



The Planning Inspectorate

**AQUIND Interconnector**

(EN020022)

Correspondence received after the close of the Examination at  
23:59 on 8 March 2021

**1. Correspondence received by the Planning Inspectorate and the Department for Business, Energy and Industrial Strategy during the Recommendation stage (9 March 2021 to 8 June 2021)**

Ref.	Name	Organisation	Date
001	Amy Hallam	WSP for AQUIND Limited	9 March 2021
002	Viola Langley		11 March 2021
003	Jonathan Treadway	The Crown Estate	17 March 2021
004	J Johnson		29 March 2021
005	Dr Alex Tymon		12 April 2021
006	Amy Hallam	WSP for AQUIND Limited	29 April 2021
007	Penny Mordaunt MP	MP for Portsmouth North	5 May 2021
008	Mrs A Ashworth		3 June 2021
009	Robert and Julie Oliver		4 June 2021
010	Sue Randall-Clark		8 June 2021
011	James Mudie		8 June 2021

**2. Correspondence received by the Planning Inspectorate and the Department for Business, Energy and Industrial Strategy during the Decision stage (9 June 2021 to 20 January 2022)**

Ref.	Name	Organisation	Date
012	Chris Warneford		10 June 2021
013	Emma Coleman		10 June 2021
014	Viola Langley	Let's Stop Aquind	10 June 2021
015	Viola Langley	Let's Stop Aquind	10 June 2021
016	Tim Edwards		11 June 2021
017	Janet Dennis		11 June 2021
018	Simon Ludlam	Etchea Energy	17 June 2021
019	Beth Gray		18 June 2021

020	Steve Cook		20 June 2021
021	Steve Cook		20 June 2021
022	Andrew Rowley		21 June 2021
023	Stephen Morgan MP	MP for Portsmouth South	22 June 2021
024	Hazel Lyness		23 June 2021
025	Catherine Thomas		27 June 2021
026	Syd Dooley		27 June 2021
027	Paul Lyness		28 June 2021
028	Paul Lyness		28 June 2021
029	Alison Norum		28 June 2021
030	Janet Dennis		30 June 2021
031	Michael Mitas		30 June 2021
032	Susan Caffrey		4 July 2021
033	Catherine West MP	MP for Hornsey and Wood Green	6 July 2021
034	Stephen Morgan MP	MP for Portsmouth South	14 July 2021
035	Flick Drummond MP	MP for Meon Valley	28 July 2021
036	Susan Page		30 July 2021
037	Ali Gregory		31 July 2021
038	Graham O'Neil		31 July 2021
039	Frances Wright		1 August 2021
040	Janet Ayers		1 August 2021
041	Mo Organ		1 August 2021
042	Louisa Newport and James Newport		2 August 2021
043	Nicki Sparkes		3 August 2021
044	Susan Dewey OBE		3 August 2021

045	Trevor Dewey		3 August 2021
046	Cllr Gerald Vernon-Jackson CBE	Portsmouth City Council	4 August 2021
047	Robin Whiting		5 August 2021
048	Jessica Frantzreb		9 August 2021
049	David Langley		11 August 2021
050	Kim Markham		12 August 2021
051	Robert Trickett via Flick Drummond MP		15 August 2021
052	Fiona Rankin		18 August 2021
053	Simon Deacon	Portsmouth Water	26 August 2021
054	Annette Orsmond		31 August 2021
055	Andrew Markham		1 September 2021
056	Kevin Flynn		7 September 2021
057	Neil Hawkins		9 September 2021
058	Viola Langley	Let's Stop Aquind	10 September 2021
059	Viola Langley	Let's Stop Aquind	10 September 2021
060	Catherine Thomas		13 September 2021
061	Viola Langley	Let's Stop Aquind	13 September 2021
062	Susan Caffrey		22 September 2021
063	Viola Langley	Let's Stop Aquind	28 September 2021
064	Peter Barlow		30 September 2021
065	Julie Pinnock via Stephen Cornwell	Winchester City Council	30 September 2021
066	Paula Ann Savage	Let's Stop Aquind	1 October 2021
067	Veronica Bishop		1 October 2021
068	Nicola Potts		2 October 2021
069	Viola Langley	Let's Stop Aquind	2 October 2021

070	Elizabeth Maisonpierre		4 October 2021
071	Paula Ann Savage	Let's Stop Aquind	4 October 2021
072	Mark Stewart		4 October 2021
073	Charles Burns		9 October 2021
074	Richard Wiczkowski		13 October 2021
075	Paula Ann Savage	Let's Stop Aquind	14 October 2021
076	A. E. Kleinen		15 October 2021
077	Paula Ann Savage	Let's Stop Aquind	17 October 2021
078	Eve Mellor		20 October 2021
079	Sue Piper		22 October 2021
080	Emma Coleman		28 October 2021
081	Gary Millard		28 October 2021
082	Jackie Collins		28 October 2021
083	Michael Watson		28 October 2021
084	Cynthia Whittle and Patrick Whittle		28 October 2021
085	David Houghton		29 October 2021
086	Karen Rogers		31 October 2021
087	Viola Langley	Let's Stop Aquind	1 November 2021
088	Peter Barlow		9 November 2021
089	Nigel Cooper		17 November 2021
090	Michael Mitas		18 November 2021
091	Janet Dennis		18 November 2021
092	Cllr Daniel Wemyss		19 November 2021
093	Michael Merritt		21 November 2021
094	Anna Geatrell		10 December 2021

This record does not include correspondence associated with the Secretary of State's consultation dated 2 September 2021, 17 September 2021 and 4 November 2021. The documents associated with this consultation are available on the project webpage, here: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/aquind-interconnector/?ipcsection=docs>

**From:** [REDACTED]  
**To:** [Aquind Interconnector](#); [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: EN020022: Aquind Interconnector  
**Date:** 09 March 2021 10:54:22  
**Attachments:** [image001.png](#)  
[7.3.10 Deadline 9 Schedule of Changes to the Draft Development Consent Order and the Applicant's Position.pdf](#)

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Hi Hefin

We have been contacted by Winchester City Council who have identified there is an error in one of our Deadline 9 documents. Although I note that Examination is closed, I have attached an updated version if it is still possible for you to accept it.

Kind regards,

Amy

**Amy Hallam BA (Hons) MSc MRTPI**  
Technical Director, Infrastructure Planning



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**AQUIND Limited**

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## **AQUIND INTERCONNECTOR**

**Deadline 9 Schedule of Changes to the Draft  
Development Consent Order and the  
Applicant's Position**

The Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure)

Regulations 2009 Regulation 5(2)(c)

Document Ref: 7.3.10

PINS Ref.: EN020022



**AQUIND Limited**

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# **AQUIND INTERCONNECTOR**

**Deadline 9 Schedule of Changes to the Draft  
Development Consent Order and the  
Applicant's Position**

**PINS REF.: EN020022**

**DOCUMENT: 7.3.10**

**DATE: 05 MARCH 2021**

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## DOCUMENT

<b>Document</b>	<b>7.3.10 Deadline 9 Schedule of Changes to the Draft Development Consent Order and the Applicant's Position</b>
<b>Revision</b>	001
<b>Document Owner</b>	WSP
<b>Prepared By</b>	HSF
<b>Date</b>	05 March 2021
<b>Approved By</b>	HSF
<b>Date</b>	05 March 2021

**AQUIND INTERCONNECTOR**

**SCHEDULE OF CHANGES PROPOSED TO THE DRAFT DCO AT DEADLINE 8 BY  
INTERESTED PARTIES AND THE APPLICANT'S POSITION IN RELATION TO THOSE  
PROPOSED CHANGES**

1. **INTRODUCTION**

- 1.1 On 14 November 2019, AQUIND Limited (the ‘**Applicant**’) submitted an application for the AQUIND Interconnector Order (the ‘**Order**’) pursuant to section 37 of the Planning Act 2008 (as amended) (the ‘**Act**’) to the Secretary of State (‘**SoS**’) (the ‘**Application**’).
- 1.2 The Application was accepted by the Planning Inspectorate (‘**PINS**’) on 12 December 2019, with the examination of the Application commencing on 8 September 2020.
- 1.3 This document sets out the proposed changes to the dDCO submitted at Deadline 8 of the Examination requested by the host local planning authorities and highway authorities and other interested parties and the Applicant’s response to those.
- 1.4 Responses are provided by reference to the individual submissions of the relevant interested parties, as this is considered to be the clearest manner in which to explain the position.

2. **PORTSMOUTH CITY COUNCIL**

- 2.1 The Applicant has reviewed Appendix 6 of Portsmouth City Council’s Deadline 8 submission detailing Portsmouth City Council’s comments in respect of the dDCO articles and requirements. The Applicant notes that no new points were raised in this submission which responded to the Applicant’s previous comments provided to Portsmouth City Council in draft in advance of Deadline 8 and therefore it has not been necessary to provide a further response.

3. **MR GEOFFREY AND MR PETER CARPENTER**

- 3.1 The Applicant has also reviewed the draft DCO submitted by Blake Morgan LLP on behalf of Mr Geoffrey and Mr Peter Carpenter (the ‘**AP**’) (REP8-105) and the revised protective provisions (REP8-108).
- 3.2 The Applicant notes these documents are amended in light of the AP’s position in respect of the commercial telecommunications use of the fibre optic cables and their position in relation to the compulsory acquisition of land in their ownership and the development proposed to be located thereon. The Examining Authority will be aware of the Applicant’s position on these matters, and that the Applicant and the AP are not in agreement.
- 3.3 The Applicant does not agree with the amendments proposed to the draft DCO, and further as is explained in the Applicant’s schedule of requested changes to the draft Development Consent Order and the Applicant’s Position in relation to those (REP8-028) the inclusion of the protective provisions requested by the AP would create a position whereby the Proposed Development could not be delivered, because it could not be operated safely without the required permanent Access Road. Furthermore, by seeking to remove land which is required for landscaping and drainage in particular, all of which measures are essential in connection with the Proposed Development to provide necessary drainage measures and landscape mitigations, the Proposed Development could not be drained or landscaped as is necessary. The effect of the protective provisions would therefore be to frustrate the Proposed Development coming forward. A DCO made with the protective provisions requested by the Affected Party would therefore not be capable of sound implementation.
- 3.4 The Applicant notes that various points are also raised in relation to the consideration of reasonable alternatives within REP8-108. The Applicant’s position with regard to the exploration of all reasonable alternatives to compulsory acquisition in accordance with paragraph 8 of the Guidance related to the procedures for the compulsory acquisition of land (Sept 2013, DCLG) in respect of the Proposed Development on land in the ownership of the AP is addressed in section 2 to the Applicant’s response to the submissions of the AP submitted at Deadline 9 (document reference: 7.9.51).

4. **SCHEDULE OF CHANGES REQUESTED BY HAMPSHIRE COUNTY COUNCIL (REP8-072) AND THE APPLICANT’S POSITION**

Relevant provision of the dDCO	Change Requested	Applicant’s Position
Requirement 6(5)	Requirement 6 was requested in previous responses and discussion to be amended to reflect the additional design detail which the Highway Authority require to be prepared in order to approve the proposed cable details and joint bay locations. This has been agreed with the applicant and wording has been provided under requirement 6(5). The Highway Authority considers that reference to certain highway apparatus such as street lighting is missing from the drafting and it is understood that this is to be addressed by the applicant prior to the Deadline 8 submission of the dDCO. The Highway Authority has not had sight of the final dDCO to be able to confirm that this is acceptable.	A new requirement 6(5) was included in the draft DCO submitted at Deadline 8 (REP8- 004) which requires that the construction of any phase of Work No.4 which is located on the highway until written details relevant to that phase have been submitted to an approved by the relevant highway authority. With the list of written details that are required to be provided, limb (f) is “ <i>existing apparatus, including drainage apparatus and street lighting</i> ”. It should be noted that “ <i>apparatus</i> ” is a defined term in Article 2 of the Order, meaning “ <i>unless otherwise provided for, has the same meaning as in Part 3 of the 1991 Act</i> ”. The use of term apparatus within Part III of NRSWA 1991 is very broad, being referable to pipes, ducts, cables and other apparatus within a street whether below, on or above ground. It is also confirmed that this includes any sewer, drain or tunnel (section 89(3)) and any structure for the lodging of apparatus or for the gaining of access to apparatus (section 105(1)). Accordingly, the Applicant considers it has addressed this matter in the draft DCO submitted at Deadline 8.
Article 9A	The Highway Authority is not satisfied with the use of the term “emergency” with regards requirement 9(a) 2(d). The requirement should make reference to the definition of ‘immediate’ not ‘emergency’ as set out in the New Road and Street Works Act 1991 (NRSWA). For clarity under NRSWA there are three definitions for works: <ul style="list-style-type: none"> <li>• Emergency – Threat to life or property</li> <li>• Urgent – reconnect customer out of service.</li> <li>• Immediate – combined term to cover both ‘Emergency’ and ‘Urgent’ work.</li> </ul> The amended draft DCO (dDCO) in circulation ahead of Deadline 8 made the required amendment to Article 9a (d).	It is confirmed Article 9A(2)(d) of the draft DCO submitted at Deadline included reference to immediate works in place of emergency works.  Article 9A(7) was included which defined the term immediate works by reference to emergency works as that term is defined in section 52 of the 1991 Act and urgent works as that term is defined in regulation 3(1) of the Street Works (Registers, Notices, Directions and Designations) (England) Regulations 2007.  It is therefore understood this matter is resolved.

Relevant provision of the dDCO	Change Requested	Applicant's Position
Article 12	<p>Item 3.12 of the ISH4 hearing agenda discussed the applicant's proposed disapplication of Section 58 of NRSWA which would otherwise prevent statutory undertakers from carrying out works for a period of time on those parts of the highway which have been affected by the AQUIND works. The Highway Authority has subsequently set out its position in a Post Hearing Note submitted to the Examining Authority on the 26th February and which can also be found in Appendix 2. This requests amendments to the drafting of the dDCO to ensure that the permit scheme can allow the application of S58a on the works undertaken by Aquind. This has been deemed acceptable by the applicant and amendments have been made in the Framework Traffic Management Strategy (FTMS) under section 2.7.1.2.</p>	<p>To clarify, the Applicant has discussed the disapplication of sections 58 and 58A of the NRSWA 1991 and explained that the disapplication means the Undertaker would not be subject to any moratoria so as to ensure the timely delivery of the authorised development, but that the disapplication does not in any way prevent the highway authority issuing a notice which is to take effect following the authorised development being constructed. It is understood from an exchange of correspondence with the highway authority on 1/03/2021 that this is agreed.</p> <p>Separately, the Applicant has agreed that where works are undertaken on streets subject to an extant restriction on works following substantial road works full or half carriageway reinstatement will be undertaken as agreed with the highway authority.</p> <p>It is therefore understood that both of these matters are resolved.</p>
Requirement 17	<p>The applicant has agreed to include wording at Requirement 17 to require a Construction Traffic Management Plan (CTMP) to be submitted and approved by the Highway Authority prior to any works at Work No.2 (including Work No. 2 (bb)). This will enable the Highway Authority to consider in full the access proposals in this regard and agree the management of works that are required in order to accommodate the safe vehicular access to the site. The proposed wording is as follows:</p> <p><i>"The construction of any phase of Work No. 2 (bb) and the undertaking of Onshore Site Preparation Works in connection with Work No.2 must not begin for the purposes of section 155(1) of the 2008 Act until a construction traffic management plan (in accordance with the framework construction traffic management plan) relating to those works has been submitted to and approved by the relevant highway authority."</i></p> <p>This will also allow the Highway Authority to properly consider the impacts of the use of the access for construction traffic if approved on the public right of way network and ensure any necessary closures are in place.</p>	<p>Requirement 17 was revised in the draft DCO submitted at Deadline 8 (REP8-004) to include a new sub-paragraph (1) which states as follows:</p> <p><i>(1) The construction of any phase of Work No. 2 (bb) and the undertaking of any onshore site preparation works in connection with Work No.2 prior to construction of Work No.2 (bb) must not begin for the purposes of section 155(1) of the 2008 Act until a construction traffic management plan (in accordance with the framework construction traffic management plan) relating to that those works been submitted to and approved by the relevant highway authority.</i></p> <p>This wording, being a further revision of the Applicant's proposed wording included in HCC's representation, was shared with HCC on 28/02/2021 and is slightly amended to relate to onshore site preparation works in so far as they are undertaken before the Work No.2 (bb) is constructed (so in so far as they relate to the use of the Broadway Farm Access). This is appropriate. It is not necessary for a CTMP to be approved for all onshore site preparation works given the levels of traffic associated with this where they use the Work No.2 (bb) access, and it is noted no request has been made to amend what is now requirement 17(2) to require this to also be in relation to onshore site preparation works.</p>
Requirement 18	<p>Requirement 18 relates to the hours of construction of the project. Regrettably it has not been possible to agree wording with the Applicant to address the Highway Authority's concerns relating to its ability to direct out-of-hours working. This matter has been identified in the Post Hearing Note submitted to the ExA within the County Council's written summary of oral submissions to ISH5.</p>	<p>Requirement 18 was updated in the draft DCO submitted at Deadline 8 (REP8-004) in response to HCC's request to allow directions to be given where it is sound to do so.</p> <p>As has been explained, the Applicant is accepting of HCC's request for directions to be provided and they will be accommodated, but only in so far as they do not cause impacts which fall outside the scope of the residual likely significant environmental impacts reported in the environmental statement. The Applicant does not consider it can be ensured environmental impacts outside the scope of those assessed will not occur unless this has been evidenced to be the case.</p> <p>The Applicant has very carefully considered if any further amendments may be made to the wording and particularly whether removing the words "<i>by the relevant highway authority</i>" after the word "<i>evidenced</i>" would assist, but the burden of proof will always be on the persons issuing the direction (the relevant highway authority and the relevant environmental health officer) so it is not considered it would do. This would also make the position less clear, which is not a benefit.</p> <p>The Applicant has provided further comments on this matter in the Schedule of changes proposed to the DCO and the Applicant's position in relation to those submitted at Deadline 8 (REP8-028). Further comment is also provided in the Applicant's Response to Deadline 8 Submissions of other parties (document reference 7.9.49).</p> <p>In summary the Applicant's position remains that directions may be issued but only in so far as they do not give rise to impacts which are worse than the residual effects identified in the ES and on which the Application is to be determined.</p>
Requirement 21	<p>Requirement 21 relates to the preparation and approval of a Travel Plan. The Travel Plan should be approved by the Highway Authority and this has been amended in the current draft that the applicant shared with the Highway Authority prior to Deadline 8.</p>	<p>Requirement 21 was updated at Deadline 8 to confirm the travel plan will be submitted to and approved by the relevant highway authority.</p>

Relevant provision of the dDCO	Change Requested	Applicant's Position
Additional Restriction	<p>The Highway Authority agrees with the representations made by Winchester City Council and others that seeks a requirement to cover the uncertainty about the relevant equivalent consents being forthcoming from the French side of the project. A suitably worded requirement is therefore sought within the dDCO which prevents works being commenced on the UK side unless, and until the approvals set under section 9 of the Statement of Reasons have been obtained by the applicant and evidenced to the local planning authorities and relevant highway authorities.</p>	<p>For the reasons previously explained this is not agreed to. The Applicant has submitted further information on 23 February 2021 in relation to regulatory approvals and French consents (AS-069).</p> <p>As is evident from the information contained therein, the planning and permitting regime in France is complex and subject to examination by a range of institutions and administrative bodies at local, regional and national level. Further, it is clear the Applicant has undertaken the relevant processes to progress the necessary pre-application consultation requirements since 2017, gaining favourable feedback in this regard, and has also initiated the necessary processes to obtain the consents required to construct the Project as is appropriate at the current time. The process for obtaining the consents in France has been purposefully timed to run in parallel with the consenting processes in the UK, so as to seek to ensure the Project wide required consents are obtained in reasonable proximity to one another.</p> <p>Whilst it is the case that all consents required for the Project to be constructed in France have not been obtained at this time, the Applicant has demonstrated the pathway it is following to secure those consents and that there is a reasonable prospect of the relevant applications being successful within a reasonable timeframe. It is not necessary for such a restriction to be included in the DCO.</p> <p>Further information with regard to the Applicant's position is also located at paragraphs 5.10 – 5.13 of the Applicant's written summary of the oral case at Issue Specific Hearing 4 (AS-065).</p>

5. SCHEDULE OF CHANGES REQUESTED BY WINCHESTER CITY COUNCIL (REP8-081) AND THE APPLICANT'S POSITION

Relevant provision of the dDCO	Change Requested	Applicant's Position
Requirement 7, 8 and 9	<p>The Aquind Interconnector is a complicated proposal dealing with a number of sites where landscaping issues of varying degrees need to be addressed. Using the extensive knowledge of both writing and enforcing conditions, the Council has made details comments on the requirements over a number of deadlines. At the recent meeting, it was apparent that the applicant does not wish to remodel R7, 8 and 9. However, it was agreed that the Explanatory Memorandum would be reviewed to add to it the clarifications that were part of the paper proposed by the applicant as REP7c-013.</p> <p>Whilst the applicant has expressed a reject of the additional requirements proposed by the Council, it is hoped that they will utilise the opportunity presented by Deadline 9 to engage in the consideration of those new requirements and work to formulate them in a way that would enable those new requirements to work if the ExA decides to adopt them. Such an approach by the applicant is not consider any different to the "without prejudice" position that the Council has adopted in its work on the dDCO.</p> <p>In conclusion, the applicant needs to address the absence of detail in the Explanatory Memorandum and the shortfalls in the requirements listed above in terms of the trigger dates. Both actions are necessary to ensure that the proposed requirements meet the relevant tests.</p>	<p>Updates were made to the Explanatory Memorandum submitted at Deadline 8 (REP8-004) in relation to these requirements, as was considered appropriate taking into account the responses previously provided by the Applicant in relation to the comments provided by WCC.</p> <p>In particular, the updates made confirm the landscaping plans to be approved pursuant to requirement 7 will include the timetable for implementation, the management, maintenance and monitoring plans and prescriptions and the management responsibilities. All of these matters are very clearly secured by the requirement itself (see the list of matters required to be included in a landscaping scheme at 7(2)).</p> <p>It is not agreed there are any shortfalls in the requirements. They very clearly detail what must be provided and what needs to be accorded with. It is inevitable that there is a lot of detail which sits behind these requirements, which is detail contained in the OLBS. It is therefore necessary to look to the OLBS in the future when approving the detailed landscaping schemes. This is an entirely appropriate and precise approach to ensuring a range of complex matters are secured through the requirements, which themselves have been drafted to be clear to interpret.</p> <p>The Applicant sees no merit at Deadline 9 of seeking to further comment on the Council's alternative approach. The requirements have been drafted to relate to the control documents that the details to be approved must accord with. Furthermore, the specific information on the timetable for implementation etc. is subject matter that must be agreed in the plan taking into account the measures proposed.</p> <p>The Applicant is content with the form of the three requirements which together ensure a comprehensive set of landscaping and biodiversity protection measures are provided as is necessary in connection with the delivery and operation of the Proposed Development.</p> <p>It is also noted that the Council has otherwise commented it is agreed the requirements would remain as proposed.</p>

Relevant provision of the dDCO	Change Requested	Applicant's Position
Articles 40 and 41	<p>The issue of replanting applies to both Article 40 &amp; 41 but from a slightly different perspective. In Article 40 there is no reference to a replanting provision. In Article 41 the applicant has specifically excluded it.</p> <p>It is the desire of the Council to see a reference in both Articles to replacement planting in the event that the operator returns to a section of the cable route which bisects a hedge and finds it necessary to remove a part of the hedge to gain access to the land or dig down to expose a section of the cable.</p> <p>The potential for a failure that requires the removal of vegetation and excavations is remote, but it still exists. As proposed, the decision of replanting a hedge or filling in the resultant gap with a section of fencing would be left up to the landowner. That would not be an acceptable solution to fill any of the gaps formed during the installation of the cables and there is no justifiable reason why it should be accepted in the future. Of the 7 hedgerows crossed by the cable route within the district, 5 are identified as important hedgerows from an ecological perspective. The remaining two on Anmore Road and Hambledon Road are open to full public view and locations where landscape impact considerations feature strongly. There are therefore compelling reasons why any return to undertake maintenance/repair work should not result in a reduction in the landscape features or character.</p> <p>On the basis the applicant does not wish to see the replacement-planting obligation included in either Article, the Council requests that the ExA include it in the dDCO.</p> <p>The Council believes that the applicant must be seeking to retain some future interest in the condition of these hedgerows, otherwise how will it maintain the embargo on planting trees over the cable circuits that it has referred to in the application. Accordingly the replanting provision is fully justified and achievable within the powers of the DCO.</p>	<p>As the Council identifies, the need to remove any vegetation in the future will be remote. Despite what is stated by the Council, the Applicant has confirmed that it is not the case that it will seek to re-excavate sections of the cables or ducts. The specification of the materials to be used are very resilient. They are designed not to fail. In the very remote circumstance that they do, where a cable failure occurs the cable will be pulled and replaced from a joint bay. The rights to be acquired will ensure access is retained to areas where joint bays are located for in the event of failure. It is not anticipated that it would be necessary to remove vegetation to access those. Further, planting will be restricted over the cables, as is identified in the OOCEMP where it is clearly stated at paragraph 5.3.4.3 "<i>Where features are to be removed, consideration for replanting with like for like species in the locality is required. Hedgerow trees will require repositioning to at least 5 m away from the Onshore Cable Route within the Order Limits. Mitigation may also be achieved by appropriate compensatory tree planting within the locality</i>". As such, there will not be vegetation over the cables that needs to be removed in the future. At Hambledon Road HDD is to be used as the method of installation, thereby largely avoiding hedgerow removal. There will never be any excavation of a section of cables installed via HDD, and therefore no future hedgerow loss as a result.</p> <p>In summary the 'risk' of removal identified by the Council over-estimates any potential future removal. This is therefore not a matter which needs to be specifically addressed in the articles of the DCO or otherwise. As has been explained previously, in the very rare circumstances where any vegetation removal is necessary in the future (with it not being permitted otherwise), the position in respect of compensation/re-planting will be agreed with the landowner.</p> <p>The Applicant will ensure there will be no tree planting over the cables in the future by exercising the property rights it is to acquire which restrict this.</p> <p>No amendment is made to the DCO in this regard.</p>
Requirement 3	<p>The applicant says this not appropriate location to inset sequence obligation, Council would be happy for it to go in at some more appropriate place. The concept of informing the LPA of the sequence of work for the cross country section or that on road has merit. Esso pipeline has such a requirement.</p>	<p>As the Applicant has explained, WCC will be aware of when works are being undertaken and the manner in which they are to be undertaken. It is not considered necessary to secure this by way of a requirement as WCC suggest. The Applicant also notes that requirement 3 of the Southampton to London Pipeline Order is non-binding (i.e. the phasing plan is indicative). Again, taking into account the nature of the scheme and the constraints applying to when works may be undertaken, it is not considered appropriate to include for an indicative phasing plan, or that this would provide any genuine benefit.</p>
Requirement 4	<p>Since the submission of its Local Impact Report (REP1-183) the Council has been clear on its preference for micro siting option B(ii) and its concerns over option B(i).</p> <p>The applicant has also expressed a desire to implement B(ii) over B(i) and indicated the negotiations to achieve this outcome would be completed by the end of the Examination. At this time those negotiations are still outstanding. The Council does not wish to see the dDCO go forward with the two options but wishes the ExA to strike out option B(i). Accordingly, requirement 4 needs revising to reflect this. The following wording is offered but the Council will accept any alternative that achieves the same outcome:</p> <p><i>For the avoidance of any doubt, the Converter Station shall only be constructed in accordance with the perimeter area that is referred to as option B(ii) on the converter station and telecommunications building parameter plan drawing number EN020022-2.6-PARA-Sheet 3 rev02 as listed in Schedule 7 to the Order.</i></p>	<p>The Applicant and NGET have now agreed heads of terms in relation to the land rights required over Plot 1-27, The parties expect that an Option Agreement will be drafted and agreed within 4-6 weeks. The Applicant confirms it will provide updates in relation to this matter following the close of the examination, including where requested to do so by the ExA or the SoS.</p>
Requirement 6	<p>Differences over requirement 6 are resolved with some further adjustments proposed by both parties.</p> <p>The applicant will replace the reference to carrying out onshore preparatory work/ site clearance in 6(1).</p> <p>The reference in the list in 6(1) will refer to foundation design and not just piling</p> <p>The applicant will introduce the prohibition on additional lighting</p> <p>The Council no longer promotes the use of sub headings</p>	<p>All of the requested amendments were included in the draft DCO submitted at Deadline 8 (REP8-004)</p>

Relevant provision of the dDCO	Change Requested	Applicant's Position
Requirement 7	<p>It was agreed that this requirement would remain as proposed.</p> <p>The applicant will add further text to the Explanatory Memorandum to assist in the full understanding of the scope of this requirement.</p>	<p>Further explanatory text was added to the Explanatory Memorandum submitted at Deadline 8 (REP8-006) in response to this request.</p>
Requirement 8	<p>It was agreed that this requirement would remain as proposed.</p> <p>The Council accepted the retention of this requirement that focused solely on R7.</p> <p>Drawing on the comments made in the response document REP7c-013, the applicant agreed to address the issue of the implementation and maintenance of planting resulting from other requirements as this was absent at present.</p> <p>Drawing on the comments made in the response document REP7c-013, the applicant will add further text to the Explanatory Memorandum to assist in the full understanding of the scope of this requirement.</p>	<p>The Applicant does not agree the issue of the implementation and maintenance of planting resulting from other requirements was absent, though has included text to clarify the position in relation to Requirement 9 following a request from WCC. Further text was added to the Explanatory Memorandum submitted at Deadline 8 in respect of Requirements 7 and 9. It was not considered there was a need to amend the explanation of Requirement 8, which already clearly set out that Requirement 8 requires that that all landscaping works must be carried out in accordance with any detailed landscaping scheme approved under requirement 7.</p>
Requirement 10	<p>The applicant confirmed that the requirement would be edited to include the role reversal as discussed at the hearing. The submission will be to the relevant planning authority and the highway authority will be the consultee.</p>	<p>This amendment was included in the draft DCO submitted at Deadline 8 (REP8-004).</p>
Requirement 10	<p>The Council drew attention to the fact that the trigger for requirement 10 (Highway Accesses) related to commencement which meant that the works listed under onshore site preparation works (which included the removal of vegetation) could be undertaken before any details had been submitted and approved. The potential therefore existed for features to be lost before there was any consideration of their removal.</p> <p>During the consideration of the second part of this item the Council sought a clarification of whether the scope of works to be included under the S278 agreement. Would this be extended to cover other access work?</p>	<p>A construction environment management plan is required for all works, including onshore site preparation works, before those works are undertaken. Accordingly, a CEMP is required for all vegetation removal irrespective of Requirement 10. There is no need for Requirement 10 to be revised to capture matters which will already be addressed in accordance with Requirement 15. Furthermore, the highway accesses may not be constructed until details for them are approved and minor works agreements entered into in relation to them. All necessary controls in relation to their delivery, and any vegetation removal in connection with this, are therefore clearly provided for.</p> <p>No amendments are required to the DCO in this regard.</p>
Requirement 15	<p>The applicant has agreed to reverse the ordering of 15(2) and 15(3), which offers a better flow to the requirement.</p>	<p>This amendment was included in the draft DCO submitted at Deadline 8 (REP8-004).</p>
Requirement 24	<p>It has been the Councils view that this requirement as currently drafted is flawed, because the trigger that will start the submission process is too vague and uncertain.</p> <p>In an effort to simplify matters, The Council is now putting forward the following alternative to paragraph 24 (1) above which would now state:</p> <p><i>Within 12 months of the date when the Converter Station ceases to import or export any electricity on a commercial basis and unless agreed otherwise with the local planning authority, the undertaker must submit a written scheme of decommissioning and restoration for that part of the scheme lying within its area.</i></p> <p>The text shown above in red is an attempt to address a concern of the applicant that the Converter Station may go into a period of dormancy to then emerge and recommence operations.</p> <p>The applicant has been in discussion with the Council on a revision to R24. There was a possibility of a new version being submitted but those discussions have not produced a more suitable alternative to date.</p>	<p>The Applicant has genuinely sought to address the comments of the Council and proposed a new form of requirement 24 shortly before the submission of the draft DCO at Deadline 8. The Council declined to pass comment on the proposed revised form of requirement, despite this providing a much clearer trigger for when decommissioning would be required. The Applicant has nonetheless included the revised form of Requirement 24 in the draft DCO submitted at Deadline 8 (REP8-004)</p>
Additional Requirement	<p>A requirement for a decommissioning bond is requested.</p> <p>This is a new requirement to ensure there is the financial backup if for whatever reason the owners go into receivership/liquidation and cannot fund the decommissioning requirement. The Council has listened to the financial data relating to the applicant which if correct shows they have little resources behind them as a company. In the event the scheme is funded by money raised on the money market then presumably those financiers will expect a return which could mean the financial condition of the applicant does not improve over the life of the scheme. This would be different if the scheme was being promoted by a well-established company with a proven record or clear assets behind it.</p>	<p>As previously explained, the Applicant is not agreeable to a decommissioning bond being provided as this is not considered necessary to mitigate the effects of the Proposed Development and therefore this has not been included.</p> <p>In reaching this conclusion the Applicant has considered other projects of similar scale and complexity for which a DCO has been made and notes that, so far as it is aware, none are subject to the need to provide a decommissioning bond.</p> <p>So far as the Applicant is aware, the types of projects which are usually subject to such requirements are nuclear power stations and landfills, reflecting the long term contamination</p>



Relevant provision of the dDCO	Change Requested	Applicant's Position
	<p>Therefore, there are genuine questions if the applicant has the resources to undertake the decommissioning of the Converter Station. Whilst this may not be a normal requirement, this situation with a location in the open countryside and the close proximity to the National Park does justify its inclusion for the reasons outlined above. Even after 40 years it is still expected that the presence of the building will be an effect on landscape character. When the use ceases, to be left with a potentially derelict building and site in such a prominent location which at the time is no longer contributing to the wider economic benefit of the country as a whole is not acceptable.</p> <p>The applicant is invited at deadline 9 to assist in setting the sum that should be secured in the form of a bond as the Council appreciates that the £60ml figure above is only a guide figure taken from construction contracts and highway bonds. In the event that the applicant does not offer any figure then the ExA is invited to refine this sum if it is felt necessary.</p>	<p>liabilities associated with those. These are not a matter relevant to the Proposed Development, or indeed a matter which falls within the remit of the Planning Act 2008 regime.</p> <p>It should also be noted that the authorised development is not temporary development. That it has a design life of 40 years does not mean it will be removed in 40 years' time, and the Applicant has never advanced a position that it would do so.</p> <p>Further, a decommissioning requirement is included (discussed above) and the Undertaker and any funder would be well aware of this, and that to not comply with the requirement would be a criminal offence. As such, it will be necessary for the costs for decommissioning to be factored as a future potential liability.</p>
Additional Requirement	<p>A requirement restricting the commencement of the authorised development until all French consents have been obtained is requested.</p> <p>This would be a new Grampian style requirement. The Council has listened at both sets of hearings to the discussions on the applicant's financial situation and whether obtaining the necessary consents and approval on the European side are simple or complicated. This requirement is considered to cut through any concerns relating to both of those issues and is presented as a sensible way forward.</p> <p>The Council is aware of the more recent submission entitled Post Hearing Note in respect of the non UK planning Consent &amp; approvals required in connection with Aquind Interconnector doc ref 7.9.48 dated 23 February 2021. The Council invites the applicant to propose any more relevant referencing than the one used by the Council above.</p>	<p>For the reasons previously explained this is not agreed to. The Applicant has submitted further information on 23 February 2021 in relation to regulatory approvals and French consents (AS-069).</p> <p>As is evident from the information contained therein, the planning and permitting regime in France is complex and subject to examination by a range of institutions and administrative bodies at local, regional and national level. Further, it is clear the Applicant has undertaken the relevant processes to progress the necessary pre-application consultation requirements since 2017, gaining favourable feedback in this regard, and has also initiated the necessary processes to obtain the consents required to construct the Project as is appropriate at the current time. The process for obtaining the consents in France has been purposefully timed to run in parallel with the consenting processes in the UK, so as to seek to ensure the Project wide required consents are obtained in reasonable proximity to one another.</p> <p>Whilst it is the case that not all consents required for the Project to be constructed in France have been obtained at this time, the Applicant has demonstrated the pathway it is following to secure those consents and that there is a reasonable prospect of the relevant applications being successful within a reasonable timeframe. It is not necessary for such a restriction to be included in the DCO.</p> <p>Further information with regard to the Applicant's position is also located at paragraphs 5.10 – 5.13 of the Applicant's written summary of the oral case at Issue Specific Hearing 4 (AS-065).</p>

Herbert Smith Freehills LLP

5 March 2021

18857/30985781

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Article in Newspaper 10.3.2021  
**Date:** 11 March 2021 09:28:52

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Dear Hefin,

The Examination process is closed but our interest continues and you can see why.

