short time. Also, when Milton common was reclaimed, protected skin was laid onto the common this was to help safely Reese released a methane gas is produced from underneath. I've yet to see conclusive remarks made as to whether this has been considered especially when it looks like where to dig a trench could take place on there. Furthermore, residents near the route would like to know the effects Impact Rating may have on their properties. They're worried about vibrations, many houses on the proposed path are well over 100 years old, there are significant concerns issues may arise. There is also a suggestion that the cable will no longer follow the path in the allotments that will now go through the allotment patches, meaning that plots have been tended to for decades by the same families could be destroyed. Please also bear in mind that the allotment holders grow fresh fruits and vege often donating them to the community allowing healthy eating and a more varied diet. Something is especially important which then goes back to the point I've made earlier about the levels of obesity in Portsmouth. So in conclusion, this project really is so full of uncertainty. Today, almost three years down the line since aquin began consultation.

48:51

Why to Portsmouth, is the most densely populated city outside London is an island city with three loads on and off. It also has an air quality issue a large population density and a protected harbour and nature reserves. Why could it not make landfall elsewhere? I really would implore the planning Inspectorate to not allow this application to be approved. The people porters lives well being livelihoods and mental health are literally in your hands. Please take heed of our concerns and understand why we are lobbying you in large numbers. This will only provide long term misery and problems for us all on this route.

49:24

Thank you very much. Thank you for your contribution there. I understand that one of my panel members does have a question for us to be able to swap.

49:37

Yeah, thank you. And thank you very much for your submissions Barrett. Um, you mentioned there a newspaper article relating to obesity ultimate, would it be possible in your follow up a deadline six, have

a link to that or a copy of it put into the examination course. Thank you very much. I'll do it. As soon as I finish this hearing today.

49:57

By deadline six will be fine, but that would be even better. Thank you.

50:04

Thank you very much.

50:06

Okay. In which case now if, if you're ready again, then we'll start hearing your submission on behalf of the killed Milton green Action Group, please. Thank you. And I've come here today to speak on behalf of the group that I run keynotes in green. We have over 9000 members and I've been asked to bring forward their concerns to highlight why we are lobbying against the root of this cable as such significant numbers. Firstly, the allotment holders have been very vocal and they're upset of the proposed change to the roots of this cable. It was promised to them that the route would follow the path in the allotments yet this has changed a few times. And it now seems it may encroach on a number of plots if given permission outcome but then have the right to access the allotments provide maintenance to the cable on the future. People really have lovingly established their plots for many years and any possibility that it could be cleared as devastating at any point. Also, the great crested newt has been cited in the allotments this newts population is rapidly declining and therefore this species and its habitat is strongly protected by law under the wildlife and countryside act 1981, the UK post 2010 biodiversity framework and it's also listed as a European protected species under annex four of the European habitats directive. The government acknowledges and uses a protected species on their very own website. We cannot allow the wanton destruction of their environment and people's plots by this cable. And secondly, residents have concerns as to the disruption they will face. 66 weeks is the estimated time it could take that 66 weeks of disruption for the city with no break benefit or compensation to well over two well over 210,000 residents who work and live here. Two trenches are required to lay the cable yet lane This will cause twice disruption. We understand that due to the combined effects of the magnetic field they cannot be placed at the same time. These are there are also concerns as to whether there will be any potential health risk to exposure from these fields. Residents across the city are also absolutely outraged that the proposed the potential route means that the green space that they use will be lost them including parts of Bradford Park Milton common finding some washers while it's finding some playing Phil. Boss we've been locked down those spaces have been precious for our health and mental well being. There is currently no compensation proposed for the loss of the spaces or anywhere else that we could use to mitigate the fact that we would lose and three there is a legitimate concern regarding the landing point eastney not only has there been an additional sneaky request to add towers for Cumberland carpark for fibre optic project, the wind factors aquin has not taken into real consideration that fell down the road is a lifeboat station. The only way to get there is by this road and if there is any chance any disruption at all to their journey time This cannot be allowed to happen. And for residents have also expressed their anger as to how they can comment on Atkins application when the proposed route consistently changes. It's close to being three years since we became aware of the project and still we have no clue of the exact route. The deadlines for comments passed some time ago yet there are still documents being added to the website. In the week before this hearing. 70 plus alone

