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To: [Aquind Interconnector](#)
Subject: Objections
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To whom it may concern.

I am astonished to have to write yet again to strongly object to the Aquind interconnector.

It has been years since the threat of this outdated, unnecessary, inappropriate project first loomed over the people of Portsmouth but threaten it continues to do, despite having been rightly rejected by a previous Secretary of State and French authorities.

My concerns and objections are as follows.

1. The devastation of many community green spaces and important wildlife habitats. The proposed route would cause irreparable damage to playing fields, common land, much-loved allotments and Langstone Harbour. The latter contains Farlington Marshes Nature Reserve and both are designated Sites Of Special Scientific Interest, Nature Conservation Review sites and part of a Special Area of Conservation. Langstone Harbour is also a Ramsar site and Special Protection Area. All of these designations highlight their importance, at local, national and international level, in providing habitats for threatened species of flora and fauna. Brent geese and other migratory birds are also particularly fond of these wetlands. The loss or damage of any of these green spaces, protected or not, is unacceptable and contrary to government policy.
2. The disruption to a main arterial route and other vital link roads. Portsmouth is on such a densely populated island that it does not cope well with even minor issues on any of its 3 main artery roads. The proposal to lay cables, in trenches up to 23m wide, through the eastern side of the city (including the Eastern Road, one of those 3 critical routes), over several years, would have numerous and far-reaching implications. These include increased traffic with resulting higher pollution levels, problems for emergency vehicle access to all areas of the city and misery for residents, businesses and tourists alike. In addition, the communities of Waterlooville, Purbrook and Widley would have major access problems to education, retail and recreational facilities.
3. Commandeering public land and people's homes. The threat of compulsory purchase continues to hang over many residents along the proposed route. The acquisition of people's homes, a 25,000 sqm area of woodland near the terminus at Lovedean and a number of areas of public land (some including valued recreational facilities) by a private company would be a disgrace.
4. Danger to health from the disturbance of contaminated land and access for emergency services. Milton Common is part of the proposed route and was formerly a landfill site. Evidence suggests a number of toxic substances are buried there, including asbestos, mercury and other heavy metals. To dig this up again and expose local residents to such hazardous toxins is downright dangerous. As mentioned above (in point 2) there would be considerable disruption to important road links, hampering Portsmouth's access to emergency services. Most specifically, the Queen Alexandra Hospital has the only A&E department in the area and access to it would be significantly compromised.

5. The lack of any need for this interconnector.

A lot has changed since the Aquind proposals were first lodged, at both national and international level. This interconnector no longer conforms to government policy nor provide any benefits to our national energy resilience. Existing and other (agreed) planned interconnectors will be able to meet the government's specified requirements. Indeed, any further excess capacity may be costly for the National Grid ESO to deal with.

6. Aquind's ability to deliver.

Aquind is a company with no proven experience of delivering a project of this magnitude (or any other size, for that matter). They do, however, seem to possess an overriding interest in profit and an ability to donate money to the Conservative Party and several MPs.

7. The impact on environmental projects including new coastal defences and a potential solar energy development.

The North Portsea Island Coastal Defence Scheme is completing new sea walls which would be at risk from Aquind's works. The solar development under consideration requires some of the land under Aquind's proposals. These 2 projects, and another from Southern Water, are far more beneficial to the area and wider region than the proposed interconnector, so should take precedence.

8. Additional unresolved issues.

- i) The extent and purpose of an embedded fibre optic cable (FOC). Aquind have claimed that the FOC are for maintenance and monitoring and they are not seeking consent for commercial use. However, the proposed capacity of the FOC and size of associated Optical Regeneration Station suggest that they would retain the ability to activate this telecommunications network commercially at a later date. The security aspect of this, running through the home of the Royal Navy, should also be queried.
- ii) A missing NGET feasibility study. This was requested by Justice Lieven and the then Secretary of State but, if found, has never been made public.
- iii) The designation of the project as an NSIP. It is an energy transporter not producer.
- iv) The lack of consideration of alternative routes or substations. If such an interconnector is required at all, other alternatives should be considered rather than trying to run it through the second most densely populated city in the country.
- v) Comprehensive rejection by French local government. If one end cannot be connected to France, how can this project possibly go ahead?

In short, this project makes no sense and has no use. The only reason it still exists is down to Aquind's greed. I hope common sense prevails over money.

Our MPs, our City Council, many other groups and individuals, our counterparts in France, have all said, and will continue to
SAY NO TO AQUIND

I would urge you, for the sake of Portsmouth (and Drayton, Farlington, Purbrook, Waterlooville, Denmead, Lovedean & Normandy), once and for all,
SAY NO TO AQUIND

Yours
Lucy Stones