<https://www.theguardian.com/business/2021/mar/10/tory-donor-uk-approval-cross-channel-cable-portsmouth-alexander-temerko>



### Tory donor takes control of firm seeking UK approval to build cross-Channel cable | Infrastructure | The Guardian

A former Russian arms boss and major Conservative party donor has taken joint control of a company seeking government approval to build a cross-Channel power line, and one of the most powerful ...

[www.theguardian.com](http://www.theguardian.com)

Thank you again for all your support and effort in this difficult examination process.

Kind Regards,  
Viola Langley

**From:** [REDACTED]  
**To:** [Aquind Interconnector](#)  
**Subject:** Application by Aquind Limited for an Order Granting Development Consent for the Aquind Interconnector  
**Date:** 17 March 2021 15:41:16  
**Attachments:** [20210316 Aquind Interconnector- s135 letter 4146-8061.pdf](#)

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**Jonathan Treadaway** | Senior Legal Counsel

[REDACTED]

The Crown Estate



1 St James's Market, London, SW1Y 4AH  
**[thecrownestate.co.uk](http://thecrownestate.co.uk)**



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National Infrastructure Planning  
The Planning Inspectorate  
3D Eagle Wing  
Temple Quay House  
2 The Square  
Bristol  
BS1 6PN

**AND BY EMAIL:** [aquind@planninginspectorate.gov.uk](mailto:aquind@planninginspectorate.gov.uk)

16 March 2021

Dear Sirs

**Planning Act 2008 and the Infrastructure Planning (Examination Procedure) Rules 2010**

**Application by Aquind Limited ("the Applicant") for an Order Granting Development Consent for the Aquind Interconnector**

I write further to the above.

In this letter:

"the book of reference" shall have the meaning given to it in the Order;

"the Commissioners" shall mean the Crown Estate Commissioners;

"Draft DCO" shall mean the Applicant's draft development consent order (reference 3.1, Revision 007, Deadline 8 and dated 1 March 2021); and

"Order" shall mean the Aquind Interconnector Order 2021 once made by the Secretary of State.

As you are aware, the Commissioners disagree with any view that section 135(1) of the Planning Act 2008 ("the Act") provides that any provision authorising the acquisition of third party interests in Crown land may only be included in a development consent order if the unconditional consent of the appropriate Crown body to the acquisition is obtained before the development consent order is made.

However, and without prejudice to the Commissioners' position, the Commissioners have reached a separate agreement with the Applicant which provides the Commissioners with sufficient assurance as to the way in which compulsory acquisition powers (as contained in Article 23 of the Draft DCO) may be exercised in respect of third party interests in Crown land forming part of the Crown Estate. As such, and subject to the below, the Commissioners confirm their consent to the compulsory acquisition of the third party interests in Plots 7-22, 7-24 and 10-38 for the purpose of section 135(1) of the Act.

The Commissioners' consent is granted subject to:

1. the inclusion and continuing application of the following amended "Crown rights" wording in the Order at Article 47:

*"47.— (1) Nothing in this Order affects prejudicially any estate, right, power, privilege, authority or exemption of the Crown and in particular, nothing in this Order authorises the undertaker or any lessee or licensee to take, use, enter upon or in any manner interfere with any land or rights of any*

*description (including any portion of the shore or bed of the sea or any river, channel, creek, bay or estuary)—*

*(a) belonging to Her Majesty in right of the Crown and forming part of The Crown Estate without the consent in writing of the Crown Estate Commissioners;*

*(b) belonging to Her Majesty in right of the Crown and not forming part of The Crown Estate without the consent in writing of the government department having the management of that land; or*

*(c) belonging to a government department or held in trust for Her Majesty for the purposes of a government department without the consent in writing of that government department;* ~~or~~

*(2) Paragraph (1) does not apply to the exercise of any right under this Order for the compulsory acquisition of an interest in any Crown land (as defined in section 227 of the 2008 Act) which is for the time being held otherwise than by or on behalf of the Crown ~~without the consent in writing of the appropriate Crown authority (as defined in the 2008 Act).~~*

*(3) A consent under paragraph (1) may be given unconditionally or subject to terms and conditions; and is deemed to have been given in writing where it is sent electronically.*

and;

3. the Commissioners being consulted further if any variation to the Draft DCO is proposed which could affect any other provisions of the Order which are subject to section 135(1) and 135(2) of the Act.

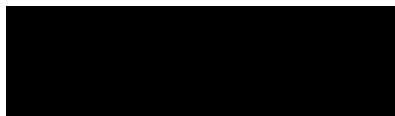
Subject to:

1. the inclusion of Article 47 in the Order as referred to above and its continuing application; and

2. the Commissioners being consulted further if any variation to the Draft DCO is proposed which could affect any other provisions of the Order which are subject to section 135(1) and 135(2) of the Act

the Commissioners confirm their consent to Articles 3-8, 17, 19, 30-32, 39, 40 and 47 of the Draft DCO, to the extent that they are included in the Order, applying in relation to Plots 7-22, 7-24 and 10-38 for the purpose of section 135(2) of the Act.

Yours sincerely

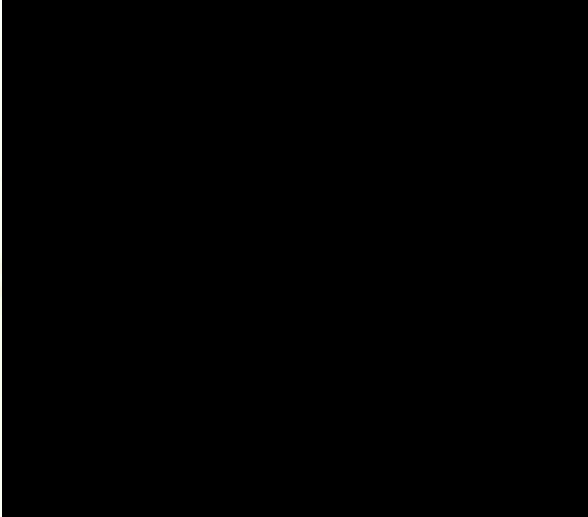


Jonathan Treadaway

**Senior Legal Counsel**

**For and on behalf of the Crown Estate Commissioners**

17-3-21.



Dear Sir,

I am very worried about my daughters allotment in Milton Portsmouth. Some company called Aquind! are planning to run cables through the land. This can not happen! because 500 Plots with about 3 to 4 thousand grow their food at the allotment and if cables and chemicals are involved this could poison people and I would hold the government responsible. Please dont let this happen.

Yours Faithfully



**From:** [REDACTED]  
**To:** [Aquind Interconnector](#)  
**Subject:** Objection to planning application  
**Date:** 12 April 2021 10:06:45

---

As a resident of Milton in Southsea my area will be badly affected by the balding of this cable route for many years. Traffic, noise and pollution will all increase as well as limiting my access to places I regularly walk. In addition, I will gain no benefit from it. I also fail to see why we need this connection anyway. The last year has taught us that we should be more self sufficient as a country. Therefore please register my objection.

--

Dr Alex Tymon

**From:** [REDACTED]  
**To:** [REDACTED]; [Aquind Interconnector](#)  
**Subject:** EN020022 - Aquind Ltd  
**Date:** 29 April 2021 13:58:58  
**Attachments:** [image001.png](#)  
[image002.jpg](#)

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Hi Hefin

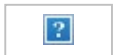
I hope you are well. We weren't sure if you need to be informed of this, but please note the registered address of Aquind Limited has changed to - [5 Stratford Place, London, England, W1C 1AX.](#)

The address of the London office - 78 Pall Mall London SW1Y 5ES - remains the same and all correspondence should be sent to this address in any event.

Kind regards,

Amy

**Amy Hallam BA (Hons) MSc MRTPI**  
Technical Director, Infrastructure Planning

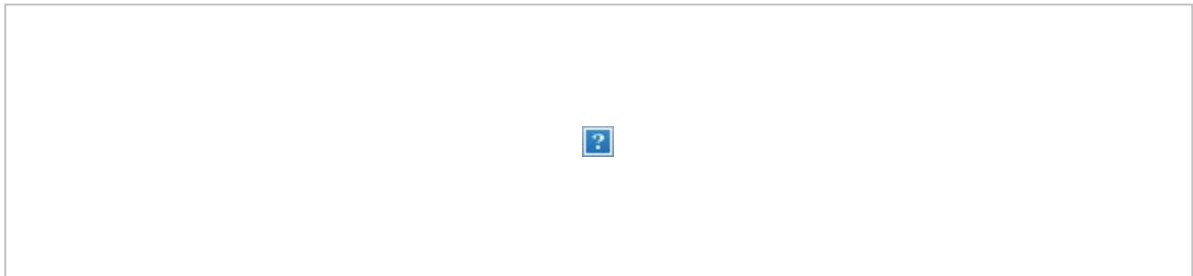


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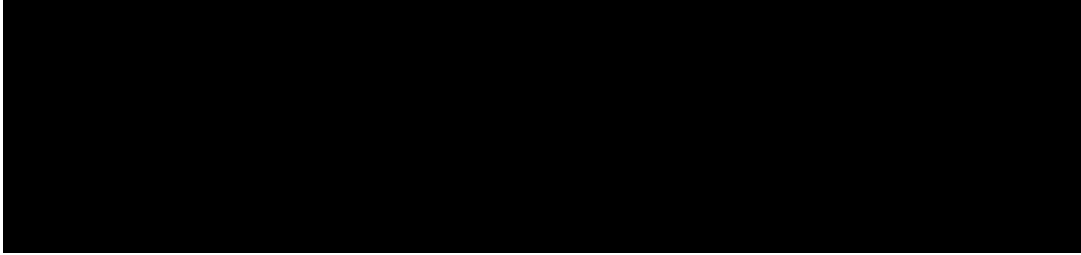
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## PENNY MORDAUNT MP



Rt Hon Kwasi Kwarteng MP, Secretary of State for BEIS  
Rt Hon Robert Jenrick MP, Secretary of State for MHCLG

5<sup>th</sup> May 2021

Dear Kwasi and Robert,

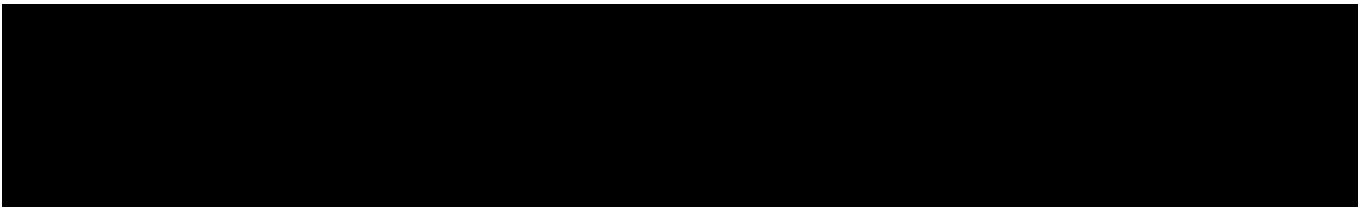
### **Aquind Interconnector, Portsmouth**

I am writing in my capacity as the MP for Portsmouth North. I am deeply concerned about any plans the UK has to import electricity via this interconnector scheme.

I have already formally objected to Aquind's project as their intended route runs through Portsmouth. With only three roads on and off the island this would cause huge disruption to the city, stall much needed development and our recovery from the pandemic as well as negatively impacting the local environment. Portsmouth City Council has also objected to the project and the chosen route.

However, in addition to these objections, I think there are serious strategic errors with relying on such programmes to deliver energy for the UK, both in terms of the UK's resilience but also wider issues concerned with future negotiations.

Under the TCA, at France's insistence, the Energy Chapter runs out in 2026 at the same time as the Fishing agreement. They have been specific that the reason for this is to hold energy cooperation as a price for further access to UK fishing grounds (Minister le Drian's speech to France 3 Bretagne in January of this year being one example of this).



## PENNY MORDAUNT MP



It will be argued that the EU could not stop a French energy company selling to the UK, but increasing our dependence on French nuclear increases the likelihood it will become politicised and involved in any future discussions, in particular on fishing. To do so seems a bad idea and one I am sure UK fishermen would not support. We saw with the vaccine Article 122 issue that is at least possible. Whatever our plans regarding the freedom to take back control of our EEZ and for the UK to become a more resilient nation they are not served by reliance on such energy supplies.

Nor are there clear upsides for the UK either, as the European Federation of Energy Traders (EFET) have pointed out, because of pricing differences and uncertainty when cross border capacity is booked.

Our ambitions on the environment, on resilience and to maximise the full opportunities that come from Brexit are not helped by this scheme. I would urge that these issues are considered in full before determining if the scheme should go ahead. I have been raising these concerns since December 2018 and cannot overstate the strength of feeling from my city and many from across the Solent on this issue.

Yours sincerely,



Rt Hon Penny Mordaunt MP

cc Lord Frost, Cabinet Office



**From:** [REDACTED]  
**To:** [Aquind Interconnector](#)  
**Subject:** NO Aquind in Southsea  
**Date:** 03 June 2021 20:49:33

---

Hi There,

I am emailing you as a Southsea resident, very concerned indeed about the Aquind proposal in Southsea.

It is an objectionable project to me as I have concerns regarding the impact on the natural environment and our living environment.

I believe it will produce pollution, congestion and I don't think it is in the best interests of local people.

Please please do not allow this to go ahead.

sincerely,

Mrs A Ashworth

**From:** [REDACTED]  
**To:** [Aquind Interconnector](#)  
**Subject:** Aquind ,our area  
**Date:** 04 June 2021 20:08:26

---

Dear Sirs or Madam,

We are residents of [REDACTED] who wish to give notice of our objections to the scheme,as follows:-

1. We strongly feel that our future power supplies are best served by wind farms
2. We have strong concerns that power supplied from France could be subject to interference
3. Disturbance to the local infrastructure ,residents and wildlife would be unacceptableI,in conclusion,**listen to the views of us the people of Portsmouth**

regards Robert and Julie



---

**From:** Sue Randall-Clark [REDACTED]

**Sent:** 08 June 2021 22:37

**To:** KWARTENG, Kwasi [REDACTED]

**Subject:** Aquind Objection

I strongly object to the Aquind Interconnector. This unnecessary project would cause untold damage to our city Portsmouth and points North. It would damage the sea shore, the few green spaces we have and above all the mental and physical health of us, residents.

Access to town along Eastern Road would be severely disrupted, damaging business activities. It would rob us of valuable seafront parking.

Wild life habitats would be destroyed, sporting activities disrupted and pollution dramatically increased in an already dangerously polluted city.

The local councillors, our MPs and we residents are united in our rejection of this abomination.

We do not need this Interconnector, instead we should be directing our investments into sustainable electricity generation, not building a system to import energy generated in the old way. Furthermore, we cannot be sure that this proposed energy cable will not simply be turned off as was recently threatened.

Would you please take whatever steps you can to stop this project?

It brings no benefits to us. It simply generates income for the private investors who have no regard for the damage they would be causing to us, here in Portsmouth and beyond. These investors have a profile which should leave you in no doubt that self interest is what motivates them. Surely you are aware of the media coverage of this project and its owners.

Should the Aquind Interconnector Project be given a Development Consent Order under these circumstances to allow construction and so much destruction ?

We don't need this disruption or power.

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----- Original Message -----

**From:** JD FM [REDACTED];  
**Received:** Tue Jun 08 2021 20:00:04 GMT+0100 (British Summer Time)  
**To:** Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Fwd: Aquind Objection

Dear The Right Honourable Kwasi Kwarteng MP.

Sir, I am grateful that greater men than I, such as yourself, are responsible for making decisions of this nature. Damned if you do and damned if you don't springs to mind. Added to that I simply do not have all of the information that I would in theory need to reach a balanced decision.

However, and I'm sure you could see this coming, in this instance maybe having all the information isn't required given the negatives. I'm sure you will be receiving many objections to the planned interconnector through Portsmouth and for my part I could not hand on heart complain in public if I did not make my opinions known to you.

Quite simply, I am concerned that a Russian company, given the aggressive and state level interference in foreign affairs demonstrated of late, would have any part of our countries infrastructure. Further, the thought that the company and potentially by exploitation the regime would make a profit from our country and could use those same profits to fund measures that would cause harm to the UK and her interests fills me with dread. The irony that this could be used against our Navy, through profits raised from a crucial piece of hardware situated in Portsmouth, must have Mr. Putin smirking from Moscow to the Solent.

All of this is before the massively significant environmental damage, the destruction and hugely negative impact to my city and her citizens is considered. Is HS2 not already a lesson damaging idiocy in the name of progress?

And all of this to secure a minimal and negligible % of our national energy needs. Sir I reiterate that in this instance I may not need all of the facts to make the right decision when these negatives alone must surely outweigh any benefits of the proposed arrangement.

Sir, please please do not allow this travesty to occur. Our country and my city, our citizens and our Navy deserve so much better.

Thank you for your consideration.

Yours sincerely

James Mudie.



----- Original Message -----

**From:** Chris Warneford [redacted];  
**Received:** Thu Jun 10 2021 09:25:59 GMT+0100 (British Summer Time)  
**To:** Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Aquind route through Portsmouth

Kwasi Kwarteng  
[redacted]

I strongly object to the Aquind Interconnector. This unnecessary project would cause untold damage to our city Portsmouth and points North. It would damage the sea shore, the few green spaces we have and above all the mental and physical health of us, residents.

Access to town along Eastern Road would be severely disrupted, damaging business activities. It would rob us of valuable seafront parking.

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We do not need this Interconnector, instead we should be directing our investments into sustainable electricity generation, not building a system to import energy generated in the old way. Furthermore, we cannot be sure that this proposed energy cable will not simply be turned off as was recently threatened.

Would you please take whatever steps you can to stop this project?

It brings no benefits to us. It simply generates income for the private investors who have no regard for the damage they would be causing to us, here in Portsmouth and beyond. These investors have a profile which should leave you in no doubt that self interest is what motivates them. Surely you are aware of the media coverage of this project and its owners.

Should the Aquind Interconnector Project be given a Development Consent Order under these circumstances to allow construction and so much destruction ?

I urge to do everything possible to Stop Aquind.

Regards

Chris Warneford

----- Original Message -----

**From:** Emma Blythe [REDACTED]

**Received:** Thu Jun 10 2021 10:58:45 GMT+0100 (British Summer Time)

**To:** Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)> [REDACTED]

**Subject:** Please STOP Aquind

Hello,

I strongly object to the Aquind Interconnector. This unnecessary project would cause untold damage to our city Portsmouth and points North. It would damage the sea shore, the few green spaces we have and above all the mental and physical health of us, residents.

Access to town along Eastern Road would be severely disrupted, damaging business activities. It would rob us of valuable seafront parking.

Wild life habitats would be destroyed, sporting activities disrupted and pollution dramatically increased in an already dangerously polluted city.

The local councillors, our MPs and we residents are united in our rejection of this abomination.

We do not need this Interconnector, instead we should be directing our investments into sustainable electricity generation, not building a system to import energy generated in the old way. Furthermore, we cannot be sure that this proposed energy cable will not simply be turned off as was recently threatened.

Would you please take whatever steps you can to stop this project?

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Should the Aquind Interconnector Project be given a Development Consent Order under these circumstances to allow construction and so much destruction ?

I urge to do everything possible to Stop Aquind.

I look forward to seeing a positive outcome for the people of Portsmouth as how can this possibly go ahead given all the points raised above. We do not want Aquind here so please make the right decision.

Thanks and kind regards

Emma



Sent from my iPhone

10/06/2021

Dear Kuasi Kwarteng,

I strongly object to the Aquind Interconnector. This unnecessary project would cause untold damage to our city Portsmouth and points North. It would damage the sea shore, the few green spaces we have and above all the mental and physical health of us, residents.

Access to town along Eastern Road would be severely disrupted, damaging business activities. It would rob us of valuable seafront parking.

Wild life habitats would be destroyed, sporting activities disrupted and pollution dramatically increased in an already dangerously polluted city.

The local councillors, our MPs and we residents are united in our rejection of this abomination.

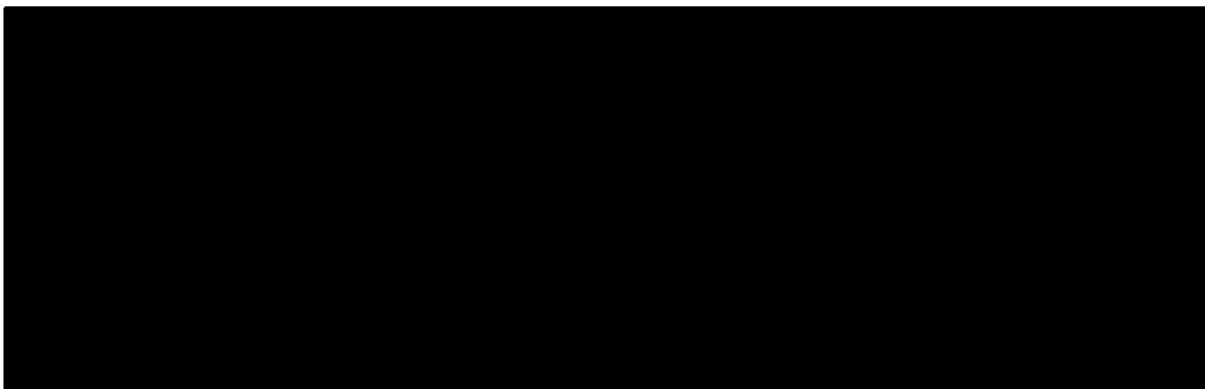
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Should the Aquind Interconnector Project be given a Development Consent Order under these circumstances to allow construction and so much destruction ?

I urge to do everything possible to Stop Aquind.





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**From:** viola langley [REDACTED]  
**Sent:** 10 June 2021 19:04  
**To:** KWARTENG, Kwasi [REDACTED]  
**Subject:** Stop the Aquind Interconnector

I strongly object to the Aquind Interconnector. This unnecessary project would cause untold damage to our city Portsmouth and points North. It would damage the sea shore, the few green spaces we have and above all the mental and physical health of us, residents.

Access to town along Eastern Road would be severely disrupted, damaging business activities. It would rob us of valuable seafront parking.

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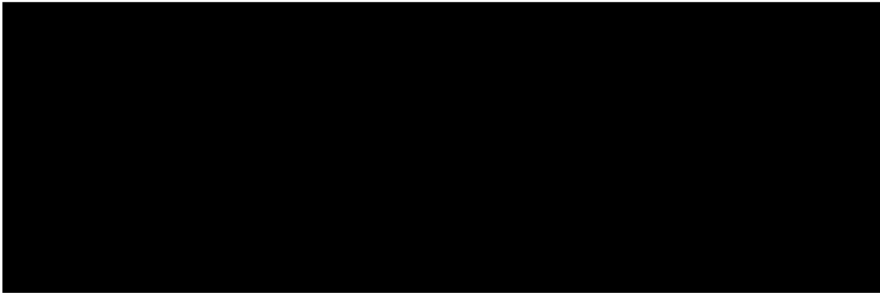
Should the Aquind Interconnector Project be given a Development Consent Order under these circumstances to allow construction and so much destruction ?

I urge to do everything possible to Stop Aquind.

Regards,

Viola Langley

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**From:** Tim Edwards <[REDACTED]>  
**Sent:** 11 June 2021 21:55  
**To:** KWARTENG, Kwasi <[REDACTED]>  
**Subject:** Portsmouth Aquind Proposals

Dear Mr Kwarteng,

I am writing to tell you why I and countless others vehemently oppose Aquind's Interconnector project.

All of our councillors and both MPs in Portsmouth and along the proposed route are opposed to the unnecessary Aquind Interconnector. It will not benefit our area at all, only cause untold damage and disruption.

The scheme contradicts and undermines the government's stated target of 100% renewable energy by 2030. Aquind have applied for an extension for the construction of their scheme from five years to seven, meaning it would not be completed until 2028, just two years before the government's own target date on renewables, so it makes no sense to even consider this proposal.

Aquind claim that electricity from the nuclear power station in Normandy is green but it is not. Nuclear waste cannot be disposed of safely. As long as nuclear power stations are still in use we are, literally, storing up problems for future generations. Also, in the event of a nuclear accident the results would be catastrophic, as we know from what happened in Chernobyl and in Japan. Therefore, not only will this interconnector be unnecessary and contrary to government energy policy, but it will also pose a danger.

Aquind added a data cable after their original submission. Under the terms of a DCO this is not allowed.

It is simply ridiculous to consider routing this interconnector through the east side of Portsmouth, which is the second most densely populated city after London with already high levels of pollution and very poor air quality.

The trenches will be up to 23m wide. This will mean that at least one lane of the Eastern Road will have to be closed. We have only three main roads in and out of the city and this is one of them. The result will be gridlock. It will do untold damage to residents' lives and to businesses, not only along the route but throughout our city. Yet in 2018 the decision was taken out of the hands of the people who will have to live with the consequences for years to come.

The proposed route cuts through an area of scientific interest at Langstone Harbour, a feeding ground for rare Brent geese that fly thousands of miles to arrive here every year, and also our only inner-city nature reserve, where groups of children are taken to learn about the natural world. And it cuts through a seagrass meadow at Farlington Marshes, another area that is supposed to be protected.

In response to fierce opposition from allotment holders Aquind now propose to tunnel beneath these cherished allotments but this raises troubling questions about the possible toxicity of lubricants used when drilling and the risk of contaminating the fruit and vegetables people grow there.

Off Portsea island the route goes along the busy London Road and Hambledon Road, the only main roads through a densely populated built up area. This will cause huge disruption.

Aquind want compulsory purchase powers to acquire swathes of land along the route, including 25,000 sq m of woodland near Lovedean where the route ends. There is intense local opposition to this.

Surely any decisions about compulsory purchase should at least be deferred until the authorities in Normandy have made their decisions about the Aquind Project there.


In short, this interconnector will cause massive disruption in our already congested city. It is bad enough already, especially on match days when Pompey are playing at home; the tailback often extends the length of the Eastern Road and off the island too. It will lead to even more air and noise pollution, loss of wildlife habitats, disruption to residents and businesses, loss of precious green spaces and sports facilities.

We in Portsmouth know that you have already been publicly endorsing Aquind ahead of the Inspectorate's recommendations, which you received on 7th June. Surely you are not claiming to be impartial? We also know the Conservative Party has received at least £1m in donations from Ukrainian-born Alexander Temerko and a further approximately half a million pounds from the other co-owner, Russian-born Viktor Fedotov. We know a great deal about Mr Temerko. All this is well documented in the Press. If he gets his way it will not reflect well on you and your Party at a time when your government has been charged with cronyism and has just been defeated in the high Court by the Good Law Project.

I therefore call on you to choose the only honourable course of action and reject Aquind's proposals. To approve this scheme would further damage public trust in your own Party and do untold damage to our city.

Yours sincerely,

Tim Edwards

  
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e-mail has been checked for viruses, but no liability is accepted for any damage caused by any virus transmitted by this e-mail. This e-mail address is not secure, is not encrypted and should not be used for sensitive data.

[REDACTED]

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**From:** Janet Dennis [REDACTED]

**Sent:** 11 June 2021 20:31

**To:** KWARTENG, Kwasi [REDACTED]

**Subject:** Aquind's Interconnector Project

Dear Mr Kwarteng,

I am writing to tell you why I and countless others vehemently oppose Aquind's Interconnector project.

All of our councillors and both MPs in Portsmouth and along the proposed route are opposed to the unnecessary Aquind Interconnector. It will not benefit our area at all, only cause untold damage and disruption.

The scheme contradicts and undermines the government's stated target of 100% renewable energy by 2030. Aquind have applied for an extension for the construction of their scheme from five years to seven, meaning it would not be completed until 2028, just two years before the government's own target date on renewables, so it makes no sense to even consider this proposal.

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Aquind added a data cable after their original submission. Under the terms of a DCO this is not allowed.