were added. It seems morally unjust and rather unfair to expect residents to form an opinion when they are being asked to consider is changing frequently after they submit their views and 45. residents have also expressed a concern as the way that aquantive handled the whole consultation. letters were sent out to hundreds of homes in 2018. And doors were not asking for information about land ownership and mortgages. residents were concerned the houses were going to be compulsory purchase and the council had to step in to get our Quint to understand the level of panic that they caused. A leaflet was also sent out in 2019 states that out of 155 responses received 52% supported or neutral regarding the proposed cable route. That really is an extremely poor response for a consultation that stretches from eastney to love D. The fact that hundreds maybe even 1000s of people have now made their opinions clear by the planning Inspectorate shows that In conclusion, and all in all, we as residents feel let down by a queen and by the government. We feel let down or counsellors have their rights to decide is taken away. We feel let down Aqua have not kept residents and form the reboot. And we also feel let down that they scared residents into believing that their house would be taken away from them. Before let down we've had to find out proposed routes our sales by delta for hundreds of documents before let down that the government will not help with the air quality issues that this project will force onto the residents Porter get the same government chastised counsel to do better. We also feel let down we'll lose our open space for this to occur and we know that habitats plant life and wildlife will be lost due to this project. We also know of course chaos and disruption for over a year to the residents and work supports with an furtherfield was no proper mitigation or help has been offered by the government or aquin. We implore the planning Inspectorate, the Secretary of State as well as acklins to reconsider this project. instead of forcing atones ports within Hampshire councils and going through heavily congested routes and junctions, we hope that other options can be considered. We hope that our views will be taken into considerations not just parts of the tick box consultation. We hope this project will be reconsidered for somewhere else on the south coast of Asia.

55:00

For any cities that face similar issues to that we do, we also want to point out that Aqua may have experts helping them in various fields, but they seem to have forgotten the most vital field that they do not have experts for Portsmouth, the way that people Portsmouth have been consulted. The various routes that have been proposed, the miscommunication residents and the lack of understanding of the road network in general clearly shows that that couldn't have no experts. Here. We the residents are the experts. We have grown in numbers, and we are more than prepared to make our voices heard. We implore whoever is taking this decisions, consider all that has been said. As it is, it's asked the residents who will have to live with the choices you're about to make them put upon us. Thank you. Okay. Thank you. Thank you very much for that. And there are a couple of questions. One for myself in the first instance, and you mentioned newts,

55:52

to the best of your knowledge on the actual allotments themselves. Are there any water bodies, any ponds that anyone has put in on the allotment? So

56:02

yes, there are and it's very close. And it stretches from one side of the air in when you hit the other side, it actually hits sort of on to the side of lakes and harbour. So a lot of people I've been down and

myself fairly recently to have a look around and talk to residents around there and plot holders. And there are a number, a number of ponds, and it can get quite bulky down there as well, sometimes.

56:25

Okay.

56:27

Thank you very much that move. My colleague may have a follow up question for you on that. Bear with us.

56:35

Yet more about the news. In your follow up again, could you please give us some information about where the record for great Christian youth comes from? Who made it and what their qualifications or experience would be to distinguish that it was great Crested Butte? Can we do have three native species? Is that possible?

56:54

Yeah, I believe we've got photos, videos, or thing and documentation from the allotment holders and the allotment Association. So I'll try and get hold of that and send that through to you as well. I'll be very useful. Thank you very much. Thank you.

57:10

Thank you very much. Thank you for your contributions. Thank you.

57:15

Now I am conscious. It's coming up to 11 o'clock, we've been going for an hour. And some of you even longer bear in mind. We're in the arrangements conference. What I propose now is a quick 10 minute break. Just a comfort break, get yourself a cup of tea and whatnot. I would say do not turn off your connection to this hearing. Keep logged in, keep staying on the line. And if you're watching the live stream in about 10 minutes time, you'll need to refresh the live stream just to make sure you keep up with the pace of proceedings here.

57:49

In which case we'll be hearing from for more of you after the break in 10 minutes time we'll resume again at 10 past 11. Thank you