

**The Planning Act 2008, Section 89, and The Infrastructure Planning (Examination Procedure) Rules 2010, Rules 8, 9 & 13**

**Application by AQUIND Limited for an Order Granting Development Consent for the AQUIND Interconnector Project**

**Written Submission - Deadline-6 for 23<sup>rd</sup> December 2020**

**APLEAL – Community Action Group**

**Registration Number - 20025022**

Further to the applicants response to our submission given at Deadline-1 we offer the following reply(s):

### **1. Landscaping**

A key issue for the APLEAL members is the viability of the Landscaping. The AQUIND proposal is full of intent, but this is not supported by any measurable commitment.

For example, the Solar Farm off Day Lane was commissioned in April 2014 this included landscaping. The photo below was taken on 22<sup>nd</sup> December 2020, that is 6.5 years plus since commissioning. The photo shows scant landscape cover, which is totally ineffective.



The AQUIND proposal does not give any commitment or assurances about the effectiveness and long term viability of the Landscaping Plan.

Therefore, it is not unreasonable to demand that a commitment be given that the landscaping will be effective within a specific timescale. This needs to be implemented by a management that can be held to account by local authorities.

## **2. Traffic and Transport**

In our submission at Deadline-1, we made reference to traffic safety issues particular to Day Lane and its junction with Broadway Lane. In the submission, we acknowledged that numbers associated with accidents and traffic volume did not require any remedial work on the roads in question to meet the existing regulations. The response from the applicant was simply a repeat of what was contained in the AQUIND Proposal – no action required. This response is less than useful, as it does not seek to find a resolution or engage with local residents. In fact it shows a total disregard for the safety of local road users.

Our issue here is that because nobody chooses to walk or cycle up or down Day Lane as it is not fit for any non-motorised users. Pedestrians, in particular, have minimal verge to escape oncoming vehicles. The photo below shows the situation at the top of Day Lane.



The fact that minimal pedestrian use is made of Day Lane will distort any statistics and hence the conclusion. The proposed work to include a special slip road for the transformers offers a great opportunity to improve safety for pedestrians and others and be of benefit to the wider community. The cost of this would be minimal, especially compared with the costs that may be incurred by the project as the result of an accident.

We ask that the applicant reviews the arrangements for all Road Users using Day Lane and the junction with Broadway Lane. Not just site traffic.

### **3. Temporary Site Access off Broadway Lane**

APLEAL has been previously informed that some short-term use will be made of the existing farm track from Broadway Lane, which leads to the Lovedean Converter site. We are now informed that this could extend up to 12 months. This entrance off Broadway Lane is also, the residential access to numbers 1,2 and 3 Broadway Farm Barn, 2, Broadway Farm Cottage and Little Lovedean.

Having to share the residential property access with a stream of construction traffic is a considerable incumbrance on all the residents. Our strong recommendation is that this access off Broadway Lane should not be used and alternative access sort.

**APLEAL Community Action Group**

**23<sup>rd</sup> December 2020**