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The proposed route cuts through an area of scientific interest at Langstone Harbour, a feeding ground for rare Brent geese that fly thousands of miles to arrive here every year, and also our only inner-city nature reserve, where groups of children are taken to learn about the natural world. And it cuts through a seagrass meadow at Farlington Marshes, another area that is supposed to be protected.

In response to fierce opposition from allotment holders Aquind now propose to tunnel beneath these cherished allotments but this raises troubling questions about the possible toxicity of lubricants used when drilling and the risk of contaminating the fruit and vegetables people grow there.

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In short, this interconnector will cause massive disruption in our already congested city. It is bad enough already, especially on match days when Pompey are playing at home; the tailback often extends the length of the Eastern Road and off the island too. It will lead to even more air and noise pollution, loss of wildlife habitats, disruption to residents and businesses, loss of precious green spaces and sports facilities.


We in Portsmouth know that you have already been publicly endorsing Aquind ahead of the Inspectorate's recommendations, which you received on 7th June. Surely you are not claiming to be impartial? We also know the Conservative Party has received at least £1m in donations from Ukrainian-born Alexander Temerko and a further approximately half a million pounds from the other co-owner, Russian-born Viktor Fedotov. We know a great deal about Mr Temerko. All this is well documented in the Press. If he gets his way it will not reflect well on you and your Party at a time when your government has been charged with cronyism and has just been defeated in the high Court by the Good Law Project.

I therefore call on you to choose the only honourable course of action and reject Aquind's proposals. To approve this scheme would further damage public trust in your own Party and do untold damage to our city.

Yours sincerely,

Jan Dennis



  
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Simon Ludlam  
Partner

The Rt Hon Kwasi Kwarteng MP  
Secretary of State  
for Business, Energy and  
Industrial Strategy

1 Victoria Street  
London SW1H 0ET

17 June 2021

By post and email

Dear Minister,

### **Opposition to electricity interconnector capacity by Rt Hon Penny Mordaunt MP**

We note the Rt Hon Penny Mordaunt MP, who is also Paymaster General and a leading member of the UK team in the Partnership Council of the Trade and Cooperation Agreement with the EU, placed on her website a letter of 5 May 2021 addressed to Ministers Kwarteng and Jenrick questioning the rationale to import and export power between Great Britain and its neighbours. This message has been relayed in the media on several occasions.

It seems that this position stems from a petition Ms Mordant has initiated in connection with one of GB's interconnectors in development – the Aquind Interconnector, which passes through her constituency.

Putting local planning issues aside, Ms Mordaunt's approach to interconnection, adopted in the petition and letter, appears to be inconsistent with the Government's energy policy as set out in its White Paper of December 2020<sup>1</sup>. The letter refers to the Government's policy view on interconnection as a "serious strategic error".

We believe that the letter does not take into account the crucial role interconnectors play today and the importance of developing further interconnector capacity with our neighbours to achieve the Government's environmental and energy objectives.

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<sup>1</sup> Powering our Net Zero Future, December 2020 - CP 337

## Current Government Policy

The Government has committed to realise at least 18GW of interconnector capacity by 2030. This represents a three-fold increase from current levels and will position GB as a potential net exporter of excess green energy, helping to keep wind turbines generating even when GB electricity demand has been met and reducing the reliance of renewable energy on tariffs. The Government's position is substantiated with analysis and supporting data;

*“Interconnection increases the ability of the GB electricity market to trade with other markets, enhances the flexibility of our energy system and has been shown to have clear benefits for decarbonisation. Alongside this white paper, we are publishing a report into the impact of interconnectors on decarbonisation, which demonstrates how a higher level of interconnector capacity could decrease cumulative emissions in Great Britain by up to 199MtCO<sub>2e</sub> by 2050, as well as reducing total system costs.”<sup>2</sup>*

## Alternatives to Interconnector Capacity

GB's alternatives to interconnector capacity are primarily the installation of (i) further generating units onshore or offshore and (ii) electricity storage in the form of batteries. Both come with different constraints for consumers and residents. The recent completion of IFA2, with its 1000MW convertor station located at Solent Airfield, avoided the construction of an additional 133 offshore wind turbines requiring 400km<sup>2</sup> of our marine Exclusive Economic Zone or 25,000 acres of solar panels equivalent to 2.5x the surface area of the Portsmouth conurbation. The installation of IFA2 interconnector capacity relieved pressure on our countryside and seabed which, in turn, has benefited both fisherman and farmers. Building the equivalent capacity of offshore wind or solar power generation would have required capital investment of approximately £2bn for either of the technologies while the cost of IFA 2 was approximately £700m shared between the UK and France. That does not take into account the significant cost of various flexibility technologies that are required to be built alongside intermittent renewables such as battery storage if interconnection capacity is inadequate.

## Trading dynamics with GB's neighbours

GB is a net importer of all forms of energy and especially of fossil fuels, including gas used by balancing power plants. GB has for many years been a net importer of power as measured over an annual period but this belies the mutual dependency of intraday trading between GB and its neighbours. During 2020 RTE, the French transmission operator imported power from GB for 20% of the time and for the month of September 2020 France was a net importer of power across all its interconnectors<sup>3</sup> due to the drop in availability of its nuclear park. France is increasingly dependent on imports from neighbours including GB to manage the stability of its electricity network during periods of system stress. A recent and memorable event was the Beast from the East where GB came to France's assistance to inject 2000MW into the French system to avoid brownouts. As the proportion of intermittent renewables increases in GB and across Europe so too will the region's requirement for shared resources to meet peak demand and avoid each country building excessive, expensive and inefficient back up generation and storage.

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<sup>2</sup> Aurora as commissioned by BEIS, (2020), 'The impact of interconnectors on decarbonisation',

<sup>3</sup> RTE – Bilan Electrique 2020

GB's decision to exit the Internal Energy Market has reduced the efficiency of electricity trading with our neighbours but only marginally as has been shown by the cost and benefit analysis carried out by ENTSO-E and GB TSOs. The reduction in efficiency of GB – French links without any coupling mechanism is expected to be at less than 5%. The proposed Loose Volume Market Coupling agreed in the TCA will be a close approximation to replace full market coupling and will reduce inefficiency further. The GB power industry and regulator are working to meet the deadlines to ensure its implementation by mid-2022. We were unable to find the EFET comments mentioned in the petition that interconnection does not provide upsides, conversely EFET was formed to advocate policies and regulatory measures which allow electricity and gas trading to develop freely across Europe.

Notwithstanding Brexit issues, the petition's suggestion that the UK<sup>4</sup> should achieve greater resilience through the exclusion of imported supplies would inevitably lead to an increase in wholesale prices to GB industry and the requirement, as mentioned above, to build excessive generation capacity on our small island and in its shallow territorial waters.

#### *Interconnectors and UK's Ambitions on the Environment*

All the Government's and National Grid's evidence points to further interconnector capacity as a necessary step to achieve the UK's binding obligation to achieve net zero by 2050. This is a view shared by our neighbours and evidenced by the numerous interconnector projects currently in development or construction to achieve the Government's 18GW target. The petition suggests that the UK's ambitions on the environment are not served by further interconnection, it would be helpful to understand the arguments and data supporting this approach.

#### *Political implications of having a portfolio of interconnectors*

Interconnectors are strategic in nature with a political dimension that can be leveraged by the UK to influence outcomes in furtherance of its long-term interests including energy. The UK can 'export' its energy policy goals through its interconnectors by providing green power to its neighbours, demonstrating leadership by example to other participants of COP 26 and inviting reciprocation.

The publicly stated position of Ms Mordaunt risks to create negative sentiment among global infrastructure investors in respect of British international energy projects and to undermine relationships with EU partners and regulators. It demonstrates that political rhetoric is valued more than long-term mutually beneficial agreement in respect of existing and new energy infrastructure.

The UK government recognises that the achievement of net zero will be challenging unless its neighbours cooperate through the adoption of common goals. The EU's green deal endorses a fully interconnected market to achieve the 2050 target and is closely aligned with the UK's energy objectives. Further negotiations between member states and the UK to achieve net zero are probable. A large portfolio of interconnectors provides the UK government with additional influence at the negotiation table to advance its energy and political policy.

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<sup>4</sup> We understand the use of UK refers to the GB energy market as the Northern Irish grid now operates as part of the wider Irish grid, SEM and is independent of the GB grid. SEM remains within the IEG.

The UK's geographical position makes it a natural hub to provide a stepping-stone for North Sea wind, Nordic hydro and Irish renewables to flow into continental Europe through a series of interconnectors with GB interests, further extending the UK's influence to intensify the green transition in north west Europe and the realisation of net zero by 2050.

We would be pleased to discuss these points in further detail with you or your team if helpful.

Yours sincerely



Simon Ludlam

cc. Rt Hon Penny Mordaunt



For information:

Etchea Energy is an advisory firm providing services to the energy sector. In particular we focus on the development of electricity transmission infrastructure in north west Europe. Most recently we have advised a number of clients developing interconnectors with Great Britain including, ElecLink (through the Channel Tunnel) and GreenLink to Ireland.



----- Original Message -----

**From:** Beth Gray [REDACTED];  
**Received:** Fri Jun 18 2021 00:40:37 GMT+0100 (British Summer Time)  
**To:** Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** null

Dear All

I strongly object to the Aquind Interconnector. This unnecessary project would cause untold damage to our city Portsmouth and points North. It would damage the sea shore, the few green spaces we have and above all the mental and physical health of us, residents.

Access to town along Eastern Road would be severely disrupted, damaging business activities. It would rob us of valuable seafront parking.

Wild life habitats would be destroyed, sporting activities disrupted and pollution dramatically increased in an already dangerously polluted city.

The local councillors, our MPs and we residents are united in our rejection of this abomination.

We do not need this Interconnector, instead we should be directing our investments into sustainable electricity generation, not building a system to import energy generated in the old way. Furthermore, we cannot be sure that this proposed energy cable will not simply be turned off as was recently threatened.

Would you please take whatever steps you can to stop this project?

It brings no benefits to us. It simply generates income for the private investors who have no regard for the damage they would be causing to us, here in Portsmouth and beyond. These investors have a profile which should leave you in no doubt that self interest is what motivates them. Surely you are aware of the media coverage of this project and its owners.

Should the Aquind Interconnector Project be given a Development Consent Order under these circumstances to allow construction and so much destruction ?

I urge to do everything possible to Stop Aquind.

Yours B Gray



----- Original Message -----

**From:** [Redacted]  
**Received:** Sun Jun 20 2021 07:33:18 GMT+0100 (British Summer Time)  
**To:** Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Aquind Interconnector objection

Mr Kwasi Kwarteng,

I strongly object to the Aquind Interconnector. This unnecessary project would cause untold damage to our city Portsmouth and points North. It would damage the sea shore, the few green spaces we have and above all the mental and physical health of us, residents.

Access to town along Eastern Road would be severely disrupted, damaging business activities. It would rob us of valuable seafront parking.

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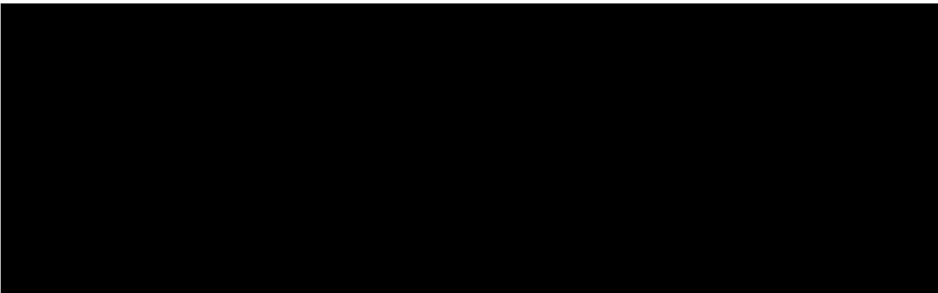
Should the Aquind Interconnector Project be given a Development Consent Order under these circumstances to allow construction and so much destruction ?

I urge to do everything possible to Stop Aquind.

Yours sincerely


Mr Steve Cook





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**Sent:** 20 June 2021 07:50

**To:** KWARTENG, Kwasi 

**Subject:** Aquind Interconnector Objection

Mr Kwasi Kwarteng,

All of our councillors and both MPs in Portsmouth and along the proposed route are opposed to the unnecessary Aquind Interconnector. It will not benefit our area at all, only cause untold damage and disruption.

It is simply ridiculous to consider routing this interconnector through the east side of Portsmouth, which is the second most densely populated city after London with already high levels of pollution and very poor air quality.

The proposed route cuts through an area of scientific interest at Langstone Harbour, a feeding ground for rare Brent geese that fly thousands of miles to arrive here every year, and also our only inner-city nature reserve, where groups of children are taken to learn about the natural world. And it cuts through a seagrass meadow at Farlington Marshes.

Off Portsea island the route goes along the busy London Road and Hambledon Road, the only main roads through a densely populated built up area. This will cause huge disruption.

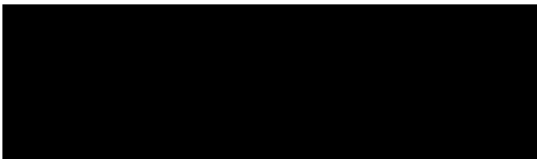
Aquind want compulsory purchase powers to acquire swathes of land along the route, including 25,000 sq m of woodland near Lovedean where the route ends. There is intense local opposition to this.

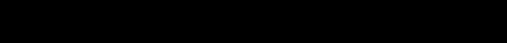
In short, this interconnector will cause massive disruption in our already congested city. It is bad enough now, especially on match days when Pompey are playing at home; the tailback often extends the length of the Eastern Road and off the island too. It will lead to even more air and noise pollution, loss of wildlife habitats, disruption to residents and businesses, loss of precious green spaces and sports facilities.


I therefore call on you to reject Aquind's proposals. To approve this scheme would further damage public trust in your own Party and do untold damage to our city.

Yours sincerely,

Mr Steve Cook



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**From:** Andrew Rowley [REDACTED]  
**Sent:** 21 June 2021 16:41  
**To:** KWARTENG, Kwasi [REDACTED]  
**Subject:** Objections to Aquind Interconnector

Dear Mr Kwarteng

I would like to voice my objections to the building of the Aquind Interconnector. I am a resident of Southsea in Hampshire and am very concerned about the threat to wildlife and public space from this project.

In terms of the cost of project, it will interrupt bike lines and destroy large areas of the Farlington Marshes Nature Reserve at a time when the government has committed to increasing the provision of bike lanes and wild spaces.

The proposed benefit of the project is that it will bring an increased electricity supply. However, it is very unclear as to whether the electricity supply, coming from the French mainland would be necessary or reliable (see recent French threats to block supplies to Jersey) or in keeping with the Paris Climate Agreement.

This project will have a large negative impact on the local community without bringing any tangible benefits.

Your sincerely  
Mr Andrew Rowley  
Southsea Resident  
Hampshire, UK

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Stephen  
Morgan MP  
House of Commons

The Rt Hon Kwasi Kwarteng MP  
Secretary of State for Business, Energy and Industrial Strategy  
Department for Business, Energy and Industrial Strategy  
1 Victoria Street  
London  
SW1H 0ET

22 June 2020

Dear Secretary of State,

### **AQUIND Interconnector Project decision**

The Planning Inspectorate has now issued its recommendation to you on your potential decision to allow the AQUIND Interconnector Project to progress. I therefore want to once again raise my constituents' strong objections to the planning application for the AQUIND interconnector affecting Portsmouth.

In December I gave evidence to the Examining Authority to represent the views of people in Portsmouth South, who are firmly opposed to this development and the untold damage and disruption to people, businesses and our environment it will cause.

[REDACTED] gave evidence to the Examining Authority with this letter, and I list the areas of objection below:

- Disruption to Portsmouth's highway network and knock on effects within Hampshire
- Significant disruption to residents - from noise at anti-social hours to dust and loss of natural light - in a wide-ranging area from Farlington Avenue in the north, down to Fort Cumberland Road
- The negative impact on both Portsmouth's local economy and the local authority's essential income over the period of the works
- Increased air pollution caused by, or as a consequence of the works
- Loss of open recreational space at Milton Common, Farlington Playing Fields
- Loss of playing pitches at Farlington, Baffins and University of Portsmouth (Langstone Village)

**Member of Parliament for Portsmouth South | Shadow Minister for the Armed Forces**

House of Commons  
London SW1A 0AA

72 Albert Road  
Southsea PO5 2SL




Stephen  
Morgan MP  
House of Commons

- Permanent loss of parking spaces at Fort Cumberland car park for the ORS buildings and fenced space
- Lack of adequate consideration of alternative routes

As you will know *The Times* has uncovered a string of letters and meetings between AQUIND Director Alexander Temerko – another Soviet-era oligarch - and Ministers of your Department, past and present. You will also be aware Alok Sharma recused himself of handling the issue when BEIS Secretary, as well as of the recently uncovered correspondence between Mr Temerko and yourself, which raises further questions around impartiality.

Now that you have received the recommendation of the Planning Inspectorate, please confirm whether you will recuse yourself from the final decision on this project? Failing that, will you set out when you expect to publish your decision and end uncertainty for my constituents?

The final decision on this project rests with your Department. I urge you to recognise the deeply held concerns of my constituents and stop AQUIND.



**Stephen Morgan MP**

**Member of Parliament for Portsmouth South | Shadow Minister for the Armed Forces**


House of Commons  
London SW1A 0AA

72 Albert Road  
Southsea PO5 2SL



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[www.stephenmorgan.org.uk](http://www.stephenmorgan.org.uk)



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**From:** Hazel Lyness [REDACTED]  
**Sent:** 23 June 2021 10:38  
**Subject:** Letter of Objection to the AQUIND project

Dear Mr Kwarteng

I am very upset and strongly object to the Aquind project that will have such a negative effect on all aspects of life in Portsmouth and the surrounding area, if this project is allowed to go ahead.

The negative impact on the physical and mental well-being of residents, the local protected wildlife centred around Milton Lakes and our shoreline, plus the disruption and ensuing chaos to the local traffic and business infrastructure. It is likely to take decades for Portsmouth to recover fully, if at all.

DEFRA have already informed PCC that they should reduce pollution and we cannot be subjected to more pollution as the city will be gridlocked due to lane closures and heavy vehicles causing chaos on our cities roads.

The route through the most densely populated city after London is senseless and disregards the health of all the residents. In addition our parts of our public spaces will be taken over, permanently in the case of the Fort Cumberland carpark. Alternative routes have not been adequately considered.

No consideration of our local authorities input has been regarded and Aquind will undo work done and paid for by us as our sea defences, cycle lanes and trees planted to reduce pollution will disappear. Our council has communicated the problems with this project and they know what is best for the Portsmouth people and have knowledge and expertise on our landscape and importance our sea defences and what spaces are required for our mental wellbeing. On a small island that is so densely populated that the east part of the island is our leisure space and this will be taken away, parks, commons, allotments, nature reserve, all the trees on the shoreline, our viewing spaces on the hill and even part of the South Downs National Park is not safe from this project, if it goes ahead.

These plans have all happened in times of political change, Brexit, Covid and the fact that many people are still unaware proves that it has not been communicated to the people whose lives will be devastated, forever if this project is allowed to go ahead. The uncertainty of even having access to the electricity is in doubt as the recent threat from France as shown, so this project must be reconsidered so we are not held to ransom.

Aquind is a profiteering foreign company unlikely to be paying UK Taxes. It will no doubt source goods and services from its own contractors in Europe. All this for 3 - 5% of national need for the UK and this will not even be available until 2028. It should never have been given NSIP status and in addition, a communications cable has been added that was not in the initial contract. The electricity isn't even sustainable/clean power! Sourced from a nuclear reactor!

In a democratic society people are elected as representatives of where we live. Our representatives have had no say in this projects although our money has been spent objecting to the route that seems to be chosen to cause the most devastation, maybe because we are not a rich influential area so therefore, our quality of life is viewed as collateral. The Government has decided that OUR representatives are to have no input in this decision making process? Can this be right and proper?

It has been widely reported that Alexander Temerko has used financial donations to help this project along, leading to the previous BEIS Secretary to recused himself and that you may not be impartial due to your links with this gentleman.

It would be lovely if you could visit our lovely island to see for yourself what is at stake.

Please, please do what you can to stop this unnecessary project.

Yours sincerely,

Hazel Lyness



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----- Original Message -----

**From:** Catherine Thomas [REDACTED];  
**Received:** Sun Jun 27 2021 19:53:33 GMT+0100 (British Summer Time)  
**To:** Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Aquind Interconnector

[REDACTED]

27 June 2021

Dear The Rt Hon Kwarteng

**Re: The proposed Aquind Interconnector Scheme**

I would ask you to carefully consider the following as you make your decision.

This project will undermine the government's target of 100% renewable energy by 2030. This is nuclear power – which is not green.

In October 2020 Boris himself said that wind farms will generate enough electricity to power every home in the country. His words were the UK will become “the world leader in clean wind energy”, which is a commendable target and would negate the need for this interconnector.

Portsmouth is the second most densely populated city after London and has high levels of pollution and poor air quality at the best of times. The trench to carry the cables will be up to 23m wide. There are only 3 roads in and out of the city – it is an island and digging this trench will close at least one lane of a very busy road, the Eastern Road, which will result in gridlock at busy times and an increase in emissions.

The proposed route also cuts through an area of scientific interest at Langstone Harbour, a feeding ground for rare Brent geese that fly thousands of miles to arrive here every year, and the only inner-city nature reserve. It also cuts through a seagrass meadow at Farlington Marshes, another area that is supposed to be protected, by whom?? Not the government clearly

Going north from Portsea Island the route goes along the busy London Road, passing through Purbrook and Waterlooville - the clue is in the name – once the main road from Portsmouth to London – it is still busy! It then goes along the Hambledon Road, a main road through a densely populated built up area, I can only imagine the disruption that will occur.

Aquind want compulsory purchase powers to acquire land along the route, including 25,000 sq m of woodland near Lovedean, on the edge of the Southdowns National Park, which celebrated its 10<sup>th</sup> anniversary last year – although

those celebrations were subdued due to Covid restrictions. During this time, we have become more aware of the need to protect our countryside and I really hope you will consider this when making your decision

Finally, I would urge you to consider just how impartial your decision will be as we have heard that you have publicly endorsed Aquind. In addition, the Conservative Party has received large donations from Alexander Termenko and Viktor Fedotov both of whom have an interest in Aquind.

I reiterate, please consider very carefully this decision.

Yours Sincerely

Catherine Thomas



----- Original Message -----

**From:** Sydney Dooley [REDACTED]  
**Received:** Sun Jun 27 2021 23:40:46 GMT+0100 (British Summer Time)  
**To:** Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Aquind

„Dear sir’s I have an allotment on Milton piece Portsmouth, I’m in the book of references, I am against Aquind trying to take away my freedom as a human being to have the right to my existence. The allotment is my way to grow food for my family, fresh air, exercise and well being. All this making be ill with worry,

and I shouldn’t have to be ill with worry, I don’t want this cable,and i as well as we don’t need this cable, it is useless to us, and not benefiting us in any way shape or form. I want to enjoy my time at the allotment, and not have all this worry.

Also in the words of Sir David Attenborough, The Sun doesn’t charge us, The wind doesn’t send us an Invoice, and The Sea is free.

We don’t want or need your cable, WE HAVE EVERYTHING WE NEED

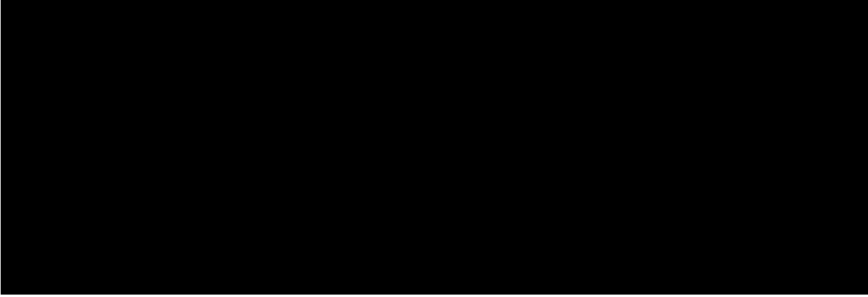
NIKOLA TESLA the greatest inventor has shown us the way.You are probably a multi billionaire and seem to think you can do what you like and have whatever you like, and you are hell bent on turning our lives into hell just because you can.i

This cable will cause us more pollution as we are an island, the disruption caused will gridlock the whole city causing more carbon dioxide being pumped out all over the city, in which we don’t need and don’t want . I’ve got great grand children ,and I don’t want them to go through all this. I know you have given a lot of money to the Conservative party an quite a few MPs, to me this is is bribery, and to me this is an offence.

Also I can’t see this nuclear energy is green,also you will probably taking money from what we will be charged for electricity and probably go up in price and probably,Walk away without paying any taxes to the British. WE DON’T WANT IT.

From Syd dooley





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**From:** Paul Lyness [REDACTED]  
**Sent:** 28 June 2021 16:09  
**To:** JENRICK, Robert <[REDACTED]>  
**Subject:** Objection to the AQUIND project

Dear Mr. Robert Jenrick,

I am writing to you because I am very upset and strongly object to the Aquind project that will have such a negative effect on all aspects of life in Portsmouth and the surrounding area, if this project is allowed to go ahead. The negative impact on the physical and mental well-being of residents, the local protected wildlife centred around Milton Lakes and our shoreline, plus the disruption and ensuing chaos to the local traffic and business infrastructure. It is likely to take decades for Portsmouth to recover fully, if at all.

DEFRA have already informed PCC that they should reduce pollution and we cannot be subjected to more pollution as the city will be gridlocked due to lane closures and heavy vehicles causing chaos on our cities roads. We are about to introduce charging for a Clean Air Zone on the west of the island that could affect our tourism as people opt out visiting our great city and this project could take us over the limits even with a clean air zone.

The route through the most densely populated city after London is senseless and disregards the health of all the residents. In addition our parts of our public spaces will be taken over, permanently in the case of the Fort Cumberland carpark. Alternative routes have not been adequately considered.

No consideration of our local authorities input has been regarded and Aquind will undo work done and paid for by us as our sea defences, cycle lanes and trees planted to reduce pollution will disappear. Our council has communicated the problems with this project and they know what is best for the Portsmouth people and have knowledge and expertise on our landscape and importance our sea defences and what spaces are required for our mental wellbeing. On a small island that is so densely populated that the east part of the island is our leisure space and this will be taken away, parks, commons, allotments, nature reserve, all the trees on the shoreline, our viewing spaces on the hill and even part of the South Downs National Park is not safe from this project, if it goes ahead. These plans have all happened in times of political change, Brexit, Covid and the fact that many people are still unaware proves that it has not been communicated to the people whose lives will be devastated, forever if this project is allowed to go ahead. The uncertainty of even having access to the electricity is in doubt as the recent threat from France as shown, so this project must be reconsidered so we are not held to ransom.

Aquind is a profiteering foreign company unlikely to be paying UK Taxes. It will no doubt source goods and services from its own contractors in Europe. All this for 3 - 5% of national need for the UK and this will not even be available until 2028. It should never have been given NSIP status and in addition, a communications cable has been added that was not in the initial contract. The electricity isn't even sustainable/clean power! Sourced from a nuclear reactor!

In a democratic society people are elected as representatives of where we live. Our representatives have had no say in this projects although our money has been spent objecting to the route that seems to be chosen to cause the most devastation, maybe because we are not a rich influential area so therefore, our quality of life is viewed as collateral. The Government has decided that OUR representatives are to have no input in this decision making process? Can this be right and proper?

It has been widely reported that Alexander Temerko has used financial donations to help this project along, leading to the previous BEIS Secretary to recused himself and the present BEIS Secretary has shown that he is in favour of the project that is not impartial!

It would be lovely if you could visit our lovely island to see for yourself what is at stake.

Please, please do what you can to stop this unnecessary project.

Yours sincerely,



Paul Lyness



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----- Original Message -----

**From:** Paul Lyness [REDACTED]  
**Received:** Mon Jun 28 2021 16:10:50 GMT+0100 (British Summer Time)  
**To:** Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Letter of Objection to the AQUIND project

Dear Mr Kwarteng

I am very upset and strongly object to the Aquind project that will have such a negative effect on all aspects of life in Portsmouth and the surrounding area, if this project is allowed to go ahead.

The negative impact on the physical and mental well-being of residents, the local protected wildlife centred around Milton Lakes and our shoreline, plus the disruption and ensuing chaos to the local traffic and business infrastructure. It is likely to take decades for Portsmouth to recover fully, if at all.

DEFRA have already informed PCC that they should reduce pollution and we cannot be subjected to more pollution as the city will be gridlocked due to lane closures and heavy vehicles causing chaos on our cities roads.

The route through the most densely populated city after London is senseless and disregards the health of all the residents. In addition our parts of our public spaces will be taken over, permanently in the case of the Fort Cumberland carpark. Alternative routes have not been adequately considered.

No consideration of our local authorities input has been regarded and Aquind will undo work done and paid for by us as our sea defences, cycle lanes and trees planted to reduce pollution will disappear. Our council has communicated the problems with this project and they know what is best for the Portsmouth people and have knowledge and expertise on our landscape and importance our sea defences and what spaces are required for our mental wellbeing. On a small island that is so densely populated that the east part of the island is our leisure space and this will be taken away, parks, commons, allotments, nature reserve, all the trees on the shoreline, our viewing spaces on the hill and even part of the South Downs National Park is not safe from this project, if it goes ahead. These plans have all happened in times of political change, Brexit, Covid and the fact that many people are still unaware proves that it has not been communicated to the people whose lives will be devastated, forever if this project is allowed to go ahead. The uncertainty of even having access to the electricity is in doubt as the recent threat from France as shown, so this project must be reconsidered so we are not held to ransom.

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It has been widely reported that Alexander Temerko has used financial donations to help this project along, leading to the previous BEIS Secretary to recused himself and that you may not be impartial due to your links with this gentleman.

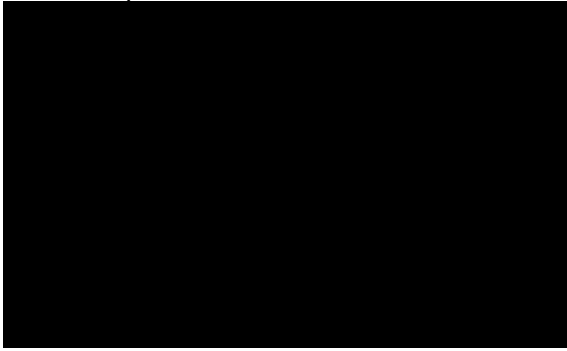
It would be lovely if you could visit our lovely island to see for yourself what is at stake.

Please, please do what you can to stop this unnecessary project.

Yours sincerely,

Paul Lyness  
[REDACTED]

Paul Lyness



**From:** [REDACTED]  
**To:** [Aquind Interconnector](#)  
**Subject:** Objections to Planning  
**Date:** 28 June 2021 17:07:22

---

Dear Sir


I would like make objections to the Aquind proposal as follows:

- huge disruption to wildlife and environment
- the loss of allotments to local residents
- the loss of Fort Cumberland car park
- the huge impact on the main road out of Portsmouth and the fumes created whilst traffic queues. Pollution is well above acceptable levels as it is in Portsmouth
- we were told the energy is 'green' it's not, it's nuclear and the resources/energy and damage created by laying the cable far out way any benefits
- conflict of interest. Aquind [REDACTED]  
[REDACTED]
- the disruption to our French neighbours
- the fibre optic cable being laid at the same time.

The only people benefiting from the proposition it seems are Aquind and their [REDACTED]. I am strongly against this planning application.

Yours faithfully  
Alison Norum

[REDACTED]



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**From:** Janet Dennis [redacted]  
**Sent:** 30 June 2021 19:21  
**To:** BEIS Correspondence <[BEIScorrespondence@beis.gov.uk](mailto:BEIScorrespondence@beis.gov.uk)>  
[redacted]  
**Subject:** Aquind's Interconnector Project

Dear Rt. Hon Kwasi Kwarteng MP and Secretary of State for Business, Energy and Industrial Strategy,

Since I have heard nothing since receiving an automated response on 11/06/21 to my previous email, I am resending it to this alternative address in the hope that it will reach you.

On behalf of the 3,377-strong campaign group Let's Stop Aquind, I am writing to tell you why I and countless others vehemently oppose Aquind's Interconnector project.

All of our councillors and both MPs in Portsmouth and along the proposed route are opposed to the unnecessary Aquind Interconnector. It will not benefit our area at all, only cause untold damage and disruption.

The scheme contradicts and undermines the government's stated target of 100% renewable energy by 2030. Aquind have applied for an extension for the construction of their scheme from five years to seven, meaning it would not be completed until 2028, just two years before the government's own target date on renewables, so it makes no sense to even consider this proposal.

Aquind claim that electricity from the nuclear power station in Normandy is green but it is not. Nuclear waste cannot be disposed of safely. As long as nuclear power stations are still in use we are, literally, storing up problems for future generations. Also, in the event of a nuclear accident the results would be catastrophic, as we know from what happened in Chernobyl and in Japan. Therefore, not only will this interconnector be unnecessary and contrary to government energy policy, but it will also pose a danger.

Aquind added a data cable after their original submission. Under the terms of a DCO this is not allowed.

It is simply ridiculous to consider routing this interconnector through the east side of Portsmouth, which is the second most densely populated city after London with already high levels of pollution and very poor air quality.

The trenches will be up to 23m wide. This will mean that at least one lane of the Eastern Road will have to be closed. We have only three main roads in and out of the city and this is one of them. The result will be gridlock. It will do untold damage to residents' lives and to businesses, not only along the route but throughout our city.

Yet in 2018 the decision was taken out of the hands of the people who will have to live with the consequences for years to come. Why is this Interconnector the only one to have been given NSIP status? Has it anything to do with the private meeting on the House of Commons terrace in 2018 between Aquind co-owner Alexander Temerko and then Energy Minister Claire Perry O'Neill?

The proposed route cuts through an area of scientific interest at Langstone Harbour, a feeding ground for rare Brent geese that fly thousands of miles to arrive here every year, and also our only inner-city nature reserve, where groups

of children are taken to learn about the natural world. And it cuts through a seagrass meadow at Farlington Marshes, another area that is supposed to be protected.

In response to fierce opposition from allotment holders Aquind now propose to tunnel beneath these cherished allotments but this raises troubling questions about the possible toxicity of lubricants used when drilling and the risk of contaminating the fruit and vegetables people grow there.

Off Portsea island the route goes along the busy London Road and Hambledon Road, the only main roads through a densely populated built up area. This will cause huge disruption.

Aquind want compulsory purchase powers to acquire swathes of land along the route, including 25,000 sq m of woodland near Lovedean where the route ends. There is intense local opposition to this.

In short, this interconnector will cause massive disruption in our already congested city. It is bad enough now, especially on match days when Pompey are playing at home; the tailback often extends the length of the Eastern Road and off the island too. It will lead to even more air and noise pollution, loss of wildlife habitats, disruption to residents and businesses, loss of precious green spaces and sports facilities.

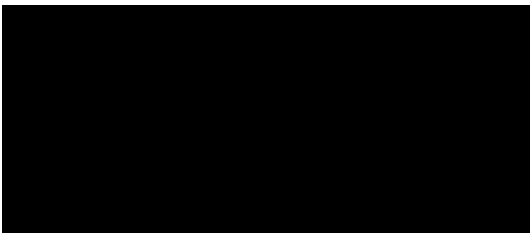
We in Portsmouth know that you have already been publicly endorsing Aquind ahead of the Inspectorate's recommendations, which you received on 7th June. Surely you are not claiming to be impartial? We also know the Conservative Party has received at least £1m in donations from Ukrainian-born Alexander Temerko and a further approximately half a million pounds from the other co-owner, Russian-born Viktor Fedotov.

We know a great deal about Mr Temerko. All this is well documented in the Press. If he gets his way it will not reflect well on you and your Party at a time when your government has been charged with cronyism and has just been defeated in the High Court by the Good Law Project.

I therefore call on you to choose the only honourable course of action and reject Aquind's proposals. To approve this scheme would further damage public trust in your own Party and do untold damage to our city.

Yours sincerely,

Jan Dennis



----- Original Message -----

**From:** Michael Mitas [REDACTED]  
**Received:** Wed Jun 30 2021 23:03:07 GMT+0100 (British Summer Time)  
**To:** Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Portsmouth Interconnector Cables

Dear

Whilst deliberating on your decision, I would like you to consider my following comments, and points of reference.

Conflicts of interest, cash for favours, cronyism, sleaze - all exemplified in the corruption around the proposed, and unnecessary, Aquind power and data interconnector. Some of us in the Portsmouth campaign group, 'Let's Stop Aquind' have been delving into the murky waters of Aquind co-owners, Alexander Temerko and Viktor Fedotov. I have attached a selection of the articles I found. There are many more ...

A couple of items, among others, that jumped out at me were:-

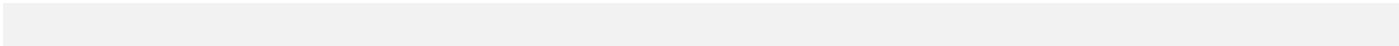
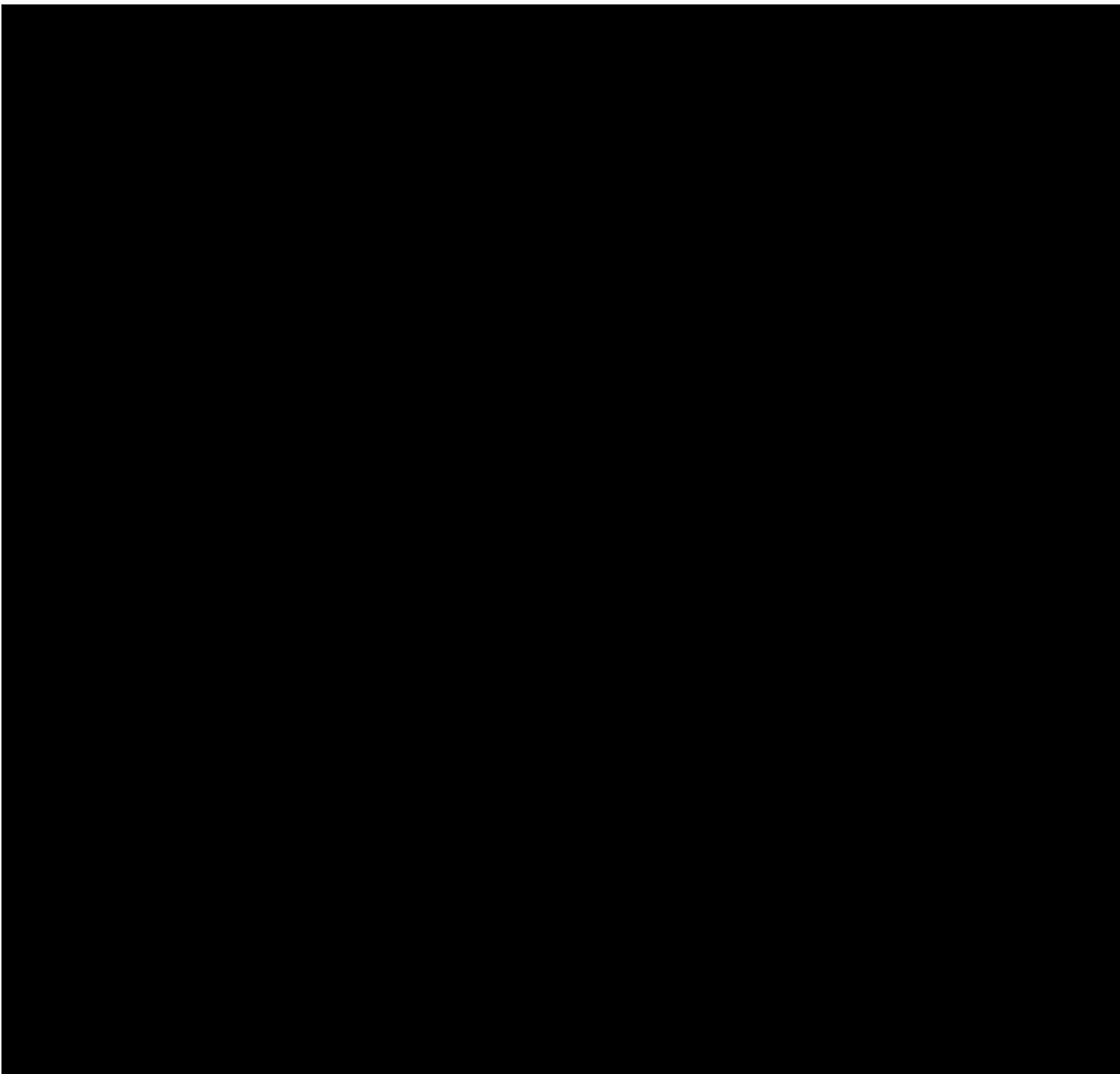
a) the private meeting in 2018 between then Minister for Business, Energy and Clean Growth, Claire Perry-O'Neill and Temerko on the terrace at the House of Commons, shortly before her endorsement of Aquind's proposals. A month later it was announced that the scheme would be considered a " nationally significant infrastructure project". This meant the decision was taken out of local hands. Later, Aquind added the data cable to their proposal.

b) Lord Wharton, newly appointed universities regulator, also works for Temerko as a special advisor. Aquind propose to dig their enormous trenches through Portsmouth University property despite opposition from the university. Aquind want compulsory purchase powers. Their plans include the acquisition of swathes of land along the route, including 25,000 sq m of woodland in Hampshire.

On this side of the Channel the opposition to Aquind is cross-party; it is equally strong on the French side.

A final point, you have personally expressed your support for this company, and with your previous involvement with them, i feel you are in no position to make an unbiased decision and should have excluded yourself from the process.

Regards  
Michael Mitas





----- Original Message -----

**From:** Susan Caffrey [REDACTED]  
**Received:** Sun Jul 04 2021 17:09:54 GMT+0100 (British Summer Time)  
**To:** Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Proposed Aquind Interconnector Portsmouth to Lovedean

I am writing to vehemently oppose the proposed interconnector route by Aquind. Firstly, the local Council, and both MP's for our City oppose this development. Indeed, I doubt very much whether you have visited Portsmouth & toured the proposed route. This City is, outside of London, the most densely populated City in the Country & the route is just not feasible. Why has the Planning Inspectorate decision not been made public? Indeed, the final decision should be given to Local Government to decide. Also, the Russians behind this firm have made substantial donations to the Conservative Party. The French have said No to this project at the present time. Of even more concern is that it is reported Kwasi Kwarteng has supposedly indicated he will give the go ahead & will lobby the French in an effort to get their agreement. If this is the case then he should step down as surely this is a conflict of interest. It also raises the question that yet again this Government is handing contracts to Donors. It is already apparent contracts were handed to friends of Ministers or Donors making substantial donations. Cronyism at its best.

There are only 3 routes in & out of Portsmouth & the proposed route will almost certainly mean one lane will be taken out of operation, causing gridlock & high emissions. I will concentrate on issues from start of route. Fort Cumberland car park being used will mean less parking spaces in a City where parking is a problem already. To go through Milton Allotments is ludicrous & people who have allotments should not be subjected to such disruption & possible damage to what they are growing. Running along Milton Common is again ludicrous. Moorings Way is a residential area with an Infant School. The disruption to residents will be unimaginable. They have NOT been consulted in any way. We have a right to live in peace & tranquility. Milton Common, which residents face onto is one of the few green open spaces in Portsmouth. People exercise in the area & dog walkers use the land,. There is also natural habitat on the land which we face losing due to the works involved. Milton Common was once a tip so there could well be asbestos & other toxins present. How will this affect peoples health? Are there plans to compensate residents? The route along the Eastern Road is sheer lunacy. We are already on the edge of illegal Air pollution levels for the City. The route travels up to Farlington where it is proposed to run through Sainsbury's car park. Residents will also face extreme disruption. Running along to Denmead where I believe Aquind have compulsory purchase orders of peoples houses. This is quite frankly abhorrent in this day & age. It then runs to Waterlooville then Lovedean.

Aquind is profit driven, shareholder led & owned by a Russian Oil Tycoon. Profits are unlikely to benefit UK citizens & communities, especially those affected by the route.

The Prime Minister is committed to increasing offshore wind capacity to power every home by 2030. This is at odds with Aquind bringing nuclear power from France, possibly not until 2028. Why is a fibre cable also being fitted at the same time? There are already enough interconnectors in use so why does another need to be fitted?

Have Aquind themselves ever been involved in such projects & how do they propose to fund such a project? It is badly thought out, makes no sense & cannot proceed if the French still say no to it. They are just as opposed to it as we are.

The decision should be made by local Government, not a Government known to have benefitted from substantial donations by these Russians. I would imagine Kwasi Kwarteng has not been to Portsmouth, spoken to residents who vehemently oppose this project, as do our local Council & both MP's. The letter from Kwasi Kwarteng to Stephen Morgan MP was little short of being somewhat bureaucratic. Surely it sends a message re the fact the Council & MP'S have united in their opposition to the project. Will this Government listen to Portsmouth or continue with its cronyism & grant permission to these dubious people. Government acts on behalf of the people who voted for them & this is a reminder of that fact. We say No & you should comply with the electorate of Portsmouth.

Susan Caffrey



## CATHERINE WEST MP

*Member of Parliament for Hornsey and Wood Green*

Paul Scully MP  
Minister for Small Business, Consumers and Labour Markets  
Department for Business, Energy and Industrial Strategy  
1 Victoria Street  
London  
SW1H 0ET

6 July 2021  
Our Ref: ZA11271

Dear Paul,

Re: Point of Order response

Thank you for providing your response to my Point of Order following today's Departmental oral questions, and for promising to provide a response.

For clarity, I am writing to formally request a full response to my question, which as you know was *"How many green jobs will be provided by the proposed scheme (Aquind interconnector) and what national security assessment has been carried out, given that the project is sponsored by an oligarch who has donated £1 million to the Conservative party?"*

This is an issue which is causing considerable concern among many, both locally in Portsmouth and among those with concerns about our national security and malign influences in our democracy.

I firmly believe that a full assessment should be conducted on the implications for our national security from this scheme.

I look forward to a response with interest.

Yours sincerely,

  
**Member of Parliament for Hornsey & Wood Green**  
**Shadow Minister for Europe & the Americas**





Paul Scully MP  
Minister of State  
Department for Business, Energy and Industrial Strategy  
1 Victoria Street  
Westminster  
London SW1H 0ET

14 July 2021

Dear Minister,

### **Westminster Hall debate - AQUIND interconnector project**

I am writing to follow-up your response during my Westminster Hall debate on the AQUIND interconnector project yesterday.

My constituents are understandably disappointed that you were unable to answer my direct questions in concluding the debate. By way of this letter I therefore put them to you again:

- will you commit to immediately publishing all correspondence with AQUIND; and;
- will you conduct a further independent review of this deeply controversial project to drag the truth into public view?

As I committed, please find attached further examples of the feedback I am receiving from constituents who are also opposed to this national infrastructure project. Objections range from the impact the proposals will have on the local environment, disruption to my city's communities and serious concerns over the company's lack of transparency and cosy relationship with Government.

I look forward to your full reply on these matters of concern to the people of Portsmouth.



## Responses to Stephen Morgan MP's local survey seeking views on AQUIND

- *"Totally wrong place to bring a cable ashore. Portsmouth is an island. Very congested. High levels of air pollution. Few green spaces. It won't benefit Portsmouth. It will destroy a conservation area which is used by local people. It will create gridlock on the main roads in and out of Portsmouth. Please stop Aquind."*
- *"It's unnecessary as there's already interconnectors; it's bad for the environment and would be disastrous for Portsmouth leading to gridlock, increased pollution, damage to natural environments and stress for residents whose roads will be used as rat runs in what is already a congested city. Thank you."*
- *"Portsmouth is one of the most populated cities in Europe and the traffic on roads is already very heavy. The disruption this interconnector will cause will bring misery to road users for a few years and with no benefit to the city of Portsmouth, We should be looking for greener solutions for power rather than importing nuclear generated power from another country."*
- *"Portsmouth is the largest island population in the UK and only 3 roads connecting it to the A27 on the mainland. this project would not only cause huge disruption to the limited road system, adding to traffic pollution, but would discriminate the wildlife and natural space on the east side of the island. I do not understand why this facility has to come through Portsmouth and cannot be connected to England via another part of the Country where it would cause minimal disruption."*
- *"Detrimental to health and well-being of all in the vicinity for the profit of dubious foreign oligarchs."*
- *"The complete lack of mitigation for all of the proposed habitat loss. Portsea Island's only nature reserve, Bembridge MCZ and Langstone Harbour sea grass beds all under threat. No mitigation, no mention of any attempt of biodiversity net gain. "*
- *"It would be destructive for the environment. We need to protect our green spaces and allotments. "*

Member of Parliament for Portsmouth South | Shadow Minister for the Armed Forces

House of Commons  
London SW1A 0AA

72 Albert Road  
Southsea PO5 2SL



- *“Environmental impact on the sea life, the coastal areas, the countryside and disruption to the local infrastructure including pollution caused by the traffic jams.”*
- *“Destruction of already dwindling wildlife habitats is already a crime, why is the government backing a company that intends to destroy Portsmouth’s remaining ecosystems?”*
- *“It will cause absolute chaos all across Portsmouth as roads are gridlocked for months on end. Traffic & noise pollution will be unacceptably high. The area en route is full of wildlife that should be considered. The small roads in densely populated Portsmouth will not be able to cope with extra Plant & Machinery that will be needed for these works. So many reasons without even mentioning the Russian/backhanders etc. Thank you.”*
- *“Aquind will bring huge disruption to an already congested and dense city. More importantly, it will destroy our very few loved and precious green spaces and wildlife. For people’s sake, for our children’s sake, for wildlife sake, please don’t make our beautiful city a living hell. We are facing a climate emergency, we need to breathe and keep our nature. We don’t want Aquind, please listen to us, local people, don’t decide for us!”*
- *“Disruption to every day life in an already busy city, damage to the ecology and wildlife of the area, lack of consideration to the lives of others are just some of the reasons. The manner in which the funding was secured from people who supported political parties puts the ethics of this project in serious disrepute.”*
- *“It is totally unnecessary, financially dodgy and will compromise valuable open space, bustling with nature, in one the most densely populated parts of the country.”*
- *“Donations made by temerko to the Conservative party mean that there cannot be proper impartial scrutiny of the proposal.”*

Member of Parliament for Portsmouth South | Shadow Minister for the Armed Forces

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London SW1A 0AA

72 Albert Road  
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- *“This project would not be of any benefit to the residents of Portsmouth. Indeed, it would cause a great deal of disruption and environmental damage to our area. Further, I am deeply concerned about the links of the company behind it, AQUIND, and its Russian director, to the current Government and ruling party, having made substantial financial donations to some of its members including Ministers. The integrity of the planning process cannot be guaranteed in such circumstances. Let's Stop AQUIND.”*
- *“The disruption and destruction to the natural environment in this densely-populated city would be immense if this project were to be given approval. The fact that the decision affecting so many residents is to be made at a national level only is shocking.”*
- *“I am against the project due to its obvious adverse and destructive impact on areas of ecological importance and green spaces in Portsmouth. As the most densely populated city in the UK our green spaces are vitally important both to wildlife and to the mental and physical health of the people who live here. Milton Common and Langstone Harbour in particular are under threat from this project and I find it particularly disturbing that although Langstone Harbour has been designated a Site of Specific Special Interest this affords it no protection or consideration from either the Government or companies like Aquind. The work would also disrupt one of only two major roads off the island completely crippling already difficult commuting in and out of the city and increasing fumes and microparticle pollution from idling vehicle exhausts. I also find the over £1 million in 'donations' or bribes for all practical purposes accepted by the Conservative Party from Aquind utterly disgusting and should be more than enough grounds to invalidate their planning request alone.”*
- *“Destruction to nature, proximity to RAMSAR and SSSI.”*
- *“We have left the EU for greater independence and this year we have seen how the French were prepared to withdraw electricity from Jersey when they disagreed with us. This has happened so many times when ports have been blockaded. They show no scruples.”*

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- *"I am a Portsmouth resident, and I am very proud of the fact that although we are a densely populated island we have beautiful coastline and surrounding waters. The harbours are areas of outstanding natural beauty and yet the government seem to feel that ploughing up our limited but beautiful open space is acceptable. The planned route is ridiculous."*
- *"In brief: inappropriate route / unnecessary damage to fragile conservation areas/ increased dependency on the French who have shown that they are more than prepared to use as a lever to manipulate us."*
- *"Disruption to local wildlife and community due to very poor planning which involved no consultation with local council."*
- *"Unnecessary destruction of green spaces and protected wildlife habitats"*
- *"I want to protect our environment and this project is going to hugely impact our wildlife."*
- *"The impact on the local environment will be considerable. We should be aiming to be self-sufficient as far as energy is concerned. The recent threat by France to cut off electricity supply to the Channel Islands shows that we could easily be held to ransom even if the threat wasn't a serious one."*
- *"Entirely unnecessary. Will create huge disruption to people's lives and worsen the already poor air quality in the city due to the impact on traffic. We should be self-sufficient in terms of energy so we cannot be held to ransom by foreign powers"*
- *"It is entirely unnecessary, should be putting funding into local renewable plants instead - as well as being a total disruption to the environment here, causing congestion and delays (with added expense of fossil fuels as a result). What happened to the 'Britain first' rhetoric used in Brexit? Why would you not invest here directly? Also, the companies involved make me extremely nervous with their filings and what looks to me to be a potential for dodgy business practises and nepotism/cronyism."*
- *"Donations to Tory party dictating government policy."*

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- *"Why do we need electricity from France, when they have only recently threatened to turn off supply to channel Islands in order to influence British government policy to fishing rights."*
- *"Unnecessary disruption to Portsmouth.  
loss of valuable green space  
donations to Tory party from Acquind owners  
why do we need electricity from France?"*
- *"Apart from the disruption and the size of the interconnector at Lovedean, which I don't think has been honestly discussed my main concern is the implication of corruption in the whole process."*
- *"Why do we need the underground power cable from the continent, what is wrong with our power industry, then we have a disagreement with them and they threaten to cut power to the Uk. Not to mention the damage to Langston harbour and portsdown hill damage that will never look the same as promised."*
- *"Aquind are using National Strategic Infrastructure Projects as a way of bypassing the local planning so local people's concerns would be bypassed and I think this is wrong."*
- *"Because it will be total destruction to a huge area of wildlife, Ares of community allotments, which have been such a massive part of lives in this last year, giving those people exercise & maintaining. good mental health, providing community spirit."*
- *"It would appear the actual benefit of the electricity supply with this damage is limited. Plus, we have a limited road provision on this Island, one road with any sort of accident causes huge problems, that will also add to congestion."*
- *"Why do we need to rely on electricity from France, especially as we are aware they will threaten to cut us off at any time we don't agree with what they want. Could you ask the government to be totally honest as to just how many ministers are gaining in any way from this contract, & who has done due diligence into this very unsavoury company."*
- *"The impact on the environment and the Brent geese. The disruption to an area of natural beauty and the impact that could have on the locals mental health"*

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- *France has already laid their cards on the table with the recent shenanigans with the Jersey fishing rights. A first-class reason not to buy your supplies of electricity from a foreign country! Then you have the disruption and mayhem that will cause intold grief to local residents and the disturbance to the fauna and wildlife on Farlington marshes. Then you have all the political backhanders from the Russians Alroubd this has got to stop"*
- *"This will degrade our only nature reserve inside Portsmouth and cause massive disruption to local residents including significant disruption to roads, access from the fire station and the seafront, over a significant time. It feels like a secretive military operation imposed on our community."*
- *"Environmental issues. Relying on the french for our power when they could just switch it off if we had a beef with them ie jersey/fishing talks"*
- *"Air quality, trashing of Portsmouth and green areas, traffic chaos, corruption, sinister company, cash for cables."*
- *"Of no benefit to Portsmouth. Council & both MP's united in their opposition. Severe disruption to the City & residents affected. Digging up precious allotments & Milton Common. Common was a tip, asbestos & toxins could be underneath. Potential health hazard. Disruption to residents lives & people using common. Natural habitat in danger. Severe disruption to Eastern Rd, one of 3 roads in & out of City. Carbon emission problems. Who route does not make sense. There are easier routes & other interconnections already. How is this going to be funded. Dubious Russians behind project who have made significant donations to Conservative Party. No clarity as to why a fibre cable needs to be laid. It is nuclear energy not green energy. Parliament is there to represent the people not themselves. Portsmouth is saying NO & their wishes should be avoided by. Local Government should be making the decision."*
- *"Upheaval. Pollution of wild areas. Lack of security of supply."*
- *"Immensly destructive for capital gain and at the expense of our environment"*
- *"The disruption to key roads and people's lives!"*

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- *"This is not a green project. What about the carbon footprint of the bricks for the building, the manufacture of the cabling and the beautiful countryside being ruined by this project. The land is adjacent to a National Park and will be turned into brownfield by this development, as well as destruction of ancient trees and hedgerows."*
- *"Devastation of our city during construction of a project which brings few benefits to the UK and which symbolises the sleaze and croneyism for which this government is notorious."*
- *"AQUIND will cause significant damage to green spaces, protected species and sites of special scientific interest."*
- *"I have concerns about the impact on our home city with the disruption to our lives and the environment. I am also disgusted at the apparent attempts by the business and individuals to curry favour with politicians with large donations."*
- *"Cronyism, corruption, damage to environment, loss of green spaces, threat to wildlife habitats, traffic chaos, increase of pollution, EMF as cables will be close to houses, stress, mental and physical impact on people, donations neen given to Tories, cyber security, energy security, does not go alongwithvgreen strategy, France uses nuclear energy 70%, city and people have not been properly consulted, the FOC should not be part of it- more money for. the owners, FOC should not be part of NSIP, Why was this given NSIP status in the first place?"*
- *"Because of the environmental impact and our city is already congested. Please do not let us lose more green coastal space. Future generations need to know this isnâ€™t the answer to a sustainable future."*
- *"How can I look at my daughter and the future generation and say we did nothing and allowed business to come before saving our prescious green spaces and protecting our ocean environment. We have to look at the long term damage that AQUIND would cause and not simply focus on any short term profit."*
- *"It will spoil and/or destroy areas of nature and wildlife that are precious in a densely populated city."*

Member of Parliament for Portsmouth South | Shadow Minister for the Armed Forces

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- *“Totally unnecessary route to destroy Portsmouths natural habitat & dig up roads for this deal Boris has done v long term environmental damage. Please please stop Aquind.”*
- *“Buildings such a large structure in green belt is against policy when plenty of brownfield sites are available e.g. Fawley power station that is close to the sea where the majority of the cable is to be laid.”*
- *“We should be investing in renewable energy. Plus we should not be ripping up pompey for this.”*
- *“My key reason is the disruption. If this goes ahead then I’m in danger of not being able to drive out of the road I live in to commute to work? Why should I suffer my livelihood for something that most probably would never benefit my family or our community?”*
- *“Adverse effects on wildlife, environment, housing, allotments (in a densely populated where people have little or no gardens.”*
- *“The company has allegedly paid money to the Tory party”*
- *“The scale of political donations and the intense lobbying by Aquind’s owners means that Government’s decision-making cannot be transparent or impartial and the company cannot be trusted to have our community or our country’s well-being at heart. Locally, the relationship between Aquind and communities is broken. The route has the potential to be extremely disruptive and I do not trust that Aquind will put sufficient mitigation measures in place or that Government will provide robust oversight. Aquind has become associated with oil tycoons, Russian business concerns, corruption and private profit. Surely our country can do better than this for both local communities and our national reputation?”*
- *“There’s precious little green space in Portsmouth and it needs to be preserved.”*
- *“This will damage our city, cause months of upheaval and not help the city in any way”*

Member of Parliament for Portsmouth South | Shadow Minister for the Armed Forces

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- *"The project has been rejected by the people of Portsmouth and their elected representatives of ALL political parties. To proceed with this project in the face of overwhelming opposition would send a message that the interests of your rich Russian donors matter more than the people of Portsmouth and local democracy. If another interconnector is needed (and that is debatable) there are alternative routes that would not cause the same levels of disruption and pollution in the second most densely populated UK city nor have the same negative impact on the wildlife and environment of Langstone Harbour. As the area starts to recover from the economic and mental health impacts of the pandemic, we cannot afford for our businesses to be disrupted by travel limitations nor lose our access to our public parks and green spaces."*
- *"Disruption to life in Portsmouth, disturbing of Langstone harbour and corruption of Conservative politicians"*
- *"Land and property will be lost alongside important homes for wildlife when England should be able to provide our own energy supplies."*
- *"The environment - disturbing wildlife; including the migration of Brent geese, people's precious allotments; the effect of constant snarl ups on the Eastern Road, etc. We are the 2nd most populated city in Britain with very few green spaces. Some areas in Portsmouth have illegal levels of pollution. We have enough sun and wind to create green energy without Russian oligarchs (who have no interest in our precious and precarious environment, and donate to the Tory party) damaging the seabed around our coast and digging up the small area of undeveloped shoreline we've managed to cling on to."*
- *"We need to protect our green spaces: there is no excuse for the destruction of habitat Aquind would cause and the harm this would have on the environment and also on future generations who would be unable to enjoy them and the wildlife in them."*
- *Disruption to local travel network in an already overly congested city. No proof of net gain to UK as a power source. Damage to local wildlife and landscape . This is a natural haven for many species as well as being an area used by many residents and those visiting the area as much needed green space.*

Member of Parliament for Portsmouth South | Shadow Minister for the Armed Forces

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- *"Don't choke our city anymore than it already is"*
- *"The social and environmental damage to Portsmouth and the surrounding areas will be catastrophic. "*
- *"There has not been sufficient public consultation on this proposal and it is vehemently opposed by the majority of residents, commuters and visitors of Portsmouth. This has been kept a dirty secret to get the proposal pushed through, but the truth is coming out now and residents are appalled."*
- *"Environmental impact"*
- *"Traffic chaos to portsmouth  
Impact on health of electro magnetic fields is not 100% understood, should not be placed so close to residential homes.  
Reliance on French for power and Russian company to benefit financially.  
Power is not even from green resources."*
- *"It is not the decision of local authority.  
It goes against the 10 point plan of going forward with renewable green energy.  
It will disrupt our wild life. Some protected species.  
It will cause chaos to a main artery and force traffic to find other routes in an already highly polluted city.  
It will disrupt treasured allotments.  
It will disrupt and disturb soil and some native established plants to the area.  
It could disrupt the flight path and chosen nestings of migrating protected Brent Geese.  
It could disrupt and disturb The Great crested Newt that is also protected."*
- *"The destruction of a local beauty spot which is rich in flora and fauna and of benefit to everyones mental health and welfare."*
- *"This will ruin my local area with too much disruption and removal of too many natural beauty spots and walks."*



**Stephen  
Morgan MP**  
House of Commons

- *“What the UK needs so very much is community. This project quite literally slices a scar through public places, community spirit and without reasonable cause except cash. Look a little long term and not short-term lining of your own pockets.”*
- *“I live in Portsmouth. We are all against this I hope you listen to the people.”*
- *“Our nations security compromised. The electricity being used as a negotiating tool by a foreign power for the purpose of eroding our fishing rights, as it was with the Jersey interconnector earlier this year. Risk our security for the £1.600,000 paid to the Conservative Party and certain Ministers? A very poor reason!”*
- *“The environmental damage the installation and operation of the interconnector will cause to Langstone Harbour and Milton Common.”*

**Member of Parliament for Portsmouth South | Shadow Minister for the Armed Forces**

House of Commons  
London SW1A 0AA

72 Albert Road  
Southsea PO5 2SL

----- Original Message -----

**From:** DRUMMOND, Flick [REDACTED];  
**Received:** Wed Jul 28 2021 14:40:31 GMT+0100 (British Summer Time)  
**To:** Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Aquind Interconnector NSIP

Dear Secretary of State,

Aquind Interconnector NSIP

I write with reference to the above application by Aquind for a cross-channel electricity interconnector and convertor buildings. The application is for a cable to come ashore in Portsmouth, travel up through the city, and terminate in my constituency in a new building at Lovedean.

I have throughout the process respected the independence of the Planning Inspectorate which has now given you its recommendation. My consistent approach in planning matters is that they are devolved by Parliament to local authorities and their elected Councillors, or in exceptional cases assessed by the Planning Inspectorate through the Nationally Significant Infrastructure Project process – as with Aquind. As an MP, I have no role in deciding planning applications in either process, and the quasi-judicial role you have as Secretary of State is not, as I have explained to constituents, subject to instruction by Parliament.

However, I am writing to you to ask you to look carefully at the wide range of objections which have been put forward in the process by residents and groups in the area. I am aware that you may have heard from other Members or local authorities with an interest in this application as well. As far as my own constituency is concerned, there are a number of concerns about the route of the cable through it and about the siting and construction of the convertor building. These add to concerns about the scale of disruption in building and ongoing environmental impact of the project, including noise emanating from the buildings. The site of the proposed convertor station is overlooked by the South Downs National Park, and it would be a large building with a considerable footprint. I wrote to the Examiners in September and October last year, and they acknowledged receipt of my comments.

This application has been several years in design and consideration, and our commitment to the environment over that time has become ever-more stringent. I hope you will give due weight to these considerations in deciding whether the recommendation from the Planning Inspectorate is an acceptable one.

Kind regards,

Flick Drummond MP  
Member of Parliament for Meon Valley



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*David*



David Robinson  
Enquiry Unit Advisor







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**From:** Sue Page [REDACTED] >

**Sent:** 30 July 2021 18:05


**To:** KWARTENG, Kwasi [REDACTED]

**Subject:** Aquind

To the honourable Kwasi Kwarteng

I would like to raise an objection to the Aquind proposal. I believe the disruption would have a seriously adverse and long lasting effect on the wildlife that we hold so dear in this part of Portsmouth

Yours sincerely Susan Page



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----- Original Message -----

**From:** Ali Gregory [REDACTED]  
**Received:** Sat Jul 31 2021 10:27:10 GMT+0100 (British Summer Time)  
**To:** Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** AQUIND!

Dear Kwasi Karteng,

I am writing to you to object to the Aquind Interconnector Scheme and add my voice to the thousands who are appalled at the debate that this will do to Portsmouth.

As a local resident I am appalled to think of the massive damage and disruption that this will cause to the environment, wildlife, flora & fauna in Portsmouth and beyond. Portsmouth is one of the most densely populated cities in Europe and green space is at a premium. We already have alarmingly bad air quality so the months of disruption that will be caused by its proposed route along the A2030 are a concern for the whole city. This is one of only 3 roads out of Portsmouth and this scheme will gridlock our city, leading to even worse air pollution. In addition, our hospital is Queen Alexander at Cosham, so it will cause chaos getting to appointments and potentially deaths if paramedics are stuck in traffic if patients have life threatening conditions for example strokes and myocardial infarction. Time is tissue!! Time is muscle!! The outcomes will be poor. This will impact both the physical & mental health of residents.

Green space is at a premium in Portsmouth. As you will see from the ONS Bulletin, 'UK Natural Capital: Urban Accounts', South Hampshire has the least green and blue space of any of England's built up areas.

The proposed route will cause untold damage and disruption to Milton Common, one of the most diverse wildlife areas on Portsea Island, as well as to Bransbury Park and local allotments. All these areas are vital spaces for us to live healthy lives from walking the dog and following cycle routes to spaces where families and children get fresh air and play. Disruption and damage to these areas will take a huge toll on residents desperate for the outdoor space that lockdown has shown is vital for our well-being.


Don't just take it from me. Below is a brief list of objections from Conservative MP Penny Mordaunt.


"Today I handed in my petition against the AQUIND Interconnector Scheme to the Department for Business, Energy & Industrial Strategy (BEIS).


This petition delivers the views of thousands of my constituents today to BEIS regarding Aquind.


It will:

GB Make the UK less resilient

 Politicise energy supply

 Disrupt #Portsmouth's recovery

 Damage our environment.

 For no benefit to energy consumers.

#StopAquind"

Labour MP Stephen Morgan is also campaigning against this issue and has talked in parliament about the murky issues of donations from the company to government ministers responsible for key decisions. This is an affront to democracy.

The Aquind Interconnector is hugely unpopular in Portsmouth and the campaign against it is growing and growing as you will see from the thousands who have signed Stephen Morgan's petition.

For once all political parties in the city are fighting against this, as is Portsmouth City Council.

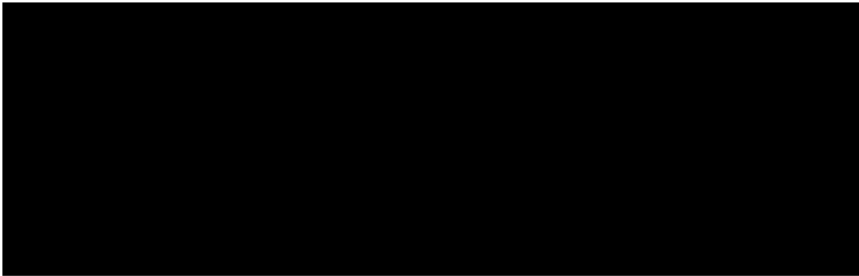
Please listen to everyone who is telling you that this project will be a disaster for Portsmouth and prevent this from happening.

I think it would be helpful if you came to Portsmouth, saw the route to really help understand the impact and speak to those affected.

Please don't let this happen to our precious island city!

Yours sincerely,  
Ali Gregory





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**From:** graham oneil [redacted]  
**Sent:** 31 July 2021 09:53  
**To:** KWARTENG, Kwasi [redacted] >  
**Subject:** BSEI - Stop Aquind in Portsmouth

Dear Kwasi Karteng,

I am writing to you to object to the Aquind Interconnector Scheme and add my voice to the thousands who are appalled at the debate that this will do to Portsmouth.

As a local resident I am appalled to think of the massive damage and disruption that this will cause to the environment in Portsmouth and beyond. Portsmouth is one of the most densely populated cities in Europe and green space is at a premium. We already have alarmingly bad air quality so the months of disruption that will be caused by its proposed route along the A2030 are a concern for the whole city. This is one of only 3 roads out of Portsmouth and this scheme will gridlock our city, leading to even worse air pollution.

Green space is at a premium in Portsmouth. As you will see from the ONS Bulletin, 'UK Natural Capital: Urban Accounts', South Hampshire has the least green and blue space of any of England's built up areas.



**Figure 3: West Yorkshire is the greatest concentration of residential addresses**

Percentage of urban area comprised of non-residential built-up

Figure 3: West Yorkshire is the greatest concentration of residential addresses associated built-up

The proposed route will cause untold damage and disruption to Milton Common, one of the most diverse wildlife areas on Portsea Island, as well as to Bransbury Park and local allotments. All these areas are vital spaces for us to live healthy lives from walking the dog and following cycle routes to spaces where families and children get fresh air and play. Disruption and damage to these areas will take a huge toll on residents desperate for the outdoor space that lockdown has shown is vital for our well-being.

Don't just take it from me. Below is a brief list of objections from Conservative MP Penny Mordaunt.

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The Aquind Interconnector is hugely unpopular in Portsmouth and the campaign against it is growing and growing as you will see from the thousands who have signed Stephen Morgan's petition.

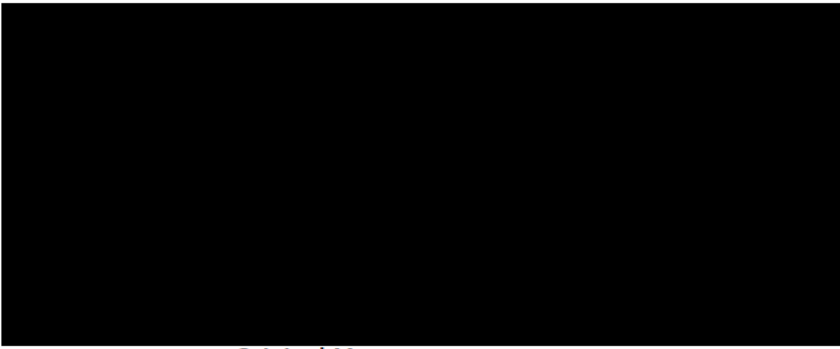
Please listen to everyone who is telling you that this project will be a disaster for Portsmouth and prevent this from happening.

Yours sincerely,

Graham O'Neil



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----- Original Message -----

**From:** Fran Wright [redacted];  
**Received:** Sun Aug 01 2021 18:21:26 GMT+0100 (British Summer Time)  
**To:** Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Fao: Kwasi Kwarteng

Dear Kwasi Karteng,

I am contacting you to object to the Aquind Interconnector Scheme and add my voice to the thousands who are appalled at the detrimental impact the Aquind Interconnector will have on the city of Portsmouth, plus the surrounding green spaces this scheme proposes to pass through.

As a local resident I am appalled at the prospect of the irreversible **damage and disruption** that this will cause to the environment in Portsmouth, plus the areas north of the city.

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Below is a brief list of objections from Conservative MP Penny Mordaunt.

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This petition delivers the views of thousands of my constituents today to BEIS regarding Aquind.

It will:

- Make the UK less resilient
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The Aquind Interconnector is hugely unpopular in Portsmouth and the campaign against it is growing and growing as you will see from the thousands who have signed Stephen Morgan's petition.

I urge you to please listen to everyone who is telling you that this project will be a disaster for Portsmouth and prevent the Aquind Interconnector from happening.

Yours sincerely,  
Mrs Frances Wright

A solid black rectangular box used to redact the signature of Mrs Frances Wright.





----- Original Message -----

**From:** Janet Ayers [redacted] >;  
**Received:** Sun Aug 01 2021 08:28:50 GMT+0100 (British Summer Time)  
**To:** Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Objection to AQUIND Interconnector Scheme

Dear Kwasi Kwarteng,

I am writing to object to the Aquind Interconnector Scheme.

As a local resident I am appalled to think of the massive damage and disruption that this will cause to the environment in Portsmouth and beyond. Portsmouth is one of the most densely populated cities in Europe and green space is at a premium. We already have alarmingly bad air quality so the months of disruption that will be caused by its proposed route along the A2030 are a concern for the whole city. This is one of only 3 roads in and out of Portsmouth and this scheme will gridlock our city, leading to even worse air pollution.

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Don't just take it from me. Below is a brief list of objections from Conservative MP Penny Mordaunt.

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Yours sincerely,

Janet Ayers  
[redacted]



----- Original Message -----

**From:** [REDACTED]  
**Received:** Sun Aug 01 2021 20:28:35 GMT+0100 (British Summer Time)  
**To:** Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Fao - Kwasi Kwarteng, Aquind Interconnector

Dear Kwasi Karteng,

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Yours sincerely,  
Mo Organ

A solid black rectangular redaction box covering the signature area.

Mr Kwasi Karteng  
House of Commons  
London  
SW1A 0AA

2<sup>nd</sup> August 2021

Dear Kwasi Karteng,

### **Objection to the Aquind Interconnector Scheme**

I wish to object to the Aquind Interconnector Scheme and add my voice to the thousands who are appalled at the damage that this will do to Portsmouth.

As a local resident I am appalled to think of the massive damage and disruption that this will cause to the environment in Portsmouth and beyond. Portsmouth is one of the most densely populated cities in Europe and green space is at a premium. We already have alarmingly bad air quality so the months of disruption that will be caused by its proposed route along the A2030 are a concern for the whole city. This is one of only 3 roads out of Portsmouth and this scheme will gridlock our city, leading to even worse air pollution.

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There are many reasons to object and both Labour MP Stephen Morgan and Conservative MP Penny Mordaunt are against the Scheme. Ms Mordaunt made a succinct argument of the key points when she handed in her petition with thousands of signatures to the Department for Business, Energy & Industrial Strategy (BEIS).

The Aquind Interconnector Scheme will:

- Make the UK less resilient
- Politicise energy supply
- Disrupt #Portsmouth's recovery
- Damage our environment.
- **For no benefit to energy consumers**

The City Council is not in favour of the Scheme and I hope this plan will be stopped.

Louisa and James Newport



----- Original Message -----

**From:** nicki sparkes [REDACTED]  
**Received:** Tue Aug 03 2021 13:22:25 GMT+0100 (British Summer Time)  
**To:** [acquind@planninginspectorate.gov.uk](mailto:acquind@planninginspectorate.gov.uk);  
**Cc:** Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Acquind interconnector

Dear Sir or Madam,

Re Aquind's proposed interconnector.

As a resident of Portsmouth I wish to register my opposition to this unnecessary and damaging proposal. Having seen Aquind's responses to the Secretary of State's questions, I am not reassured. I object to the evident lack of consideration of alternatives to this particular route. It is also evident that environmental impacts haven't been fully assessed, Portsmouth is a densely populated city with precious green spaces that are essential for residents physical and mental health. Acquind want to dig these up!! I live next to Bransbury park and walk through it most days as do a lot of local residents, where are we supposed to go when this gets excavated!!

All of our councillors and both MPs in Portsmouth and along the proposed route are opposed to the unnecessary Aquind Interconnector. It will not benefit our area at all, only cause untold damage and disruption.

It is simply ridiculous to consider routing this interconnector through the east side of Portsmouth, the trenches will be up to 23m wide. This will mean that at least one lane of the Eastern Road will have to be closed. We have only three main roads in and out of the city and this is one of them. The result will be gridlock. It will do untold damage to residents' lives and to businesses, not only along the route but throughout our city. Yet in 2018 the decision was taken out of the hands of the people who will have to live with the consequences for years to come.

The proposed route cuts through an area of scientific interest at Langstone Harbour, a feeding ground for rare Brent geese that fly thousands of miles every year to feed there.

In response to fierce opposition from allotment holders Aquind now propose to tunnel beneath these allotments but this raises troubling questions about the possible toxicity of lubricants used when drilling and the risk of contaminating the fruit and vegetables people grow there.

Aquind want compulsory purchase powers in order to acquire swathes of land along the route, including 25,000m of woodland near Lovedean where the route ends. There is intense local opposition to this.

In short, this interconnector will cause massive disruption in our already congested city. It will lead to even more air and noise pollution, loss of wildlife habitats, disruption to residents and businesses, loss of precious green spaces and sports facilities.

The residents of Portsmouth know that you have already been publicly endorsing Aquind ahead of the

Inspectorate's recommendations! We also know the Conservative Party has received at least £1m in donations from Ukrainian-born Alexander Temerko and a further approximately half a million pounds from the other co-owner, Russian-born Viktor Fedotov. How on earth can you make an impartial decision?

Please consider all of the above and reject Aquind's proposals. To approve this scheme would further damage public trust in your own Party and do untold damage to our city.

Yours sincerely,

Nicki Sparkes





----- Original Message -----

**From:** susan dewey [REDACTED]  
**Received:** Tue Aug 03 2021 10:05:50 GMT+0100 (British Summer Time)  
**To:** Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** #StopAquind Interconnector Scheme

Dear Kwasi Karteng,

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As a new local resident I am appalled at the prospect of the irreversible damage and disruption that this will cause to the environment in Portsmouth, plus the areas north of the city.

The proposed route will cause untold damage and disruption to Milton Common, one of the most diverse wildlife areas on Portsea Island, as well as to Bransbury Park and local allotments. All these areas are vital spaces for citizens to live healthy lives from walking dogs and following cycle routes to spaces where families and children get fresh air and play. Disruption and damage to these areas will take a huge toll on residents desperate for the outdoor space that lockdown has shown is vital for our well-being. The unintended consequences of lockdown are already being felt and will only increase over time as we see it's full impact on the physical and mental health of many British citizens.

Portsmouth is one of the most densely populated cities in Europe and green space is at a huge premium. Portsmouth already has alarmingly bad levels of air quality; months of disruption caused by the proposed route along the A2030 is a huge concern for the whole city. The A2030 is one of only 3 roads in and out of Portsmouth, this scheme will gridlock our city, leading to a further increase in air pollution.

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The Aquind Interconnector is hugely unpopular in Portsmouth and the campaign against it is growing and growing as you will see from the thousands who have signed Stephen Morgan's petition.

In addition to all of the very good reasons listed above, there was the recent incident in Jersey where the French owners of a similar underwater supply threatened to cut off power to the island in a row about fishing rights. Do we really want to put ourselves in that position of potential vulnerability in the future?

I urge you to please listen to everyone who is telling you that this project will be a disaster for Portsmouth and prevent the Aquind Interconnector from happening.

Yours sincerely

Sue Dewey OBE





----- Original Message -----

**From:** Trevor Dewey [redacted]  
**Received:** Tue Aug 03 2021 13:58:23 GMT+0100 (British Summer Time)  
**To:** Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
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Trevor Dewey BEng CEng FIET

**Councillor Gerald Vernon-Jackson CBE**  
**Leader of Portsmouth City Council**

Executive Office  
Floor 3, Core 3-4, Civic Offices  
Guildhall Square  
Portsmouth  
PO1 2AL

Rt Hon Kwasi Kwarteng MP  
Secretary of State for Business, Energy &  
Industrial Strategy  
1 Victoria Street  
London  
SW1H 0ET

Our Ref: GVJOUT056

Date: 4<sup>th</sup> August 2021

Dear Secretary of State,

I understand that the Planning Inspector's report on the Aquind Interconnector, which is due to land in Portsmouth from France, is now on your desk for consideration.

In the Public Enquiry into this project the environmental case has been made strongly, as it should be. Also the transport disruption case has been made strongly, as it should be.

My fear is that the national security case for refusing this application has not been made strongly enough.

For good or ill the UK is no longer part of Europe. That argument took place and a conclusion was reached. Had the UK remained within Europe then there would have been a strong argument for cross border power arrangements to be policed within European Law and the UK Government would have had means to be able to protect their national interests through the European Courts. This is no longer the case.

I have a real concern that the UK could become dependent on power coming from France and could end up in a position where they have no control over the supply of this power. This might be a small and potentially unlikely situation, but the supply of electricity to homes in Portsmouth should now be under British control rather than a country where we no longer have leverage by belonging to the same European club.

For this reason, along with the strong arguments regarding environmental and transport disruption, I would urge you to **turn down** the application for the **Aquind Interconnector**.

Yours sincerely,



**Cllr Gerald Vernon-Jackson CBE**  
Leader of Portsmouth City Council

----- Original Message -----

**From:** Robin Whitting [REDACTED];

**Received:** Thu Aug 05 2021 16:44:24 GMT+0100 (British Summer Time)

**To:** Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;

**Subject:** FROM Robin Whitting: ATTENTION SoS Kwasi Kwarteng. Reference- My Objection to The Aquind Interconnector Project.

**Dear Mr Kwarteng**

**For the first time in my short 76 year lifespan, I actually feel strongly enough to compose this email to you - the person with the ultimate authority to grant or reject the Aquind Inteconnector Application.**

**This is a heartfelt plea to try and persuade you that this proposed Aquind Interconnector is one of the most ill-conceived and destructive 'plans' that I, as a responsible, native inhabitant of the UK, have seen in many, many years.**

**To even consider letting a zero track-record company remove numerous listed trees; rip up the city access on the eastern shoreline of the most populated peninsular on the south coast; cut through an important area of scientific interest on Langstone Harbour; dig its way through the densely populated London Road and East Hampshire countryside; adding to already high pollution levels and creating many months of traffic chaos, all for the sake of bringing Non-Eco friendly nuclear power from France to our shores, is quite simply, an absolutely ludicrous scheme.**

**The sheer depth of public opposition rapidly growing in this area, really has to be seen to be believed. As the local people here digest the full details of the disruption that will be caused, the majority cannot see that there is anything at all to recommend this plan. It would also appear that our French counterparts on the other side of the channel are also vehemently against this scheme as well.**

**If you consider that bringing Non-Eco friendly nuclear generated electric power from France to our shores, against the current Tory Party Policy for the supply of 100% sustainable green energy in the UK by 2030, is actually essential, I would point out that there are several, far less disruptive schemes, involving much less populated routes and different connection points to our national grid, that have been put forward.**

**Also, I am very concerned that the provision of an Open-Access Data Link, as added to the latest version of the proposal, as well as being dis-allowable under the terms of a DCO, could actually threaten our National Security, as it would**

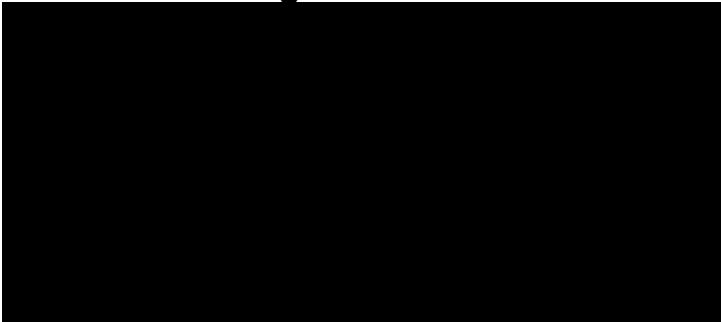
**provide another link into our country's data network that the MOD relies on for the defence of our realm.**

**Quite apart from my main objection on environmental grounds, I also firmly believe that, if this project is given the go-ahead from your office, the Tory Party will suffer in the long run, with local Tory members losing a massive amount of local public support and possibly even their seats in Parliament.**

**I urge you most strongly, to firmly reject this Aquind Interconnector Project proposal.**

**Yours Sincerely**

**Robin Whitting**



----- Original Message -----

**From:** Jessica Frantzreb [redacted] >;  
**Received:** Mon Aug 09 2021 10:42:14 GMT+0100 (British Summer Time)  
**To:** Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** FAO Kwasi Karteng - AQUIND INTERCONNECTOR

Dear Kwasi Karteng,

I am contacting you to object to the Aquind Interconnector Scheme and add my voice to the thousands who are appalled at the detrimental impact the Aquind Interconnector will have on the city of Portsmouth, plus the surrounding green spaces this scheme proposes to pass through.

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Yours sincerely,  
Jessica Frantzreb

----- Original Message -----

**From:** viola langley [REDACTED] >;  
**Received:** Wed Aug 11 2021 20:40:42 GMT+0100 (British Summer Time)  
**To:** Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
[aquind@planninginspectorate.gov.uk](mailto:aquind@planninginspectorate.gov.uk);  
**Subject:** David Langley's response to letter of SoS on 13th July. Your ref; EN020022

David Langley's response to letter of SoS on 13<sup>th</sup> July. Your ref; EN020022

The link to pins below refers to the communication between BEIS and Aquind, in the pre-application section of the examination library logged as "correspondence". Aquind has been requested to remove elements of their request for direction in the letter of 28th June 2018 and they presumably did remove these elements in their response of 3rd July. Whatever these elements were (Telecommunications?), this communication contains the phrase "together with any development associated with it" at the bottom of page 1.

This overall phrase allows Aquind to include the elements expressly excluded from the request (Telecommunications, assuming my suspicion is right). I think that the letters referred to in the communication are not part of the examination library. They may (if proposing to build a Telecommunication System) open the way to the conclusion that the project should never have been an NSIP.

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN020022/EN020022-003961-AQUIND%20-%20Letter%20to%20Request%20Further%20Information%20-%2013%2007%2021.pdf>

The following info relates to the FOC and whether ORS x2 are needed at all. The exchange of mails is in reverse order and my initial enquiry to Gridlink, asking if an ORS had been included in their Interconnector project, has been omitted. It is interesting to note that Gridlink's initial emphatic rejection of the need to have enhancement of the data, for control and monitoring of their energy supply through the electrical cables, is in contrast to their view that "commercial use" of spare FOC capacity might require enhancement. Clearly Aquind have all along presumed they would be allowed to construct then sell-off or rent out this spare capacity- but to whom and for what purpose is anyone's guess. This presumption should not be included in an NSIP which is for energy supply.

The following is communications from Gridlink. It shows that ORS is not needed for Interconnector control and monitoring purposes.

Hi David

Just to clarify, we do not need optical regeneration of the FO cable to compensate for degradation of the signal because our cable route length is about 150km. When the cable route length reaches 230km+ (like AQUIND), then the stations may be necessary so that is the most likely reason why they are included in the AQUIND project. This is especially necessary if the FO cable may be used for commercial data transfer as well.

Regards

David

---

David Barber

Technical Director  
[REDACTED]

Elan Energy Project Management Ltd is appointed by iCON as the project developer for the GridLink Interconnector  
All related correspondence is conducted through this email address

**From:** David Langley [REDACTED]  
**Sent:** 12 June 2021 10:33  
**To:** David Barber [REDACTED]  
**Subject:** Re: GridLink Interconnector - Contact Form EN - "Fibre Optic cable"

Thank you very much, David. This clears up any confusion at my end.  
You may like to know that my city, Portsmouth is under siege from the Aquind Interconnector project. Aquind's owners have pressurised the Planning Inspectorate into including 2x OR Stations in the DCO application. This means the loss of use of 1/3 of a small but popular beach-side carpark to accommodate a stockade housing 2 large structures to enhance the performance of the FOC.  
Hopefully the SoS at BEIS will chuck the application out.  
Thanks again.  
David

On Fri, 11 Jun 2021, 15:43 David Barber, [REDACTED] > wrote:  
Hello David

Thank you for your inquiry.

A small fibre optic cable is included within the subsea cable bundle to provide monitoring of the cable and help measure performance and detect any potential damage to the cable. The fibre optic cable is installed with the two subsea cables and then connects together with the power cables into a converter station at each end. The converter stations are designed to link the cables to the national grids, and also provide the location for operations and control of the whole system. "Optical regeneration stations to enable sufficient FOC capacity" are NOT required or included in the GridLink project.

I hope that this answers your question.

Best regards

David

It is clear that ORS are required when the focus is on commercial use of spare capacity, not for normal control and monitoring of the Interconnector. The ORS at Fort Cumberland carpark should not be built at all. It must be removed from the Draft DCO.

Continuing with the theme of ORS, I note that in Aquind's responses to SoS's questions of 13/7/21, they (Aquind) have talked about a reduction of size of the ORS compounds, not the removal of them from the scheme. SoS insisted in his demand that Aquind submit a revised DCO with the commercial element of the FOC removed therefrom. Aquind appear to be toying with the idea that commercial use of spare capacity is not permitted under a NSIP project. At no time is there a clear commitment from them to change the capacity of the FOC. The SoS should insist that the ORS be removed from the landfall site and that an FOC of the correct capacity for control and monitoring purposes only should be installed.

There are 3 other matters concerning the Aquind Interconnector

- 1) Ninfield as a more logical landfall
- 2) The ownership of Aquind
- 3) Russian influence in the UK as revealed in Catherine Bolton's "Putin's People"

The selection of Lovedean for connection into the 400kva grid is a nonsense. When the original departure point from France was near to Le Havre, it made sense. However, now that the French have moved the connection point into their Grid further East, to Barnabos near Dieppe, it no longer makes sense. One has only to refer to an Atlas covering the South coast of England and the North coast of France. It is plain to see that the logical route to a connection point into our 400kva grid is for a landfall West of Bexhill on Sea, the shortest distance between

Barnabos and a suitable sub-station, Ninfield. Why was this ignored? Ninfield is less than 5 miles from the sea. It would be a local planning issue rather than requiring the Planning Inspectorate's involvement. A shorter distance would be in everyone's interest I would suggest. Can this not be put forward to the applicant? In short I trust you will find reason enough to throw out this highly damaging proposal.

Sent from [Mail](#) for Windows



**From:** Kim [REDACTED] >

**Sent:** 12 August 2021 23:37

**To:** Aquind Interconnector <aquind@planninginspectorate.gov.uk>; enquiries@beis.gov.uk

**Subject:** Objection to Aquind

Dear Sirs,

I totally disagree with the plans to force Aquind upon us. Obviously, no-one who supports this plan either in the government or those pushing this through, live in the Portsmouth and surrounding area. The area will be deeply affected by Aquind arriving on our doorstep, ripping our countryside up and causing widespread disruption on our roads and in our communities. No-one seems to care about the commotion this will cause to residents. Lovedean, where the huge Aquind building is to be built is a rural area and will be totally spoilt by the monstrosity of a building that is proposed. The damage done to the local wildlife will be immeasurable. Huge amounts of the area will have to be dug up for the cables etc to be laid. My village will undergo major disruption, if this project goes ahead, we don't want it, please listen to the people this will affect. We are not part of the EU anymore, so WHY are we looking at getting power from France?

I totally disagree with the whole Aquind project and I know many others do too, not just in this country, but also in France!

I sincerely hope that you take my objection and those of the many other people who have written to yourselves and have signed the petition to stop Aquind. However, judging from the cavalier attitude of Not in My Back Yard, that seems to reign in Local and National government, when it comes to building houses, I sadly don't hold out much hope that my email will be read, never mind acted upon. I hope that you prove me wrong, I also hope that you will see the right way forward and cancel the Aquind project. I have also read that Aquind have not been totally abiding by the rules in submitting information, how can that be allowed? Surely now we are no longer in the EU and able to stand on our own two feet, let's do just that, if we allow Aquind, we will be beholden to Europe once more, when we have only just escaped!

I hope that I at least get an acknowledgement of my email.

Yours faithfully,

Mrs Kim Markham



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DPC:76616c646f72



[REDACTED]

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**From:** Flick Drummond MP <[REDACTED]>  
**Sent:** 24 August 2021 14:39  
**To:** BEIS Correspondence <[BEIScorrespondence@beis.gov.uk](mailto:BEIScorrespondence@beis.gov.uk)>  
**Subject:** FW: A Disgraceful Undertaking Indeed (Case Ref: FD7448)

Good Afternoon,

Please find below an email from Mr Robert Trickett regarding energy needs.

I look forward to hearing from you on this.

Kind regards,

**Flick Drummond MP**  
Member of Parliament for Meon Valley

---

**From:** Robert James Trickett <[REDACTED]>  
**Sent:** 15 August 2021 20:08  
**To:** KWARTENG, Kwasi <[REDACTED]>  
[REDACTED]  
**Subject:** A Disgraceful Undertaking Indeed

Dear Mr Kwarteng,

A hot topic which no doubt comes into view for the government at the present time concerning the future energy needs of the United Kingdom is ensuring a supply of ample electricity for the entire country at large. Over the past few decades of my own life, I have seen much change in technology and an ever rising appetite for electronic devices which has surged greatly only very recently with the advent of electric vehicles which, oddly enough, seems to be at odds with public demand given the utter lack of infrastructure needed to support them - but that's another story.

While your party is currently enjoying it's time in the driving seat - and please take note I am a supporter of your party (at the moment I might add) - it seems to me things have gone somewhat off the rails with regard to your policies for making future provision on energy security. I am referring to the Aquind project, which is looming on the horizon to cast a shadow over many tens of thousands of people within the vicinity of its proposed location, to say nothing of its environmental impact of course. You are no doubt aware of the resistance and opposition facing the much hated project on a number of fronts - here is another voice adding itself to that movement.

Even if an alternative, less damaging and less disruptive site could be sought and approved, it would do very little to mitigate some of the other very negative aspects plaguing the entire enterprise. To begin with, it's chief benefactor, who has provided much money in support of the project's go ahead and, shall we say, persuasive influence for those needing coercion to his favour, has, according to many publicly available sources, accrued his wealth by what some might call rather unethical means. That being so, in the opinion of myself and so many others very eager to discuss this situation, makes the entire thing most disgraceful. It is shocking to many, that members of the UK government, no matter where their political allegiances lie, have been exposed taking portions of this tainted 'fortune' during the period leading up to the decision to allow the project's commencement.

There are considerable numbers of UK - and even EU! - residents who are opposed to the running of the cable from France to our shores, tapping the French nuclear power grid so we can obtain a boost to our consumption. But

consider this - what if, at some point in the future - the continent's need for electrical power grows, which is quite a strong possibility, and we end up 'at the back of the power queue'? Do we all stay home because our electric cars can't be charged? Do we all have to chop wood for heat in the winter because our all-electric heating is unusable? Not so improbable as you might think. What if future relations between the UK and the EU take a dark turn in the future? Can they 'switch us off' in retaliation? France already threatened to do that to Jersey not so long ago and look at the friction caused by the vaccine supply arguments that took place not even a full year ago! It's not a hysterical and over cautious concern I refer to here - this is quite possible, would you not agree? Surely we should be exploring and investing in projects that give us energy independence from outside sources? The wind farm at Worthing could, for example, be expanded and other areas around our coast could be utilised in support of this.

So, I would urge you to put a halt on Mister Temerko's money making scheme and take a step back before a decision is made that could prove to be more embarrassing than it has already has.

Thank you for taking the time to consider my views.

Yours sincerely,

Robert Trickett

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----- Original Message -----

**From:** Fiona Rankin [REDACTED];  
**Received:** Wed Aug 18 2021 16:47:25 GMT+0100 (British Summer Time)  
**To:** Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Objection to Aquind

Dear Mr Kwarteng

I was blessed, a few years ago, to have a spiritual awakening while running along the banks of Langston Harbour. The wild flowers all along the harbour shoreline have consciousness. These days, I run along the banks deep in enjoyment and conversation with these spectacular beings. I write this as the voice of all of the flora and fauna in the area. They do not want to go.

Langston Harbour is extraordinarily beautiful and serves the people by sharing the joy of nature to all those who come to it. The place holds the magic of growth and seasons. The wildlife has a significant role to play in Portsmouth. In a city of exhaust fumes, litter and human busyness it serves to inject reverence into a community that would otherwise wilt. It is vital. It is necessary to our well being. The plant and animal kingdom in turn receives joy from us too. It's a reciprocal arrangement.

The Aquind project will decimate the area of wildlife and plants. It will not recover. What will become of the gladioli at the War Memorial that hold the grief of the people who come there to remember, mourn and acknowledge their dead? What will replace the lungs of the city to deal with all the air pollution? What will replace the natural area for all the people that come to the harbour for their respite of city living?

The Aquind project is not necessary. Other greener energy sources can be found and utilised. How can it be that a project so wholly unwelcomed by the people of France and England even be considered?

I am a law-abiding and tax paying citizen and very ordinary in that regard. But if this project goes ahead, I will use my physical body to stop the machinery and I will not be the only one. The resistance will be like what is happening with HS2. I will not be quiet about it.

I speak for all the flora and fauna of the area in asking you to decline the Aquind application.

Kind regards

Fiona Rankin

**From:** [REDACTED]  
**To:** [Aquind Interconnector](#)  
**Cc:** [REDACTED]  
**Subject:** Aquind HVDC Interconnector - Protective Provisions  
**Date:** 26 August 2021 16:25:03  
**Attachments:** [image001.jpg](#)  
[image002.png](#)  
[0.jpg](#)

---

Dear Sirs,

Further to the position explained at 5.1.1 of the Statement of Common Ground between AQUIND Limited and Portsmouth Water (REP8-039) I confirm that a protective provisions agreement has now been entered into between the parties and that Portsmouth Water Limited hereby withdraws its objection to the application.

Kind regards,

Simon Deacon

Simon Deacon BSc MSc FGS CGeol

Catchment and Environment Manager

Portsmouth Water

West Street, Havant, Hampshire, PO9 1LG

## RoSPA 2020 Order of Distinction Winner

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Registered Office: Portsmouth Water Ltd, P.O. BOX NO.8, West Street, Havant, Hampshire. PO91LG.  
Telephone (02392)499888. Fax (02392) 453632. Registered in England No 2536455. VAT No. GB 615375835.



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**From:** Annette Hassett

**Sent:** 31 August 2021 18:40

**To:** 

**Subject:** Aquind Interconnector

Dear Sir,

I am writing to you to object vehemently against the Aquind Interconnector Project.

I have lived in Portsmouth all my life. It is a great place to live. However, after London, Portsmouth is the second most congested city in the UK. Aquind's proposals would mean blocking off part of the Eastern Road (for an unspecified period of time). This is one of only three routes in and out of the city, so any kind of closure would cause complete traffic chaos for months, maybe even years.

I worry about the detrimental impact that the installation of cables would have on the local environment. The construction work would affect local birds such as the Brent Geese, not to mention hundreds of other species of birds, amphibians and insects living along the route.


In addition, allotment holders who live along the route would be adversely affected. Some of these people have had plots for many years. Now, more than ever, we should be protecting our green spaces. These allotments provide food for some, and for many, an oasis of calm. Aquind's plans threaten to destroy, this and endanger Portsmouth's economic recovery from the pandemic.

I hope that you will take these concerns into consideration as you reach your decision.

Yours sincerely,

Annette Orsmond

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**From:**   
**To:** [Aquind Interconnector](#)  
**Subject:** Objection to Aquind Project  
**Date:** 01 September 2021 16:38:08  
**Importance:** High

---

Dear Sirs,

I would like to raise my objection to the project, alongside my wife. My main reason for objecting (apart from the obvious disruption), is that; Britain is no longer part of the EU and that the French have been staunch supporters of the EU and its policies with known divisive methods for getting themselves heard! (e.g. The recent Jersey Power situation over fishing rights – whereby they threatened to pull the plug on a defenceless public).

The Government would be handing them an even bigger stick to beat Britain over and over again. So now we are free of the EU (and France) be free of the EU and work a way of using British resources and British companies to fill the gap.

Yours faithfully,

Mr Andrew Markham





----- Original Message -----

**From:** kevin flynn [redacted]  
**Received:** Tue Sep 07 2021 23:44:33 GMT+0100 (British Summer Time)  
**To:** Aquind Interconnector <[aquind@planninginspectorate.gov.uk](mailto:aquind@planninginspectorate.gov.uk)>; Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Aquind project

Dear Mr Kwarteng,

I am sure you are receiving many letters objecting to the Aquind Project and this is no exception..

I live approx 500 yards from the suggested site in [redacted].

Already we have a sub station and solar panels surrounding our property....

We have now been told that Aquind will be using the footpath at the bottom of our House to move heavy machinery in and it could be for over 2 years.

My son plays football in our garden every single day and the ball often flies on to that footpath which is now potentially going to be an extremely hazardous place for young children to play and retrieve balls...

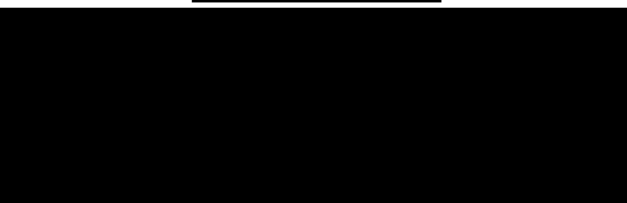
This coupled with that fact that Aquind want to use the footpath to save building the entrance and exit route proposed in the original plans... should we not at very least insist that Aquind do not destroy the footpath that has been there for over 200 years?

I find it incredible that Aquind are able to drag cables through the English Channel but when it comes to moving machinery they can't get over a very simple hurdle to enable the footpath to not be interfered with...


With the plans leading to the fact that Aquind are unable to manoeuvre a direct route to the proposed site from Day Lane to Broadway Lane. It leads me to think that our government is prepared to deal with an extremely incompetent company that could potentially cause havoc through Portsmouth City and surrounding areas.

Yours sincerely a worried and concerned parent.

Kevin Flynn [redacted]







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**From:** Neil Hawkins [REDACTED]  
**Sent:** 09 September 2021 16:27  
**To:** KWARTENG, Kwasi [REDACTED]  
**Subject:** Aquind

Hello

I live in Portsmouth and am very concerned about the impacts to Portsmouth if the Aquind project is approved.

The project will disrupt traffic (Portsmouth is an island with only 3 roads on / off the island; if traffic on one of those main roads is slowed or blocked, the whole island is in gridlock during peak times). Local businesses will also be affected and there will be additional noise and air pollution from the project.

The project is also potentially damaging to the local wildlife and their habitats.

What nobody had been able to explain to me is why there is a need to bring electricity to the UK from France. Surely we are able to generate our own electricity (preferably using environmentally friendly techniques). We've already seen France threatening to disrupt electricity to the channel islands - electricity supply to mainland UK should not be able to be held against us as some sort of bargaining chip.

I'm also concerned that the donations from Aquind to the Tory party will sway the decision in Aquind's favour. In my mind the decision about this project should be taken at a local level rather than centrally.

As a resident of Portsmouth, I urge you to reject the Aquind project or refer it back to Portsmouth council to decide.

I look forward to hearing your response.

Regards

Neil

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**From:** viola langley [REDACTED];

**Received:** Fri Sep 10 2021 18:31:07 GMT+0100 (British Summer Time)

**To:** Aquind Interconnector <[aquind@planninginspectorate.gov.uk](mailto:aquind@planninginspectorate.gov.uk)>; Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;

**Subject:** Aquind submission 16.9..2021

The Times has highlighted a letter sent by Alexander Termerko to the SoS to speed up the process of exemption in an attempt to influence the outcome of the application.

It shows how difficult it is for us to expect a fair and unbiased process.

What chance have we got when there are such underhand activities taking place?

Is this not another example of connivance between Aquind and a minister of our government?

Here is the link:

[REDACTED]

Viola Langley

Let' s Stop Aquind





----- Original Message -----

**From:** viola langley [redacted];  
**Received:** Fri Sep 10 2021 18:31:07 GMT+0100 (British Summer Time)  
**To:** Aquind Interconnector <[aquind@planninginspectorate.gov.uk](mailto:aquind@planninginspectorate.gov.uk)>; Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Aquind submission 16.9..2021

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It shows how difficult it is for us to expect a fair and unbiased process.  
What chance have we got when there are such underhand activities taking place?

Is this not another example of connivance between Aquind and a minister of our government?

Here is the link:



Viola Langley

Let' s Stop Aquind



---

**From:** Catherine Thomas [redacted]  
**Sent:** 13 September 2021 16:29  
**To:** Enquiry Unit <Enquiries@beis.gov.uk>; Aquind Interconnector <aquind@planninginspectorate.gov.uk>  
**Subject:** Aquind Interconnector

I understand that the decision has been delayed until 21st October.

I am writing again to ask that you consider **all** concerns that have been raised so far by the residents of Portsmouth and surrounding areas.

The laying of this cable will cause severe and, in some areas, permanent disruption to the city and the areas from there all the way to the substation at Lovedean.

Once again, I ask if you have ever been to the city of Portsmouth or at the very least studied its geography. If you had bothered, you would see for yourself the obvious issues that this project will cause. It is absolutely not the right route and, in my opinion, not the way we should be providing electricity in the long term.

The French do not want it, the citizens of all political persuasions in Portsmouth do not want it. It will not provide cheaper electricity and it is not renewable, as a nation we need sustainable and renewable energy.

Please when making this final decision please consider the people of Portsmouth, Farlington, Widley, Purbrook, Waterlooville, Denmead, Lovedean and all who live along the route

Catherine Thomas

**From:** viola langley [REDACTED]  
**Sent:** 13 September 2021 10:55  
**To:** Enquiry Unit [REDACTED]; Aquind Interconnector <aquind@planninginspectorate.gov.uk>  
**Subject:** Submission for deadline 16.9.2021

On 2<sup>nd</sup> September 2021, the SoS, Kwasi Kwarteng put back the decision for the Aquind Interconnector Project till 21.October, a 6 week delay. And why?

He wants more details about Fort Cumberland car park and Lovedean Sub-station in connection with the proposed commercial Telecommunication System.

It may seem encouraging to us objectors that this part of the project is in jeopardy.

But why has the SoS not highlighted the following, more important, issues?

- Health of residents of our city and further along the route
- Air pollution
- Threats to habitats and wildlife
- The release of toxic materials from landfill sites
- Possible damage to the allotments
- Possible damage to the Milton Nature Reserve
- Damage to the marine environment and marine life
- Traffic chaos
- Impacts on local businesses
- Deprivation of recreational use of land
- Temporary or permanent loss of green spaces --- and the list goes on.

The huge negative impacts on our local environment have been stressed again and again by our MPs , councillors and a growing number of residents.

We have still not had any response from the SoS to our alternative route from France (Hautot sur Mer) to Ninfield( near Bexhill). Why has this been totally ignored?

How does the SoS deal with the Cyber and Energy Security issues which this project threatens? Can we afford to take risks at this time?

France has expressed a strong NO to this development. The Prefet, the mayors of the impacted region, some MPs and residents have rejected the Aquind Interconnector. Why would we want to impose such a damaging construction project on Portsmouth and environs when the clear message from both sides of the Channel is NO?

What is the point of granting a DCO if the French reject it?

So many questions remain unanswered.

Let's consider some basics. Firstly, are we not obliged to put the environment at the centre of any infrastructure project? There is scant regard for local environmental issues in the application to trench through Portsmouth, "mitigating" all issues as they are met.

Just recently a new FoI disclosure of another lobbying letter from Alexander Temerko to Kwasi Kwarteng, relating to Aquind, was highlighted by George Greenwood, journalist, asking the SoS to urge Ofgem to speed up its regulatory process so that Aquind could apply for approval more quickly. Should a company director ask for favours when the SoS should be unbiased in the process of decision making? Do we know if this request has been granted?

How can we meet Climate Change targets when we are threatened by this damaging project which could last up to 5-7 years? There are alternatives and they need to be considered.

Are we to be forced to accept an undemocratic process which benefits private individuals rather than us residents? Has the SoS the moral integrity to see the injustice of this proposal? If so, the decision will go one way. Refusal to grant consent to Aquind to destroy our City and countryside.


But what about us? What about the local authorities and residents?

We want to delay it indefinitely. We want to stop it all together.

So, dear Kwasi Kwarteng, can we count on you to consider our predicament and turn down this application? There are so many arguments against this interconnector. Please find a less damaging and more suitable means to satisfy our energy needs. Sustainable, affordable and morally supportable.

Viola Langley  
Let's stop Aquind





---

**From:** Susan Caffrey [REDACTED]  
**Sent:** 22 September 2021 20:39  
**To:** Energy Infrastructure Planning [REDACTED]  
**Subject:** AQUIND INTERCONNECTOR

I am disgusted to read information obtained by The Times regarding the above project. In my opinion it is obvious there is a conflict of interest if Kwasi Kwarteng had openly intimated that he was prepared to lobby the French, obviously to get them to agree to the project. They are AGAINST this project, as are the council of Portsmouth & both MP's. Aquind have in no way attempted to allay fears. The only communication I received was over 2 years ago, when they were asking for personal information regarding whether I had a mortgage & the mortgage company. Has Mr Kwarteng had the decency to visit Portsmouth & view the route & the devastation it will cause. Milton Common was once a tip. Underneath is no doubt asbestos & other toxic elements which will no doubt affect peoples health. There is so much devastation & gridlock being caused. It is noted £1.6million has been donated to the Conservative Party by these dubious people. They haven't even demonstrated how they are going to fund this unwanted project. It has also been reported that Mr Kwarteng mentioned seeing Temerko at the Party Conference a couple of years ago. This project should be dealt with by Local Government not by a Secretary of State who has obviously told these dubious people this project will be approved. Yet again it seems we have a Government who is prepared to award projects to people costing up to them & donating vast sums of money. Cronyism at it's best. This Government should take notice of Portsmouth Council & the MP's not dubious characters with no proven track record. There are other routes that could be used, not a route that will only cause devastation & destruction. The Secretary of State is not fit to make such a decision in view of comments he cannot refute. This Government will bring about the downfall of the Conservative Party if it continues in its present vein

Susan Caffrey

----- Original Message -----

**From:** viola langley [REDACTED]

**Received:** Tue Sep 28 2021 19:11:05 GMT+0100 (British Summer Time)

**To:** Aquind Interconnector <[aquind@planninginspectorate.gov.uk](mailto:aquind@planninginspectorate.gov.uk)>; Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;

**Subject:** Submission to latest responses of applicant /Aquind 1.10.2021

**I am sending you today my response to the latest responses from the applicant. I include additional new relevant information since the last submission.**

The applicant refers to the ORS :

The revised ORS compound parameters are 30m long x 16.4m wide (previous parameters were 35m x 18 m); AQUIND INTERCONNECTOR WSP PINS Ref.: EN020022 Document Ref.: Applicant's Response to SoS Second Information Request – ES Validity September 2021 AQUIND Limited Page 1-2 ÿ The revised ORS building parameters for each building are 4.4m long x 3.65m wide and 4m high (previous parameters 11m x 4m x 4m); and ÿ Security Perimeter Fence dimensions are now 30m long x 16.4m wide and 2.45m high (previous parameters 30m x 18m x 2.45m).”

**We have contacted another Interconnector and asked the very question if ORS are necessary if there is no commercial telecommunication system installed. Here is the answer:**

“Thank you for your inquiry.

A small fibre optic cable is included within the subsea cable bundle to provide monitoring of the cable and help measure performance and detect any potential damage to the cable. The fibre optic cable is installed with the two subsea cables and then connects together with the power cables into a converter station at each end. The converter stations are designed to link the cables to the national grids, and also provide the location for operations and control of the whole system. **“Optical regeneration stations to enable sufficient FOC capacity” are NOT required or included in the GridLink project.”**

**The question remains Why does the applicant still insist on the ORS ? This seems to be contradictory to the statement we received from the other Interconnector project?**

**Has your department done due diligence on the technology required for FOC monitoring and control of an Interconnector?**

**Should you not ask the applicant for the technical advice given to them by the contractor due to construct this system?**

**Is it not possible for signal enhancement to be installed underground ( under sea) if it is required?**

**Is it really necessary for Portsmouth to lose a much cherished local car park to house an ORS which is not required?**

**The second important information concerns the latest publication of the CRE report given to the European Commission at the end of July 2021.**

**I will attach a copy. The relevant information regarding the Aquind Interconnector can be found on page 28.**

**It states very clearly that the Aquind interconnector has not been given the support within the energy projects of the European Union. Does this not make it a dead duck?**

**Why would the Secretary of State give the Aquind Interconnector project a DCO when this project is not getting the support from the EU? France?**

Thirdly, the SoS must be aware of the political involvement of MPs and ministers in this project. Names have been mentioned: Alok Shama, Ann Marie Trewalyn, Lord Cannanan, James Wharton, Liam Fox, Jeremy Hunt, Simon Clarke and many more.

Many articles have been published ,at least two ministers had to recuse themselves because of their involvement with the applicant. Recently an article was published questioning the involvement of Simon Clarke, the new chief Secretary of the Treasury.

The question remains if such a controversial project should be granted a DCO.

Local authorities, residents of Portsmouth and beyond and the two MPs of Portsmouth have given countless reasons why this Aquind Interconnector should be stopped.

Has the SoS checked the financial set up of the company?

We are extremely concerned about the environmental impacts this project would have , the dependence on energy from abroad after Brexit, the stress imposed on the citizens who live along the route and beyond and the opaque origin of this company.

Does the SoS think that the Aquind Project would strengthen the UK 's energy resilience?

Does the SoS not support more sustainable and greener energy sources rather than aimed to import energy of an unknown origin?

Climate Change has to be taken seriously. Portsmouth is already constructing and preparing for rising sea levels. This project will in its construction phase up to 5 to 7 years at least, contribute to higher pollution levels and therefore increase the risk of serious damage to our environment. This can not be tolerated.

We have earlier suggested that the SoS ask the applicant why a route to Ninfield has not be considered. There is a substation of the same capacity as Lovedean but only 4.3 miles from the shore and a shorter sea route. So, why Portsmouth?

We hope the SoS takes all these issues into account before he takes an unbiased, environmentally justifiable and politically correct decision.

Viola Langley  
LSA

PS: Please confirm the receipt of the email.

████████████████████



30<sup>th</sup> September 2021

To: The Rt Hon Kwasi Kwarteng MP  
Secretary of State at the Department  
Of Business, Energy and Industrial Strategy  
1 Victoria Street  
London  
SW1H 0ET

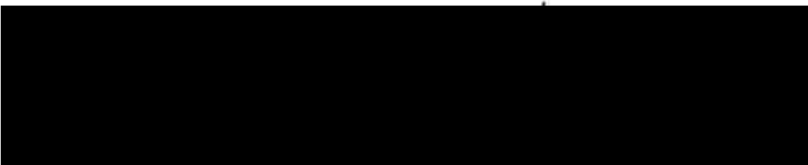
Dear Mr Kwarteng

**Aquind's Interconnector From the North of Portsmouth  
and Beyond to France**

I believe this proposed project will in the long term, be very detrimental to maintaining power supplies to the UK. France already use every means possible to make life as difficult as possible for us. They threatened to cut off the power supply to Jersey a few months ago over a dispute and they are now threatening to do the same again. In these very uncertain times, the UK and Europe already rely far too heavily on power supplies from other countries who I believe will not hesitate to use this as a threat in the future. We are now an independent global force and we should be striving to become a self sufficient country as far as is possible. We are very resourceful and have as yet untapped resources. This large cost for this project would be far better spent on developing these.

I trust that having given your full consideration, you will reject the proposal for this power line.

Yours sincerely  
Peter Barlow





**From:** [REDACTED]  
**To:** [Aquind Interconnector](#)  
**Subject:** FW: Aquind Interconnector: Secretary of State Consultation Number 2  
**Date:** 30 September 2021 21:40:26  
**Attachments:** [Secretary of State response No2 letter September21.pdf](#)

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

**Planning Act 2008 (as amended)**

**Secretary of State Consultation Number 2**

Unique Reference: EN020022

Dear Sir,

Please find enclosed the Winchester City Council response to the second additional consultation exercise run by the Secretary of State initiated on 17 September 2021 and expiring 1 October 2021, relating to the further information submitted by Aquind dated 16 September 2021 in connection with the above scheme.

Regards

Steve Cornwell

Aquind Interconnector

Lead Officer

WCC

**Stephen Cornwell**

Winchester City Council  
Colebrook Street  
Winchester, SO23 9LJ

Tel:  
Ext:



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Secretary of State for Business, Energy & Industrial Strategy  
1 Victoria Street  
London  
SW1H 0ET  
United Kingdom

30 September 2021

Dear Sirs

**Planning Act 2008 and The Infrastructure Planning (Examination Procedure) Rules 2010 Application by AQUIND Limited for an Order granting Development Consent for the proposed AQUIND Interconnector (“the AQUIND Interconnector project”)**

### **Secretary of State Consultation Response Number 2**

Unique Reference: EN020022

Thank you for the invitation to view and respond to the additional information that Aquind submitted on 16 September 2021. This was presented in response to your letter of 2 September 2021, which sought further justifications to explain why the application site had not changed even with the alternative option of the commercial fibre optic cable being removed from the scheme. A further request was also made in your letter that the applicant identify for inclusion in the Explanatory Notes of the draft order, the location where a copy of the documents could be inspected.

The applicant’s response consists of ten documents which are listed in the covering letter (Aquind reference 5567/18857/30985781). The response has covered the two issues outlined above and put forward a case for a new Requirement. This letter will address all three aspects.

The Council has reviewed the submitted details and specifically the document entitled Applicants Response to the Second Information Request dated 16 September 2021.

Regarding the justification for not changing the extent of the application site, the element that would affect the section of the scheme that falls within the Winchester City Council area relates to the Telecommunications Building that would be constructed at Lovedean. In the event that the commercial fibre optic cable element is removed from the scheme, then the building would also be deleted. However, the land would continue to form part of the application site and the applicant is seeking compulsory acquisition powers that would include this land. In part 3 of the response document, the applicant has set out its reasons for not changing the plans or the extent of the acquisition powers. The Council notes that the applicant has felt obliged to extend the justification beyond the compound area and the response refers to land immediately adjoining the compound. The reasons why the land is being retained within the application site is noted. The Council does not intend to make any formal response on this matter.

Concerning the response from the applicant to the request to nominate a location that would hold a copy of the approved papers, this is addressed in part 4 of the response document. It is noted that the applicant has put forward Hampshire County Council as its preferred location. The Council confirms that it has engaged in discussions with the applicant and that it did offer its services to hold the documents subject to final details being agreed. The Council has reviewed the single location (Leatherhead Surrey) that was offered and accepted when the same question was raised during the Southampton to London Pipeline NSIP. Having noted the acceptance by the Secretary of State of that choice which services a site 90km in length, the Council has no further comment to make on Aquind's proposal.

Part 4 of the response has also reported the discussions between the applicant and WCC on the addition of a new Requirement that would add an obligation on the applicant to establish a web site that would record the Requirement submissions and approvals and which could be used to relay general information to the public. The Council can confirm that it initiated these discussions and is happy to support the inclusion of this new Requirement as presented by the applicant. The benefits of adding this Requirement in terms of creating a web site that will service a clear need for information by the various communities that may be affected by the development during its construction are considered self-evident. It is hoped that the Secretary of State will support this late suggestion that carries the support of both the applicant and the Council.

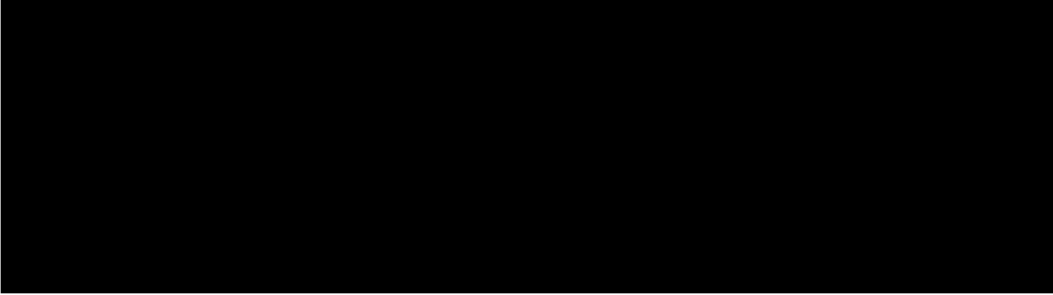
Yours faithfully

Julie Pinnock BA (Hons) MTP MRTPI  
Service Lead Built Environment



City Offices, Colebrook Street, Winchester, Hampshire SO23 9LJ

[www.winchester.gov.uk](http://www.winchester.gov.uk)  
T 01962 840 222 E [customerservice@winchester.gov.uk](mailto:customerservice@winchester.gov.uk)



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----- Forwarded message -----

From: **Paula Ann Savage** 

Date: Friday, October 1, 2021

Subject: Aquind interconnector

To 

Dear Mr Kwertang

I write to you again in complete objection to the proposed project Aquind. Having been part of the Let's stop Aquind campaign for a year now, I have been enlightened throughout to so many important reasons as to why this project must indeed be stopped. Our city is densely populated, it is an island with only a few main roads in and out, it will cause chaos amongst the already extremely busy roads, the traffic will be forced to find other routes and this will no doubt cause even more pollution, when it is already subjected to alarming and illegal levels of pollution caused by traffic and is known for being a busy port that also adds to problems and issues we face in Portsmouth. The pollution levels are causing lung disease and premature death. It would be humanelly wrong for it to go ahead, so for this one reason alone, the project should be stopped.

I would also like to point out, that an area in Eastney is renowned as an historical landfill sight, a dumping ground for our Dockyard and MOD, there are many toxic chemicals buried where the cable is proposed to be tunnelling through, this would be catastrophic if disturbed, one being asbestos, a speck of this dust can be fatal.

With regards to our very treasured areas of biodiversity, wildlife, marine life and having over 200 protected species along Langston shore and parts of Milton common, this would also be a crying shame to disturb any of it. Nature doesn't understand 'temporary disruption'. Will the thousands of 'protected' Brent geese that choose Langstone Harbour as their destination during the winter months, after flying thousands of miles need to find somewhere else? How will this be implemented?

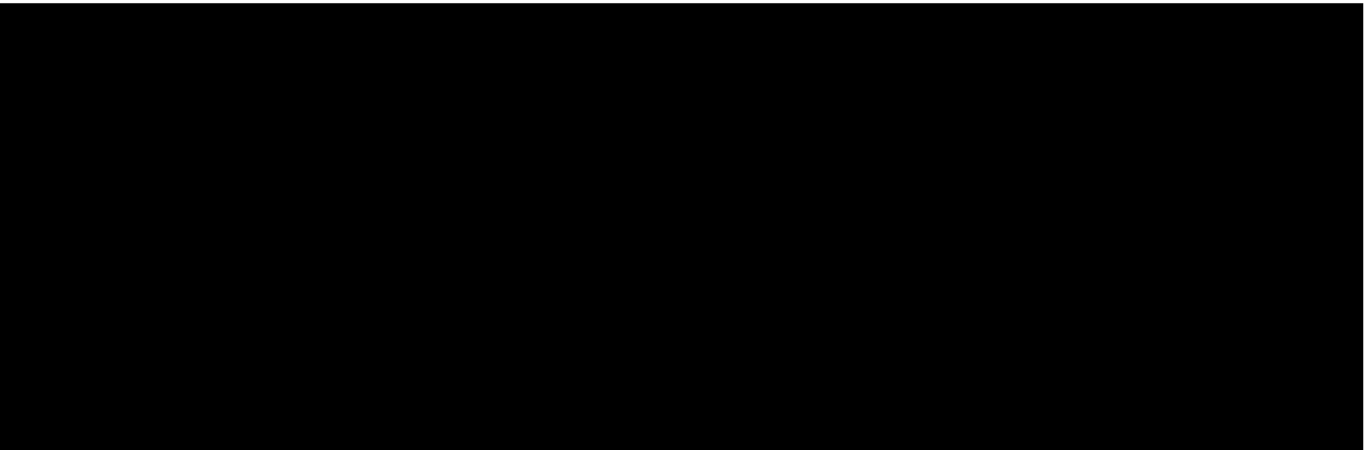
I ask you to consider your decision wisely, considering we are in a climate emergency and areas that will be disturbed and disrupted should be without a doubt preserved and protected from here on.

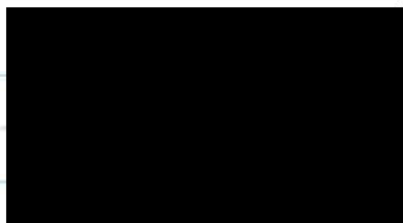
I have attached an article that is on the front page of our local news paper, 'The News' it is an open letter to you and also highlights how the whole city is in objection to the Aquind project.

I look forward to hearing from you.

Yours sincerely

Paula Ann Savage





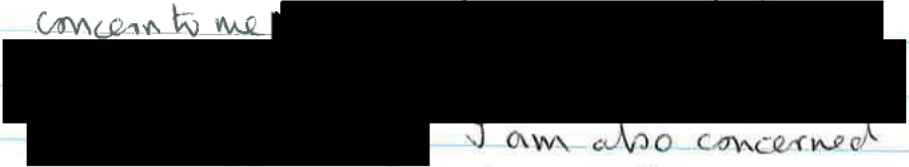
Rt Hon Kwasi  
 Kwarteng MP  
 Dept of Energy  
 1 Victoria Street  
 London SW1H 0ET

1/10/21

Dear Energy Secretary  
Aquinds Interconnector

I enclose a letter published in my local paper - I could not have said it better.

I am a resident of Gosport and this proposal will not just affect Portsmouth & its residents; Air pollution is of great concern to me



I am also concerned at the wider national security concerns; supposing you agree to this dreadful interconnector, how will the UK stop the underwater cable from being attacked?

I am 75 years old and a lifelong Tory voter -

To: The Rt Hon Kwasi Kwarteng MP  
Secretary of State at the Department of  
Business, Energy and Industrial Strategy  
1 Victoria Street  
London  
SW1H 0ET

*Dear Mr Kwarteng*

Today The News calls on you to reject in their totality the plans for Aquind's interconnector that would, if allowed, wreak havoc on Portsmouth.

For our city there can be no other decision. You alone have it in your power to refuse this damaging and unwanted scheme.

This is not the first letter you have received about Aquind.

But unlike those sent from the shadows by its lobbying multi-millionaire directors, the thousands affected by this wrecking ball will not need freedom of information laws to read it.

It's argued by Aquind that the cross-channel subsea cable would cut Britain's emissions, create jobs, reduce energy costs and supply five per cent of the country's electricity.

These claimed benefits would only arise following disruption and damage to our community along the 12-mile route that would far outweigh the gains, if they are ever achieved.

It is not an over-exaggeration to say the very fabric of Portsmouth and the surrounding area would be torn if this scheme goes ahead.

There are clear and unrelenting reasons why you can dispassionately say no to Aquind:

- Road closures on this island city, and diversions to cycle routes and pathways more widely, will cause immense frustration. There are just three routes in and out of the island, and interference to any of them causes delays elsewhere.
- Air pollution during construction will affect individuals' health, particularly at a time when the city is trying to reduce already dangerously-high levels.
- Noise from the construction work will annoy and frustrate, not just drivers and residents, but also pupils and teachers in the 22 schools within 500 metres of sections of the route.
- Loss of parking spaces, as trenches are dug to install the cables piece by piece, will cause difficulties for residents who already struggle to park at home.
- Weeks upon weeks of disruption at sports, football and cricket grounds will reduce much-needed space for exercise - with Aquind offering just £100,000 in compensation.
- Vital sea defences work costing £100m and designed to protect 4,000 homes is at risk of being delayed.
- When the highly-disruptive work is eventually complete, the landscape at Eastney will take 10 years to recover, and Lovedean will be scarred with an ugly converter station.
- The use of Victorious Festival's campsite at Farlington Playing Field could affect an event that in 2019 benefited the local economy to the tune of £12.5m.
- The roughshod treatment of residents, farmers and business owners has left them feeling threatened by compulsory purchase orders.

These are just some of the concerns - notwithstanding concerns over the lobbying of you and your colleagues and yet still mystery over the inclusion of fibre optic cables in the plan - that make it clear you must refuse permission.

When sitting at your desk as you come to make the decision, put Aquind's bold claims on one side of the scales.

Then think of the people of Portsmouth and the communities up to Lovedean where the cables will end.

Add to this the wider national security concern in Britain's electricity supply effectively being at risk of political weaponisation by France, and you can reach only one conclusion. Say no.

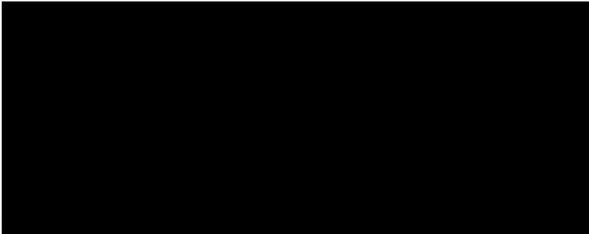
*Yours,*

**The News**



The Rt. Hon. Kwasi Kwartong MP  
Secretary of State at the Dept of Business, Energy  
and Industrial Strategy  
1 Victoria Street  
London SW1H 0ET

Nicola Potts



2<sup>nd</sup> October, 2021

Dear Mr. Kwartong,

I am writing to you to let you know that I would like you to refuse Aquind permission to build their interconnector, to get power from France, through Portsmouth and surrounding areas. I have just returned from the latest demonstration against the scheme, despite driving rain and high winds there was a good turnout. Both MPs in Portsmouth, Penny Mordaunt and Stephen Morgan oppose this scheme and sent speeches to be read in support of the demonstration. The leader of Portsmouth City Council also spoke out against the proposal, the youngest speaker was 15 and the oldest 80. Feelings in Portsmouth run high against this proposal.

The interconnector brings no benefits to the people of Portsmouth, Waterlooville or Horndean, in fact it will bring daily misery to road users in the city. The Interconnector would run through areas where wildlife need protection and through Milton Common, which is one of our few precious green spaces, this Common is built on what was previously a dump, the dump was used for toxic materials including asbestos, which are likely to be exposed and a potential health hazard during any building project.

Portsmouth is a highly densely populated area, the second most crowded city outside London in the UK. Our green spaces and allotments are very precious to us and this plan threatens the health of the wildlife living on allotments and the enjoyment the people of Portsmouth get from being in the fresh air, outside the city, growing their own food.

With the COP26 gathering occurring in the UK this November I feel that this proposal flies in the face of the Government's commitment to preserving and enhancing our environment. The proposal would cause the traffic delays adding further air pollution.

The UK should be finding ways of producing our own energy so that we are not dependent on foreign countries.

We do not want this additional source of noise and pollution in our city, we already have high levels of pollution and the related health problems. There are some 22 schools within 500 metres of sections of the route. We do not want the noise and disruption that this scheme will cause for no benefit to the city or to the UK.

I have heard that there are also wider concerns about France having the power to disconnect our electricity support should there be a perceived political requirement for them to do so. Please decline this proposal.

Yours Sincerely,



Nicola Fotts

----- Original Message -----

**From:** viola langley [REDACTED]

**Received:** Sat Oct 02 2021 08:12:22 GMT+0100 (British Summer Time)

**To:** Aquind Interconnector <[aquind@planninginspectorate.gov.uk](mailto:aquind@planninginspectorate.gov.uk)>; Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;

**Subject:** submission for 1.10.2021

Please find enclosed another submission . I am aware it is a bit late but I had real problems with my diesel and arrived very late home, tired and exhausted. So only this morning did I realise I had forgotten to send you my second submission.

Dear Secretary of State

Clearly, you will be making the final decision on the DCO while we are in the throes of an energy and environmental crisis.

Garages are hiking fuel prices as drivers queue for hours, families are dreading the onset of winter as electricity tariffs rise ever higher, and the market price for gas has spiralled out of control.

Meanwhile, world leaders gather for the COP26 summit, as climate change threatens the bleakest future our planet has ever faced.

I am writing to ask you not to use this situation as cover to grant the applicant the DCO.

The Aquind Interconnector is not the "green" answer to this crisis. In fact, it would create an environmental disaster in Portsmouth before a single volt of electricity was transmitted.

The electricity from French nuclear power stations that the Interconnector would distribute is not renewable energy nor is it safe energy - it is part of the problem not the solution. Generations to come will be saddled with the costs, and risks, of decommissioning the power stations and fuel rods, as we are now dealing with the same issues from our ageing nuclear power plants.

Neither would the electricity transmitted through the Interconnector be cheap for the UK consumer - Aquind Limited wants to sell it at a deregulated price and as a private company, it would profit handsomely from the historic lack of investment in renewable sources in the UK.

Constructing the Interconnector will take 5-7 years, so it would not be a short or medium term fix to the current energy crisis. The answer is right under our noses - state-backed partnerships investing in local wind, wave, solar, bio and tidal power plants would see the UK businesses and consumers benefitting from clean energy at low prices for a generation. This would secure the reliable long term energy sources our society needs and would be truly in the national (and global) interest, not the costly sticking plaster that the Interconnector would represent.

The Interconnector would not be a secure source of energy. Firstly, the French dimension must be considered - now we are separated by Brexit, there is no long term political motive for France to co-operate with the UK. We are already in dispute with France over fishing rights and the AUKUS submarine deal. The proposed cable originates on French soil, if it is able to carry as much power as Aquind claims, how long before that is used to put pressure on the UK?

Due diligence on Aquind Limited must be your highest consideration - putting the key infrastructure in any private hands, let alone under the control of this bizarre company, with its secretive structure and unknown sources of finance, would be a grave threat to national security.

Consider the kinds of companies capable of delivering a cross channel engineering project costed at £1.2 billion, and compare them to the applicant:

- Costain plc: established 1865, turnover of £1.16 billion, 3,400 employees
- Bosch Corporation: established 1886, turnover of £63.6 billion 34,600 employees
- Siemens AG: established 1847, turnover of £47.2 billion, 293,000 employees
- Aquind Limited: established 2008, turnover £Nil, 7 employees

Regardless of the environmental case against the Interconnector, how is it possible that Aquind is even considered suitable to manage an infrastructure project of national significance?

Many will point to its relentless use of donations to gain firstly political access, then political influence.

The last three months have seen one revelation after another as the sheer scale of Aquind's financial support for the Conservative Party has come to light. The number of donations made by Aquind to MP's, Lords and ministers already posed a frighteningly high risk of a conflict of interest, but this risk has been ramped up even further now a former director of Aquind Limited has a ministerial post in the very department that will take the final decision on whether to grant the Development Consent Order sought by... Aquind Limited.

In July this year, the company, owned by former Russian citizen and Oil Executive Viktor Fedotov and the Ukrainian-born rising star of the Conservative Party Alexander Temerko, released its accounts for the year ending 30 June 2020. The company, which will attempt to raise as much as £1.2billion to complete the Interconnector project if it goes ahead, has never recorded any trading income and has historically been kept afloat by financing ultimately provided by a web of offshore holding and investment companies. The accounts showed that the company, despite accumulated debts of over £36million and no income other than loans from its Luxembourg based parent, was still able to afford donations of £261,000 to the Conservative Party.

The total amount donated to the Conservatives by current and former directors of Aquind and the company itself is now widely believed to be £1.6 million in the last 10 years. The recipients included the constituency associations of:

- A large number of Conservative MP's such as Jeremy Hunt, Simon Hart, David Morris, Nigel Adams, Brandon Lewis, Liam Fox, Andrew Percy and Simon Clarke (in an unguarded moment, Alexander Temerko once claimed to "have" as many as 37 MP's).
- James Wharton, former MP for Stockton South and Northern Powerhouse Minister, who went on to become Baron Wharton of Yarm and a paid consultant to Aquind Limited.
- Business Secretary Alok Sharma, who has had to recuse himself from decisions involving Aquind.
- Energy minister Anne-Marie Trevelyan, who was also unable to answer Parliamentary questions about the company.
- Martin, now Lord, Callanan the Minister for Business, Energy and Corporate Responsibility was a former director of Aquind (between May 2016 and June 2017).

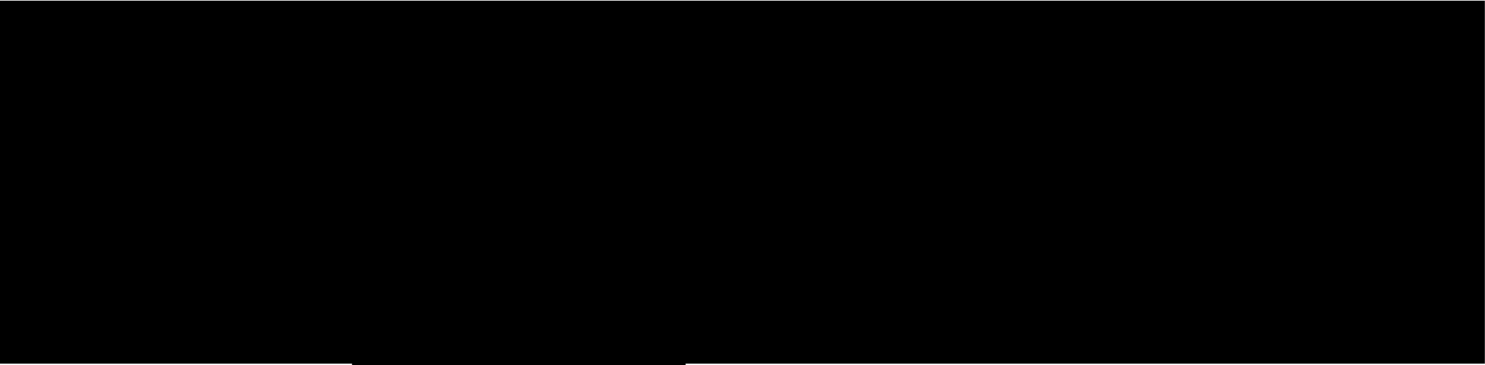
This extraordinarily broad political patronage, almost exclusively directed to your colleagues in the Conservative party, amounts to what Portsmouth South MP Stephen Morgan called "a coordinated and concerted effort (to) influence British political figures" including "substantial financial donations to current and former BEIS Ministers directly involved in whether the project goes ahead."

In the cause good government and a transparent democracy, the Development Consent Order must be thrown out.

I implore you to be on the right side of history - STOP AQUIND.

Viola Langley





**From:** Lizzie Maisonpierre [REDACTED]

**Sent:** 04 October 2021 20:28

**To:** KWARTENG, Kwasi [REDACTED]

**Subject:** AQUIND

How dare you sign off this cross- channel pipeline deal by this corrupt company, owned by Russian oligarchs who have bunged the Tories millions of pounds in order to get it through!!!


How DARE you!!

The stench of Corruption and Sleaze is unbelievable! How can you look people in the face knowing what you are part of?!

And before you open your mouth to defend the indefensible- Save It!

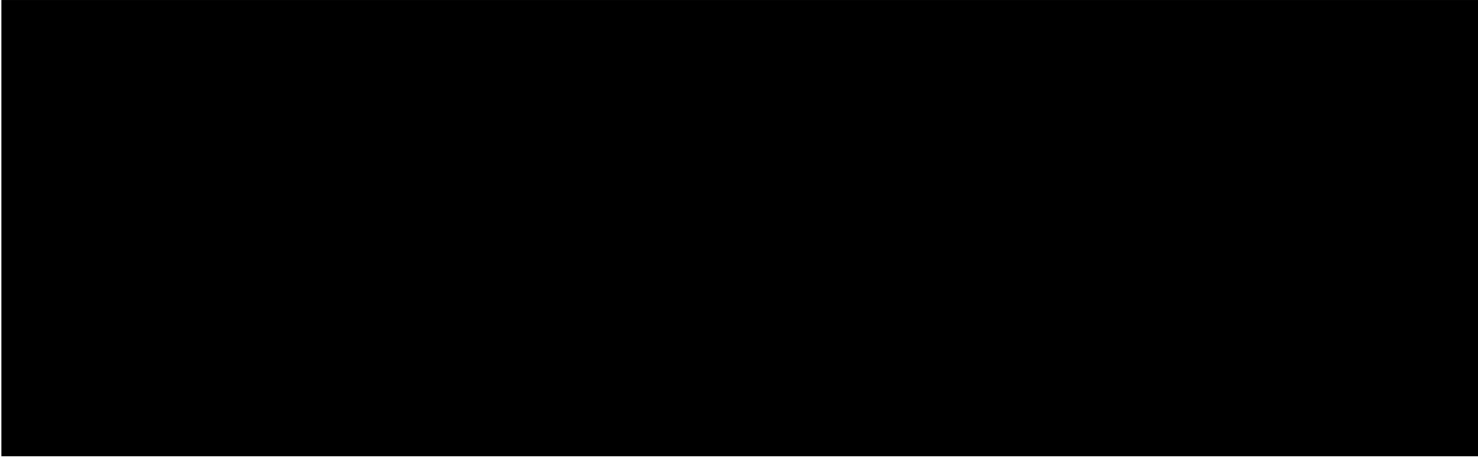
Elizabeth Maisonpierre





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**From:** Paula Ann Savage [redacted]  
**Sent:** 04 October 2021 14:56  
**To:** KWARTENG, Kwasi [redacted]  
**Subject:** Fwd: Aquind and cronyism with political donations



Dear Mr Kwertang  
I'd like to bring some important issues to your attention.  
We have been campaigning against this project for a year now.  
I hope you can run with this story and help stop it.

Kind regards  
Paula Ann Savage  
Co founder of Let's stop Aquind  
Campaign group

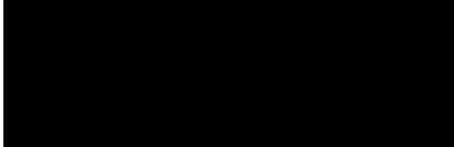
e-mail has been checked for viruses, but no liability is accepted for any damage caused by any virus transmitted by this e-mail. This e-mail address is not secure, is not encrypted and should not be used for sensitive data.



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**From:** [REDACTED]  
**Sent:** 04 October 2021 20:18  
**To:** KWARTENG, Kwasi [REDACTED]  
**Subject:** Aquind - cross channel power cable

Dear Sir, before you make the decision regarding the above you should launch a thorough investigation into Aquind. Corruption seems to be rife amongst the owners with Russian links. Think hard about it and look more into it. Defer your decision on environmental grounds and the fact that corruption could be involved. Let democracy be heard.  
Regards,  
Mark Stewart.



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[REDACTED]

[REDACTED]

9<sup>th</sup> October 2021

The Rt. Hon Kwasi Kwartang MP  
Secretary of State  
Department of Business, Energy & Industrial Strategy,  
1 Victoria Street,  
LONDON,  
SW1H 0ET

### **EN020022: AQUIND Interconnector**

Apologies for a belated submission [REDACTED].

#### Qualified support

Having attended several consultation events run by the applicant, been on the Planning Inspectors electronic mailing list and tuned in to some of the examination in public enquiry sessions I believe I have a reasonable understanding of the proposal as set out the attached copy of a letter published in The Portsmouth News on 4 March 2020. .

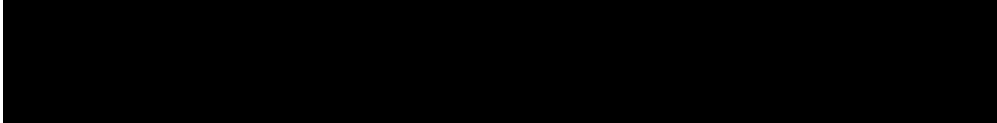
In my view, subject to your Department's irregularity investigation team, hopefully consulting with the SFO to conduct a rigorous check into the promoters' credibility that has been a long running local concern and given greater prominence by the publication of the Pandora Papers by a group of investigative journalists' as covered by the BBC's recent Panorama and Radio 4 File on Four programmes and officials being reasonably certain the project's financial model is robust and fundable then you should give serious consideration to approving the scheme.

#### Local and sub region power needs

Whilst I understand Portsmouth MPs and local councillors are objecting to the scheme largely in response to local environmental campaigners' objections to the original but since amended plans this is very insular rather than looking at the City and its sub region's energy needs that were highlighted by a series of 'Powering The Solent' discussions arranged by the Solent LEP in 2018. These discussions revealed that a miniscule amount of the area's energy need was being generated in the area served by the Partnership for South Hampshire (PFSH) authorities. So far as I am aware the situation has not improved significantly yet the PFSH authorities are reviewing local plans to increase housing, employment and leisure space, degasification of property and business plus encouraging electric vehicle use without much progress either for reducing the energy demand by refurbishing/insulating existing housing stock and commercial buildings or thought where a likely increase in, at least short term, demand increase will be delivered other than through the National Grid.

### [Link to National Grid](#)

In the above circumstances it seems to me eminently sensible to welcome a scheme offering the possibility of importing a significant power boost into the National Grid supplying the growing Solent conurbation aligning with an explanation by Jim McDonald, who worked in the electrical power industry for many years, is a non-executive director of Scottish Power, President of the Royal Academy of Engineering and Principal of Strathclyde University, who described how the National Grid has to be restructured to serve changing sources of supply which may be found at 18 minutes into the BBC Radio 4 Life Scientific programme about power networks broadcast on 5<sup>th</sup> May 2020:



McDonald forecasts a need to double power supply to meet 2050 electrification (decarbonised) objectives, not sure how much can be achieved by 2030 but 'it certainly won't be if we don't start investing now'

When, at Aquind's public consultation event in Drayton, I was disappointed to learn that at that time the promoters were not giving thought how the interconnector site buildings might be energy efficient so, if you are minded to approve the project then, I suggest, this should be one of the conditions.

### [Aquind route through Portsmouth](#)

Whichever route is possibly approved will cause environmental disturbance as the new pipeline from Fawley to London Heathrow is doing now. I understand there is evidence that nature can and will adjust to what can be significant intrusions provided construction work and maintenance is undertaken in a caring fashion with mitigating factors as suggested in my March 2202 letter published in the Portsmouth News. My personal preference for the Aquind route would be for the cable to be submerged in Langstone Harbour and landed on the mainland north of Portsea Island which would reduce much opposition to the scheme. This option was chosen for the foul waste pipe laid between Portsmouth Eastney and Havant Budds Farm treatment works some years ago. I understand it is considered the Harbour has recovered subject to the ongoing problems of emergency sewage discharge from Budds Farm. It might be argued that because the Harbour is environmentally stressed this would be a good time to disturb it with an Aquind dredging which recovery from which might align with the work that Southern Water are bidden to do to clean up their appalling discharge record.

For whatever reason Aquind has chosen to apply to dig trenches along the eastern side of Portsea Island, in my view, it is disappointing that Portsmouth City Council has not ceased this as an opportunity to negotiate, if approved, for the route, where possible, to be topped off as a new/replacement cycle route from the south of the Island and certainly alongside the busy Eastern Road.

If you approve laying the infrastructure across Portsea Island there will be some disruption but so long as the proposers are obliged by condition to work with the Portsmouth PFI roads contractor (Colas) this could/should be much less than the scheme opponents fear as happened when the major roads were reconstructed and subsequently resurfaced as part of the City's Roads PFI contract and happened when the Copnor, Northern and Burnaby Road railway bridges were reconstructed all of which went smoothly because they were well planned and managed. The Copnor and Northern Road bridges had the potential of being far more disruptive to the City than the Aquind proposed east side of Portsea Island route. The trick is for thoughtful planning, good local engagement and excellent project management.

Yours sincerely,

C. M. Burns



----- Original Message -----

**From:** [REDACTED]  
**Received:** Wed Oct 13 2021 09:49:11 GMT+0100 (British Summer Time)  
**To:** Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Fw: AQUIND INTERCONNECTOR OBJECTION

Dear Mr Kwarteng

I have attached an email objecting to the Aquind Interconnector cable for your consideration.

Your sincerely

**Richard Wiczkowski**

---

**From:** r w  
**Sent:** 13 October 2021 08:45  
[REDACTED]  
**Subject:** AQUIND INTERCONNECTOR

Dear Mr Kwarteng

I am writing to object to the proposed undersea electricity interconnector cable proposed by Aquind to run through Portsmouth and beyond.

The reasons for my objection are as follows:

1. The cable is poorly sited landing in and being directed through Portsmouth. Alternative landing sites have been proposed but ignored. Why?
2. Its construction will disturb and destroy valuable wildlife at Langstone harbour.
3. It will unnecessarily cut through allotments.
4. It will cause traffic disruption and congestion in the mostly densely populated city in the UK.
5. I am in disagreement and, would need convincing otherwise, about using nuclear fuel generation to create electricity in terms of safety, alternative methods etc.

Furthermore, in light of the recent political spats between the UK and France (e.g. fishing rights), is it a good idea to rely on an electricity supply from France? I fear there is a danger that the 'off' switch could be pressed from outside of the UK. Please could you confirm what arrangements would be put in place to ensure this does not happen.

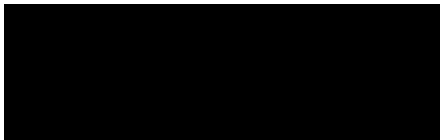
Finally, I have concerns about the ownership of the company in relation to donations to the Conservative party. There seems to be too much influence on government ministers and Conservative party members from this one company. I am deeply concerned that the possibility exists that private influence gained through financial incentives over public need will drive this development forward.

It is for these main reasons that I strongly oppose the AQUIND development in Portsmouth.

I trust that you will take into account the thousands of objections to this scheme and reject it on these grounds.

Your sincerely

**Richard Wiczowski**



----- Original Message -----

**From:** Paula Ann Savage [REDACTED]

**Received:** Thu Oct 14 2021 12:05:50 GMT+0100 (British Summer Time)

**To:** Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;

**Subject:** Aquind Impact and asbestos

Dear Mr Kwarteng

I write to you again with regards to the Aquind project.

My name is Paula Savage and I am a representative of the grassroots campaign Let's Stop Aquind.

Our activist group, all councillors and both MPs of Portsmouth have expressed relentlessly their objection to this project. It would destroy valuable habitats, interfere with wildlife, increase air pollution on the major roads, cause traffic chaos, unleash toxic material on Milton Common and areas like Fort Cumberland Car park etc.

I am not sure if you are aware that Lumsdon Road, which runs alongside Fort Cumberland Carpark which is to be hugely impacted by construction, was evacuated because of asbestos contamination. I found interactive maps that point towards areas of historical landfill that contain asbestos. The video I sent in was aired on the regional News during the evacuation in the mid 1980's was rejected by the 'Examining body' on grounds of children's faces being in them.

Another area of huge environmental concern is Milton Common, this is reclaimed land as was a landfill site, where huge quantities of miscellaneous material have been deposited there. Local residents remember frequent fires some 40 to 50 years ago as these materials combusted. These materials have not vanished, they are just resting underneath the surface. We are extremely concerned that release of toxic material through the trenching process would be highly undesirable, dangerous and detrimental to people's health.

As a voice for our campaign, these are just some of the concerns I have.

Who is going to be responsible if health hazards are unleashed? Is BEIS prepared to take this risk? There is a school along Moorings Way- Innocent children and residents living in this area that will be affected and potentially could suffer big health issues. We are in possession of maps where contamination with asbestos is shown. So, it is a real threat.

With the decision pending ( 21.10.2021) I sincerely hope you take these concerns into considering whilst coming to your decision.

Yours sincerely

Paula Savage

[REDACTED]

--  
[REDACTED]

15 October 2021

Dear [REDACTED]

REJECT AQUIND £1.2 billion cable from France to Portsmouth, England

I am very upset that the Conservative party has accepted £1 million in donations from AQUIND to your Tory Party!

AQUIND's plan to run cables at Eastney, Portsmouth is unbelievable! Portsmouth is the most densely populated city, an "ISLAND CITY" with only THREE ROADS into Portsmouth!

I hope by the time you receive my letter, you have decided to refuse AQUIND's application.

I also hope that you will admit that you have written to the director of Aquind, Alexander Temerko when you were a Business Minister in March 2020, in which you wrote "Please be <sup>re-</sup>assured" our support for the project remains.

I hope that in view of your past-favour<sup>ing</sup>ing of AQUIND - that you will withdraw & take no further part in the interconnector AQUIND coming from Le Havre to Portsmouth.

The decision falls on 21 OCTOBER - "TRAFALGAR DAY" when against the odds, ~~when~~ in 1805 England won the battle & we will fight again!

Yours sincerely  
[REDACTED]





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**From:** Paula Ann Savage [redacted] >

**Sent:** 17 October 2021 10:15

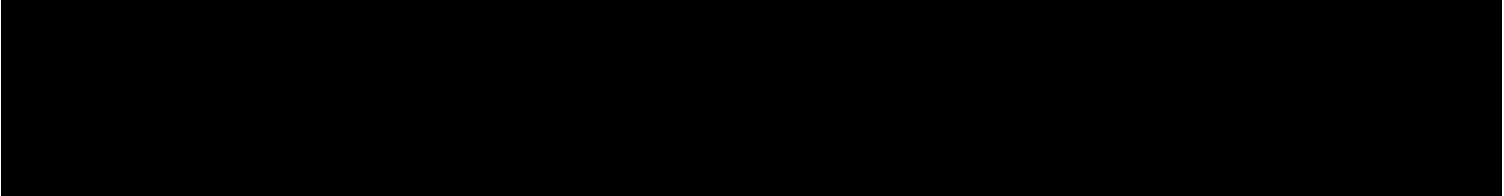
**To:** Energy Infrastructure Planning [redacted]

**Subject:** Re: Aquind interconnector

Dear Kwasi Kwarteng

I thought you should read this article in today's paper.

It highlights how our neighbours across the channel feel about the Aquind project.



Yours sincerely

Paula Savage

On Friday, October 15, 2021, Energy Infrastructure Planning <[beiseip@beis.gov.uk](mailto:beiseip@beis.gov.uk)> wrote:

Dear Ms Savage,

Thank you for your email of 14 October addressed to the Secretary of State concerning the Aquind interconnector. I can confirm that we have read and noted the contents of your email.

Yours sincerely

BEIS EIP

--



[REDACTED]

Good morning Denise, Kerry

Please see email below about the proposed Aquind Interconnector.

Thanks

Jo



---

**From:** Enquiry Unit <Enquiries@beis.gov.uk>  
**Sent:** 21 October 2021 18:04  
**To:** BEIS Correspondence <BEIScorrespondence@beis.gov.uk>  
**Subject:** FW: The Aquind Interconnector and data cable project

Dear Colleague,

[REDACTED] the Secretary of State?

Kind regards,

Amanda Blackwood



Amanda Blackwood | BEIS Communications Directorate Enquiry Unit |  
Department for Business, Energy & Industrial Strategy |  
[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk) | [REDACTED] 1 Victoria Street, London  
SW1H 0ET  
[www.gov.uk/beis](http://www.gov.uk/beis) | <https://twitter.com/beisgovuk>

----- Original Message -----

**From:** Eve Mellor [REDACTED]  
**Received:** Wed Oct 20 2021 20:21:53 GMT+0100 (British Summer Time)  
**To:** Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** The Aquind Interconnector and data cable project

Dear Mr Kwasi Kwarteng,

I am writing to you in an attempt to persuade you to stop the Aquind Interconnector and data cable coming through Portsmouth and the Hampshire countryside. I am aware that you are in support of the scheme, as you made clear in your letter to Mr Alexander Temerko dated 3rd October 2019, but considering your denial of this support on The Andrew Marr Show I still have hope that you will not let us down.

Every Winter hundreds of gorgeous Dark Bellied Brent Geese migrate all the way from Siberia to Portsmouth (one of the last locations in the UK they still migrate to) to keep warm over the winter. Over the Autumn and Winter of 2020 into 2021 the Portsmouth City Council set up a small fenced off area in Portsmouth's Castle field with some Brent Geese models inside to encourage the Brent Geese to stay on Castle field and not in Langstone Harbour. The attempt was completely and utterly unsuccessful, the Brent Geese will only stay in Langstone Harbour and the immediately local green spaces all of which are going to be effected by the Aquind Interconnector and Data cable project. If Aquind comes to Portsmouth the Brent Geese will have nowhere to go for up to seven years, meaning that they would either have to stay somewhere else they are less adapted to and potentially more dangerous or they would have to stay in Siberia where they would freeze. This would create an astronomical dent in the population numbers of an already threatened species. The Brent Geese are essential to the increasingly delicate biodiversity and ecosystem of Portsmouth and losing them would have abominable consequences for the local environment. How many Brent Goose lives is one Watt of energy worth?

Yet another devastating effect the Aquind interconnector would have is the increase air pollution it would cause. The Eastern Road is one of only three arterial road on and off of Portsea Island and is already extremely congested to the point the air pollution level in the surrounding area are illegally high. Portsmouth has the third worst air pollution in the UK. Removing a lane of the Eastern Road would only worsen this congestion leading to more idling and more air pollution. There are houses lining the Eastern Road, children live in those houses. I beg of you Mr Kwasi Kwarteng, do not add to the air pollution in this area or the health human beings, human children will be compromised. How many Human lives is one Watt of energy worth?

As someone who has lived in Portsmouth for the entirety of my life I have a huge sentimental attachment to the Langstone Harbour area and the east side of Portsmouth. I am not sure how I would have coped with the lockdowns of the past 19 months without a daily walk to the beautiful people's memorial garden on the Eastern Road. I am not the only one. The people of Portsmouth love Langstone, the people of Portsmouth need Langstone, please don't make the air there unbreathable, please don't let Aquind dig trenches through it. I want you to know that I have faith that you will not let this beautiful city become a building sight that is hard to live in. Please allow us to continue being proud of Portsmouth and don't let us down.

Lives are at stake.

██████████

The Right Honourable Boris Johnson

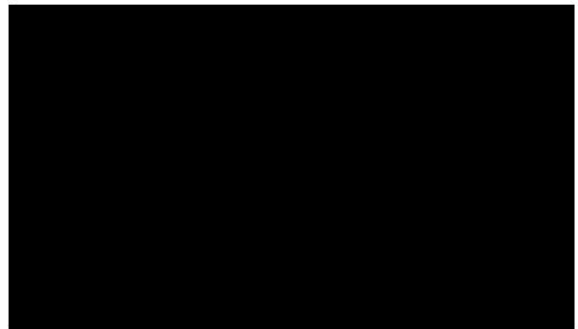
From Mrs Sue Piper

Prime Minister's Office

10 Downing Street

London W1

22<sup>nd</sup> October 2021



I write concerning the Aquind project which may be scheduled for our country shortly. I am totally in disagreement with this project, and I now see from the Panorama programme, that a Russian Oligarch has given a lot of money to several Conservative MPs in your government, I presume as a bribe to get them to vote in favour of this project?

This is appalling and a total misuse of the democratic system, for which we are well known. Apart from this bribery, the whole project is of little value, but particularly to the residents of Portsmouth, as it would mean the tunnelling underground of quite a major part of our city.

I cannot emphasise strongly enough that, in my opinion, this project should not go ahead.

My husband has represented this to our very good local MP, Hon Stephen Morgan and I understand the city Council is not in favour of it either.


If you care about local residents, then please will you ensure this project does not get agreement in Parliament from those who live nowhere near our city.

Thank you for reading my letter

Yours sincerely

Mrs Sue Piper

cc Hon Stephen Morgan MP. Secretary of State Kwasi Kwarteng



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-----Original Message-----

From: Emma Blythe <[REDACTED]>  
Sent: 28 October 2021 14:22  
To: KWARTENG, Kwasi [REDACTED]  
Subject: Stop Aquind!!

Dear Mr Kwarteng,

I am extremely concerned about your involvement in the Aquind Interconnector Project. On the Andrew Marr show broadcast on 10.10.2021 you stated clearly in relation to Aquind " I never commented on this specific project".

This contradicts what you previously wrote in a letter addressed to Mr. Termerko, one of the owners of Aquind, on the 3rd October 2019.

I quote: "Dear Alexander "(Termerko)....." We will reiterate our continuing support for all the projects that we supported for inclusion on the list. This of course includes the Aquind project."

"We have written to the Commission to reiterate our support for a number of projects including, of course, the Aquind project."

Does this contradiction not prove you are unable to make an unbiased decision relating to the awarding of the DCO to Aquind?

Indeed, your contradiction may even be construed as an outright lie. In this case should you not consider resignation? At the very least you should recuse yourself from the Aquind decision?

This comes, on top of the cronyism evident in the vast sums of money paid to the Conservative Party and some of its MPs by Aquind and its owners.

Surely, this is too much to allow a fair deliberation.


I, the people of Portsmouth and people living along the proposed route deserve an answer to these questions.

Aquind must be stopped, so please do the right thing.

Regards

Emma Coleman  
[REDACTED]

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**From:** Gary Millard <[REDACTED]>  
**Sent:** 28 October 2021 17:44  
**To:** KWARTENG, Kwasi [REDACTED]  
**Subject:**

Dear Mr Kwarteng,

I am extremely concerned about your involvement in the Aquind Interconnector Project. On the Andrew Marr show broadcast on 10.10.2021 you stated clearly in relation to Aquind “ I never commented on this specific project”. This contradicts what you previously wrote in a letter addressed to Mr. Termerko, one of the owners of Aquind, on the 3rd October 2019.

I quote: “Dear Alexander “(Termerko).....” We will reiterate our continuing support for all the projects that we supported for inclusion on the list. This of course includes the Aquind project.”

“We have written to the Commission to reiterate our support for a number of projects including, of course, the Aquind project.”

Does this contradiction not prove you are unable to make an unbiased decision relating to the awarding of the DCO to Aquind?

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This comes, on top of the cronyism evident in the vast sums of money paid to the Conservative Party and some of its MPs by Aquind and its owners.

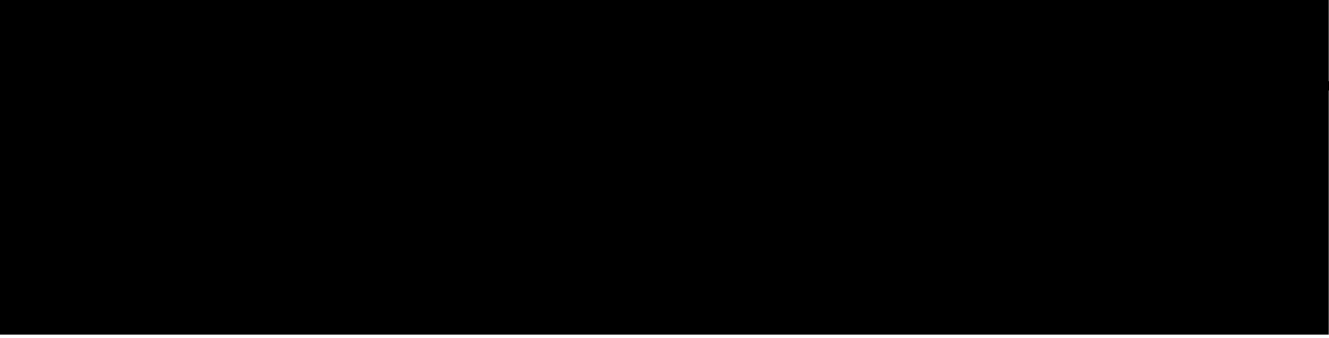
Surely, this is too much to allow a fair deliberation.

I, the people of Portsmouth and people living along the proposed route deserve an answer to these questions.

Thanks

Gary Millard

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**From:** Jackie Collins [REDACTED]  
**Sent:** 28 October 2021 16:19  
**To:** KWARTENG, Kwasi [REDACTED]  
**Subject:** Stop Aquind, Portsmouth

Dear Mr Kwarteng,

I am extremely concerned about your involvement in the Aquind Interconnector Project. On the Andrew Marr show broadcast on 10.10.2021 you stated clearly in relation to Aquind " I never commented on this specific project". This contradicts what you previously wrote in a letter addressed to Mr. Termerko, one of the owners of Aquind, on the 3rd October 2019.

I quote: "Dear Alexander "(Termerko)....." We will reiterate our continuing support for all the projects that we supported for inclusion on the list. This of course includes the Aquind project."

"We have written to the Commission to reiterate our support for a number of projects including, of course, the Aquind project."

Does this contradiction not prove you are unable to make an unbiased decision relating to the awarding of the DCO to Aquind?

Indeed, your contradiction may even be construed as an outright lie. In this case should you not consider resignation? At the very least you should recuse yourself from the Aquind decision?

This comes, on top of the cronyism evident in the vast sums of money paid to the Conservative Party and some of its MPs by Aquind and its owners.

Surely, this is too much to allow a fair deliberation.

I, the people of Portsmouth and people living along the proposed route deserve an answer to these questions.

Yours sincerely

Jackie Collins

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[REDACTED]

**From:** michael watson [REDACTED] >  
**Sent:** 28 October 2021 18:46  
**To:** KWARTENG, Kwasi [REDACTED]  
**Subject:** AQUID Connector and YOUR Role.

Dear Mr Kwarteng,

I am extremely concerned about your involvement in the Aquind Interconnector Project. On the Andrew Marr show broadcast on 10.10.2021 you stated clearly in relation to Aquind: " I never commented on this specific project".

This contradicts what you previously wrote in a letter addressed to Mr. Termerko, one of the owners of Aquind, on the 3rd October 2019.

I quote: "Dear Alexander "(Termerko)....." We will reiterate our continuing support for all the projects that we supported for inclusion on the list. This of course includes the Aquind project."

"We have written to the Commission to reiterate our support for a number of projects including, of course, the Aquind project."

Does this contradiction not prove you are unable to make an unbiased decision relating to the awarding of the DCO to Aquind?

Indeed, your contradiction may even be construed as an outright lie. In this case should you not consider resignation? At the very least you should recuse yourself from the Aquind decision?

This comes, on top of the cronyism evident in the vast sums of money paid to the Conservative Party and some of its MPs by Aquind and its owners.

Surely, this is too much to allow a fair deliberation.

We, the people of Portsmouth and people living along the proposed route from Lovedean to Portsmouth, deserve an answer to these questions, against which you have not been forthcoming. In fact you could be construed as lying. Set the record straight before the judicial review.

Kind Regards  
Michael Watson  
[REDACTED]

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-----Original Message-----

From: Patrick Whittle [REDACTED]

Sent: 28 October 2021 21:53

To: KWARTENG, Kwasi [REDACTED]

Subject: Aquind decision

Kwasi Kwarteng, MP  
cc MP for Portsmouth North

Dear Mr Kwarteng,

We are writing concerning the plan to run high voltage cables and optic fibres from France under the Solent and under the densely populated conurbations of Portsmouth and Waterlooville. We, and many others, have already presented to the planning inspectorate many valid reasons why this proposal should not proceed. There are problems of the project's financial viability, security issues, its adverse effects on the environment and consequences for the local population, to mention a few.

It has now come to our attention that although you said to Andrew Marr in a television interview about Aquind that (quote)“ I never commented on this specific project” you contradicted evidence which is in the public domain. It is reported that you previously wrote to Alexander Viktorovich Temerko, one of the owners and directors of that project in support of his proposal. It is reported that you wrote (quote) “Dear Alexander “(Temerko) "We will reiterate our continuing support for all the projects that we supported for inclusion on the list. This of course includes the Aquind project.” And also “We have written to the Commission to reiterate our support for a number of projects including, of course, the Aquind project.”

It appears in the light of these revelations that you are not in a position to make an unbiased and valid decision about the Aquind project and it is clear that you should therefore withdraw from that role.

Yours respectfully  
Cynthia and Patrick Whittle  
[REDACTED]

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----- Original Message -----

**From:** david houghton [REDACTED]  
**Received:** Fri Oct 29 2021 12:42:46 GMT+0100 (British Summer Time)  
**To:** Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Fwd: aquid

----- Forwarded message -----

**From:** david houghton [REDACTED]  
**Date:** Fri, 29 Oct 2021 at 12:42  
**Subject:** aquid

Dear Mr Kwarteng,

I am extremely concerned about your involvement in the Aquind Interconnector Project. On the Andrew Marr show broadcast on 10.10.2021 you stated clearly in relation to Aquind “ I never commented on this specific project”.

This contradicts what you previously wrote in a letter addressed to Mr. Termerko, one of the owners of Aquind, on the 3rd October 2019.

I quote: “Dear Alexander “(Termerko).....” We will reiterate our continuing support for all the projects that we supported for inclusion on the list. This of course includes the Aquind project.”

“We have written to the Commission to reiterate our support for a number of projects including, of course, the Aquind project.”

Does this contradiction not prove you are unable to make an unbiased decision relating to the awarding of the DCO to Aquind?

Indeed, your contradiction may even be construed as an outright lie. In this case should you not consider resignation? At the very least you should recuse yourself from the Aquind decision?

This comes, on top of the cronyism evident in the vast sums of money paid to the Conservative Party and some of its MPs by Aquind and its owners.

Surely, this is too much to allow a fair deliberation.

We, the people of Portsmouth and people living along the proposed route deserve an answer to these questions.

-----Original Message-----

From: Karen Rogers [REDACTED]

Sent: 31 October 2021 08:07

To: KWARTENG, Kwasi [REDACTED]

Subject: Aquind

[REDACTED]

**\*\*Dear Mr Kwarteng,\*\***

**\*\*I am extremely concerned about your involvement in the Aquind Interconnector Project. On the Andrew Marr show broadcast on 10.10.2021 you stated clearly in relation to Aquind “ I never commented on this specific project”.**

**\*\*This contradicts what you previously wrote in a letter addressed to Mr. Termerko, one of the owners of Aquind, on the 3rd October 2019.**

**\*\* I quote: “Dear Alexander “(Termerko).....” We will reiterate our continuing support for all the projects that we supported for inclusion on the list. This of course includes the Aquind project.”**

**\*\*“We have written to the Commission to reiterate our support for a number of projects including, of course, the Aquind project.”**

**\*\*Does this contradiction not prove you are unable to make an unbiased decision relating to the awarding of the DCO to Aquind?**

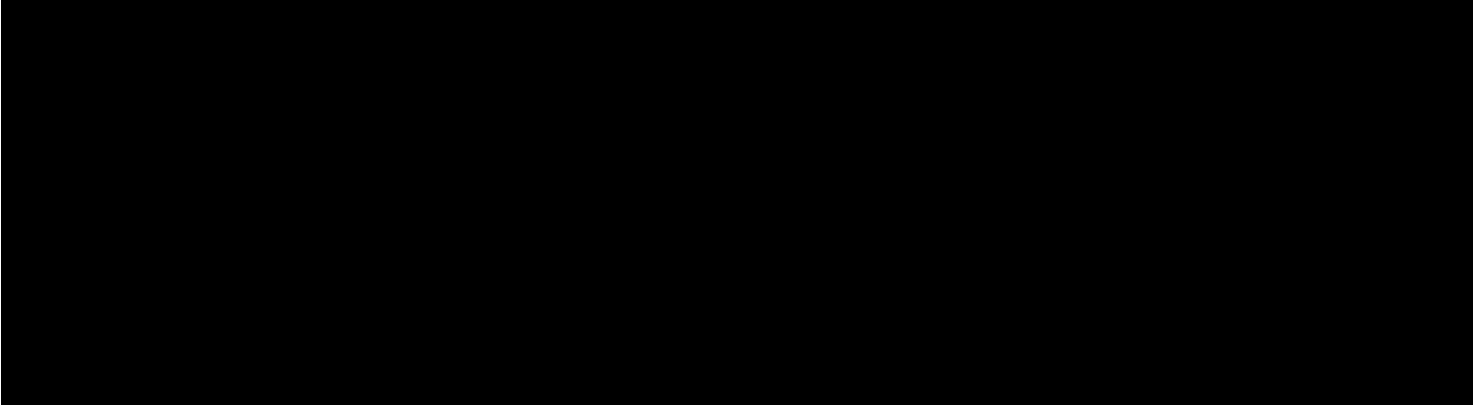
**\*\*Indeed, your contradiction may even be construed as an outright lie. In this case should you not consider resignation? At the very least you should recuse yourself from the Aquind decision?**

**\*\*This comes, on top of the cronyism evident in the vast sums of money paid to the Conservative Party and some of its MPs by Aquind and its owners.**

**\*\*Surely, this is too much to allow a fair deliberation.**

**\*\*We, the people of Portsmouth and people living along the proposed route deserve an answer to these questions.**

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----- Forwarded message -----

From: **viola langley** 

Date: Wed, 3 Nov 2021 at 08:49

Subject: Aquind and Kwasi Kwarteng

To: [publiccorrespondence@cabinetoffice.gov.uk](mailto:publiccorrespondence@cabinetoffice.gov.uk) <[publiccorrespondence@cabinetoffice.gov.uk](mailto:publiccorrespondence@cabinetoffice.gov.uk)>

Dear Sir, Madam,

I am copying in my correspondence with Lord Evans regarding my concern about the project Aquind Interconnector and the SoS for BEIS , Kwasi Kwarteng.

Your email was recommended and I hope you are the right person / office to deal with this matter.

I look forward to your response and hope you can help me in this matter.


Viola Langley

I'm sorry about that Viola.

The correct Cabinet Office email is: [publiccorrespondence@cabinetoffice.gov.uk](mailto:publiccorrespondence@cabinetoffice.gov.uk).

Best wishes.

Lesley



On Tue, 2 Nov 2021 at 18:32, viola langley [REDACTED] wrote:

Dear Ms Bainsfair,

I sent as advised an email to the below mentioned email address. It bounced back, not in use. Can you please forward me a correct email?

Many Thanks.

Viola Langley

----- Original message-----

**From:** viola langley

**Date:** Tue, 2 Nov 2021 17:28

**To:** viola langley;

**Cc:**

**Subject:**Fw: Fw: Aquind Interconnector and Kwasi Kwarteng

----- Original message-----

**From:** Lesley Bainsfair

**Date:** Tue, 2 Nov 2021 10:59

[REDACTED];

**Cc:**

**Subject:**Fwd: Fw: Aquind Interconnector and Kwasi Kwarteng

Dear Viola Langley,

Lord Evans has asked me to reply to your email to him of 1 November 2021.

You wrote about the Aquind Interconnector project and possible conflicts of interest by the Business Secretary. I'm very sorry to say that there is nothing this Committee can do to help. The Committee on Standards in Public Life has no remit to investigate individual cases. We advise on arrangements to uphold high ethical standards in public life, but not specific cases or people and we have no statutory authority to enforce our recommendations.

I also understand your frustration at being directed at different organisations. This is something we have noted in our recent report, [Upholding Standards in Public Life](#).

I can only suggest that you continue your correspondence with the Prime Minister's office. You may also wish to write to the Independent Adviser for Ministers' Interests, Lord Geidt, who is appointed by the Prime Minister to advise him on matters relating to the [Ministerial Code](#), which includes conflicts of interest. You can contact his office via [public.correspondence@cabinetoffice.gov.uk](mailto:public.correspondence@cabinetoffice.gov.uk), marking the email for the attention of the Propriety and Ethics Team in the Cabinet Office.

We have recommended that the Independent Adviser should have the power to initiate investigations, but that currently lies in the gift of the Prime Minister.

You may also wish to write directly to the Business Secretary if you haven't already done so: [REDACTED] or [enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk).

I am very sorry not to be of more help.

Yours sincerely,

Lesley Bainsfair (Ms)



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**From:** Contact HL Member [REDACTED]  
**Sent:** 01 November 2021 15:05  
**To:** EVANS OF WEARDALE, Lord [REDACTED]  
**Subject:** FW: Aquind Interconnector and Kwasi Kwarteng

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**From:** viola langley <[REDACTED]>  
**Sent:** 01 November 2021 12:47  
**To:** Contact HL Member [REDACTED]  
**Subject:** Aquind Interconnector and Kwasi Kwarteng

Addressed to Jonathan Evans

Are you the right person to ask for help in this case?

I have already written to the Standard Commissioner. I was referred to the Prime Minister's office. I filled in the appropriate form. So far no response.

My name is Viola Langley and I am the co-founder of the grassroots movement Let's Stop Aquind set up last year in October. In Portsmouth, we are confronted with the prospect of a massive project, the laying of Interconnector cables (France-England) through the entire length of our city. The project is the Aquind Interconnector.

I am very concerned about the environmental impacts this project would have for Portsmouth, its wildlife habitats and the city's residents. Green spaces are at a premium. Portsmouth is the second most densely populated city in the UK with high levels of air pollution. Both city MPs and all local councillors are united in their opposition to this scheme.

You might be aware that the Aquind Interconnector Project has been publicly debated. The Pandora Papers revealed and questioned the financial set up and ethics of this project. 34 politicians have received donations. £ 1.4 million pounds and more have been donated to the Conservative Party and/ or MPs by the owners or the company itself. One owner, Alexander Termerko, claims close friendship with Boris Johnson.

Is it not reasonable to suspect that the donations were given in the hope that the project would be seen in a more favourable light?

At least 2 Ministers have had to recuse themselves from this project. Now we have Kwasi Kwarteng deciding the outcome.

Kwasi Kwarteng, the SoS for the BEIS, has twice delayed the decision for this project .

At both points of delay he has sought clarification and additional information from the applicant, Aquind.

Is this not clear indication that the application for DCO is below the required standard?

Could it be that Portsmouth North' s MP is right when she voices her extreme concerns for UK' s security?

I am extremely concerned about the involvement of Kwasi Kwarteng in the Aquind Interconnector Project. On the Andrew Marr show broadcast on [10.10.2021](#) he stated clearly in relation to Aquind “ I never commented on this specific project”. This contradicts what he previously wrote in a letter addressed to Mr. Termerko, one of the owners of Aquind, on the 3rd October 2019.

I quote: “Dear Alexander “(Termerko).....” We will reiterate our continuing support for all the projects that we supported for inclusion on the list. This of course includes the Aquind project.”

“We have written to the Commission to reiterate our support for a number of projects including, of course, the Aquind project.”

Does this contradiction not prove he is unable to make an unbiased decision relating to the awarding of the DCO to Aquind? Indeed, this contradiction may even be construed as an outright lie. In this case should he not consider resignation? At the very least should he not recuse himself from the Aquind decision?

Having read articles in the press today about ethics in government I hope my contact with you will lead to more clarity and transparency.

Are you the right person to consult?

If not you, then who?

I hope you are able to point me in the right direction.

Many Thanks,

Viola Langley

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9<sup>th</sup> November 2021

To: The Rt Hon Kwasi Kwarteng MP  
Secretary of State at the Department  
Of Business, Energy and Industrial Energy  
1 Victoria Street  
London, SW1H OET

Dear Mr Kwarteng

**Aquinds Interconnector From France to the North of  
Portsmouth and beyond**

I like most other people in Portsmouth including our Politicians and City Councilors were very disappointed by your decision to delay a decision on the above Aquind Interconnector until next year.

Portsmouth City Council have firmly rejected this application

- It would cause massive disruption for several years to an already congested city
- The French government have no love of the UK and are already threatening to disrupt power supplies to us and make life difficult for us as soon as they have the slightest disagreement over virtually anything. We are relying far too heavily on imported power supplies in a dangerous world. There being a general election in France next year and President Macron may not win. One of his main opposition leaders, far right candidate Eric Zemmour, recently said that Britain had been France's greatest enemy for over 1000 years it would be absolute folly to give them more ammunition to use against us.



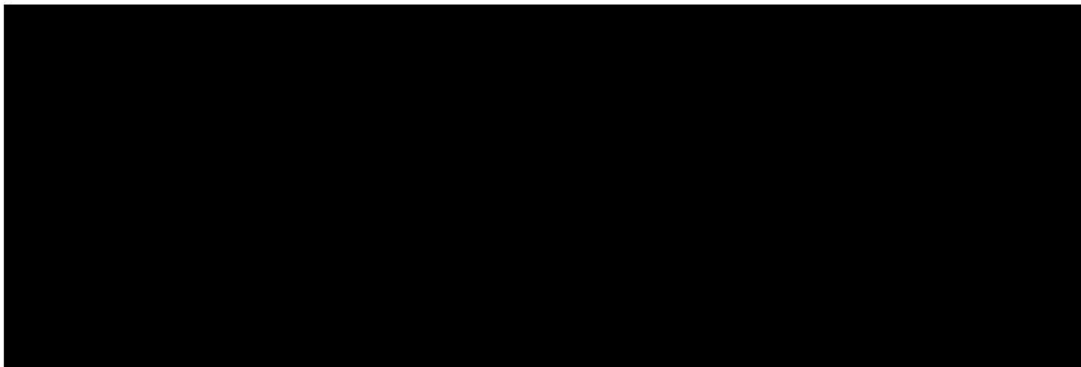
- The cost of 1.2 billion pounds would be far better spent towards making the UK energy self sufficient
- Aquind and their executives have made contributions to the conservative party and some of their MP's worth hundreds of thousands of pounds. Your predecessor Alok Sharma allegedly received a donation from them and others have allegedly had business connections with them. The whole thing stinks of government sleaze and who knows what else.


I trust that you will take all of the above into consideration when you make your decision and do the right thing for the people of Portsmouth and beyond into Hampshire

Yours sincerely

Peter Barlow

cc: Leader of Portsmouth City Council Vernon Jackson  
and  
Portsmouth News





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**From:** COOPER NIGEL [REDACTED]  
**Sent:** 17 November 2021 09:53  
**To:** KWARTENG, Kwasi [REDACTED]  
**Subject:** AQUIND

Dear Mr Kwarteng,

I am writing to confirm my opposition to the AQUIND project on several grounds.

- 1) It will severely impact on the wildlife and environment from Eastney to Waterlooville and Lovedean and cause considerable disruption to travel and community services.
- 2) More dependency on France for Nuclear power is absolutely not in the UK's interest. It is well documented in the press and by Television that the French Government hates the British and has wanted to punish the UK since Brexit. To give them power over our supply of Energy is nothing short of stupidity in the extreme. They have already threatened to cut power to Jersey over Fishing rights which account for a minute proportion of their GDP. Macron has belittled the Astra Zeneca vaccination and called it ineffective as well as doing his level best to disrupt supplies to Britain.
- 3) Rolls Royce are producing 10 Mini Nuclear reactors (Telegraph Article) which will be British and give us more control. Wind and Solar power are much greener than Full blown Nuclear plants and retain British interests.

I cannot believe the naivety and stupidity of Politicians who would even consider handing more power to the French Government to hold us to ransom even further! These decisions should be made by Local Government with the interests of the Local Community and not by Politicians in their Ivory Palaces sitting in Westminster.

Please stop this project in its tracks before we all live to regret such a foolish move.

Nigel Cooper.



**From:** Michael Mitas [REDACTED]  
**Sent:** 18 November 2021 00:50  
**To:** Secretary Of State (Kwasi Kwarteng) <[Secretary.State@beis.gov.uk](mailto:Secretary.State@beis.gov.uk)>; [REDACTED]  
**Subject:** Aquind Interceptor Decision , for Portsmouth

I find it unacceptable that you have had to defer this decision yet again! The applicant has had ample time to answer your questions on clarification of details for this potentially catastrophic project. Perhaps the £1,400,000 donated to your political party, by the owners of the applicant, buys them extra time?

I vehemently oppose the proposed project, and demand that you reject the application in full.

A catastrophe is defined as an event that "causes sudden and great damage, or suffering", which in this case will be as a result of trenching proposed through the eastern side of Portsmouth and continue on a further 12 or so miles to the designated substation site at Lovedean. The applicants' need to implement any Compulsory Purchase orders will in itself impact local innocent homeowners who have committed themselves and families to live their lives where they have chosen. Is it right that the greed of a company of DUBIOUS personel and financial foundation, can override the freedom that the British way of life has nurtured in all of us over the years?

This City of mine is overpopulated and living under the cloud of a level of air pollution second only to London. This is in fact the reason why the government instructed Portsmouth Council to implement a Clean Air Zone (CAZ) this year, which they have done this month. How can this be reconciled with the real increase in pollution that this project will bring into play. With the increase of heavy diesel driven plant, machinery and haulage heavy vehicle exhaust emissions, coupled with the extreme increase of carbon monoxide resulting from the ensuing traffic congestion. Why would it increase? you might ask. Because what YOU PERSONALLY might authorise will entail cutting off one lane of one of three arterial roads in and out of the city. Thousands more vehicles in rush hour will be sitting, engines idling, for anything up 2 hours EXTRA a day. They will pump out more emissions than the CAZ saves. The Council's own statistics show that WITHIN the City boundaries, 0.6 Billion miles were travelled by all vehicles (2019). How can you live, knowing that YOUR decision will impact badly on the health of vulnerable young and elderly occupants of Portsmouth, possibly shortening their lives irrevocably. Don't their lives matter?

Green healthy spaces in Portsmouth are limited and at a premium. Milton Park where the trench will cut through is a designated Wildlife area. The belief that digging up swathes of land and putting the top soil back, with some grass seed on it, will restore it to its former condition is ludicrous! We have seen pages and pages of tests and reports submitted to the Planning Authority explaining how this will work. Under that topsoil is a massive landfill site, which has buried there toxic materials, layers and layers of asbestos. Do you know how dangerous a few particles of that material ingested is? Do you? I have known people that have died with lung cancer and emphysema, the pain and suffering they endured and the long lasting pain left with their families after their passing.

Many residents of Portsmouth have written polite, forthright letters asking you to look at alternative sites, with good logic and reasoning substantiating that request. I cannot add anything in addition to their well researched pleas to common sense.

Many residents of Portsmouth, buoyed up by comments aired by some of your colleagues, have written to you explaining their concern firstly of a foreign country having sway over our electrical supply. Having already witnessed Frances' threat to Jersey. Already using electricity as a political weapon. Secondly voicing their concerns that a proposed large Fibre Optic Cable (Communications Cable) by the owners of Aquind, Fedatov and Termerko, is likely to be an issue and a matter of National Security.

Why aren't we developing wind and sea generated electricity further. That's what the Prime Minister promised. He said increasing the size of wind farms was a priority. There are other locations better suited to routing the cables. Why are we even considering this when we should be looking to do as Boris Johnson said.

Let me sum up as succinctly as I possibly can. Everything about this project smacks of an agenda based on personal greed by the owners of Aquind and the people now obliged to support them, Everyone knows about the owners through The Pandora Papers. I believe in Portsmouth and its residents. They have a god given right to live in a healthy environment. Portsmouths Council have a right as our elected representatives to have a say, not now, but at the very beginning.

Aquinds proposal merits no further support by you Mr Kwarteng. You should have recused yourself and acted honourably. Reject the proposal and gain some credibility for yourself.

Michael Mitas

**From:** Janet Dennis [REDACTED]  
**Sent:** 18 November 2021 18:47  
**To:** [aquind@planninginspectorate.gov.uk](mailto:aquind@planninginspectorate.gov.uk)  
**Cc:** BEIS Correspondence <[BEIScorrespondence@beis.gov.uk](mailto:BEIScorrespondence@beis.gov.uk)>  
**Subject:** Objection to the proposed Aquind interconnector

Please find below my response to the latest requests by the Secretary of State. Please confirm that you have received my email dated 18th November 2021. Thank you.

Secretary of State for Business, Energy and Industrial Strategy of United Kingdom,

Dear Mr Kwarteng,

I am once again writing to object in the strongest possible terms to Aquind's proposed interconnector project, which is mired in cronyism, corruption and sleaze. Further evidence of this was recently exposed in the Pandora Papers, The Guardian and Panorama and we know there is a great deal more to emerge from the 11.9m offshore files that were leaked.

The people of Portsmouth want nothing to do with a company whose finances are so opaque and who are massively in debt. Where is the money coming from? And who is behind it? The whole scheme, along with the data cable that was an addition to the original proposal, would pose a serious threat to national security.

Rather than merely reiterate the long list of reasons why I and countless others on both sides of the Channel vehemently oppose Aquind's project, I would like to raise some additional questions with you :-

Why on the Andrew Marr Show did you claim that, whilst supporting interconnectors in general, you had never said anything about this specific scheme when in fact we have seen two letters in which you assure co-owner Alexander Temerko that you support Aquind's scheme? Why have you not recused yourself from this role as a result? How can you possibly claim to be impartial?

Why suggest Mannington as an alternative, an even longer route for Aquind's high power and data cables than the disastrous route through Portsmouth, when there is a substation at Ninfield with the same capacity as the one at Lovedean, a much shorter and direct route from Hautot-sur-Mer, which would cause far less damage to the environment, wildlife habitats, our precious green spaces and residents' lives?

You mention the cooperation agreement between Aquind and Portsmouth City Council but you know perfectly well that this was forced upon the council, who are absolutely opposed to this project, along with every single councillor, both MPs in Portsmouth and those along the route. This was only possible because the project was given NSIP status.

Why did this happen when almost all other interconnectors are not considered so important? Did it have anything to do with the private meeting in 2018 between then Minister for Business, Energy and Clean Growth, Claire Perry-O'Neill and Mr Temerko on the terrace at the House of Commons, shortly before her endorsement of Aquind's proposal and her recommendation that it should be awarded NSIP status? Why was this meeting not minuted and why did it take place in private? We know this is a breach of the rules.

Why have you left it so late in the process to mention the potential damage Aquind's scheme could do to our flood defences? It is indeed a hugely important consideration so what took you so long?

My final question is why did you delay this decision? Would it have anything to do with the publication of the aforementioned Pandora Papers and your disastrous interview on the Andrew Marr Show?

Why delay when the reasons for rejecting this scheme are so overwhelming and patently obvious?

We the people of Portsmouth and beyond now call on you to choose the only honourable course of action and reject Aquind's proposals. To approve this scheme would further damage public trust in your own Party and do untold damage to our city.

Yours sincerely,

Janet Dennis



**From:** [REDACTED]  
**To:** [Aquind Interconnector](#)  
**Subject:** RE: Aquind  
**Date:** 19 November 2021 15:40:17

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Good afternoon,


I am writing to object in the strongest possible terms to Aquind's proposed interconnector project.

The people of Portsmouth want nothing to do with a company whose finances are so opaque and who are massively in debt. Where is the money coming from? And who is behind it? The whole scheme, along with the data cable that was an addition to the original proposal, would pose a serious threat to national security.

We the people of Portsmouth and beyond now call on you to choose the only honourable course of action and reject Aquind's proposals. To approve this scheme would further damage public trust and do untold damage to our city.

Yours sincerely,

Cllr Daniel Wemyss

**From:**   
**To:** [Aquind Interconnector](#)  
**Subject:** Aquind Interconnector proposal.  
**Date:** 21 November 2021 10:35:18

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I want register my objection to this proposal being given permission to proceed.

The grounds of my objection are: environmental, social, legal and concerned with Uk National Security.

1 Legal. There are unresolved questions of political corruption, money laundering and a lack of transparency regarding the funding of this proposal. It would be grave mistake to allow this Aquind Interconnector proposal to proceed whilst these allegations are as yet I investigated.

2. Environmental . The proposal routes the Interconnector through supposedly “protected” habitats. What value is there in having protections if they do not protect.

3. Social. There are only three routes into Portsmouth from the mainland. All are heavily used and short interruptions to traffic flow quickly leads to miles long traffic jams.

4. National Security. Have we have seen in the Channel Islands, other countries quickly resort to threats to cut off power at slight provocations. How can we possibly permit the serious threat to our Country’s ability to have the electrical power under it’s control and at it’s disposal in times of more serious dispute?

From  
Mike Merritt





----- Original Message -----

**From:** Anna Geatrell [REDACTED]  
**Received:** Fri Dec 10 2021 12:52:07 GMT+0000 (Greenwich Mean Time)  
**To:** Enquiry Unit <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>; Enquiries @ BEIS <[enquiries@beis.gov.uk](mailto:enquiries@beis.gov.uk)>;  
**Subject:** Fwd: Strong Local Opposition to Aquind Interconnector Project

----- Forwarded message -----

From: **Anna Geatrell** [REDACTED]  
Date: Fri, Dec 10, 2021 at 12:48 PM  
Subject: Strong Local Opposition to Aquind Interconnector Project  
To: <[kwasi.kwarteng.mp@parliament.uk](mailto:kwasi.kwarteng.mp@parliament.uk)>, <[aquind@planninginspectorate.gov.uk](mailto:aquind@planninginspectorate.gov.uk)>

Dear Kwasi Kwarteng and the Aquind Planning Inspectorate,

I am writing to submit my strong opposition to the Aquind Interconnector Project.

I look forward to hearing your response to the following 3 points regarding the project:

1. Local communities in Portsmouth and Hampshire are opposed. All local MPs oppose the project. It would be undemocratic for the project to be granted planning permission.
2. The Government has received payments to their party from individuals connected with Aquind as revealed by the BBC which means the decision is not impartial.
3. The project threatens local environmental habitats. Portsmouth is a densely populated island. This would damage children's health. The Eastern shoreline is a key urban green space.

In sum, this project should not go ahead.

Thank you in advance for your response to this email.