

For the attention of:

Mrs Maria Bowen

The National Planning Casework Unit

Birmingham

Application for Calling-in of Planning Application for IFA2 by National Grid plc

The Residents' Associations of Peel Common, Lee on the Solent and Hill Head request that the Planning Application that has recently been submitted to Fareham Borough Council by National Grid plc to build the IFA2 Interconnector converter terminal on the former RN Air Station, Daedalus, at Lee on the Solent be called-in by the Secretary of State.

In our view there are too many complex issues involved for the matter to be heard before Fareham Planning Committee where objectors would only be allowed 3 minutes each to make their case. We would like the Application to be heard by an independent Planning Inspector at a public inquiry as **there are several issues of more than local importance.**

National Grid plc have formed a subsidiary company National Grid IFA2 Ltd (NGIL) to develop this Interconnector but this paper will refer to National Grid plc throughout.

The True Nature of National Grid plc

The image of the National Grid is of a benevolent national utility working only for the public good. In fact, it is a profit-seeking multinational electricity and gas utility company, **National Grid plc**, listed on both the London and New York Stock Exchanges. It had revenues in 2015 of £15.2 billion and a market capitalisation of £31.4 billion.

National Grid plc has two important but little-known characteristics:

1. It has no responsibility for the security of supply of UK electricity and
2. As given in evidence to the House of Lords "Resilience of Electricity Infrastructure" inquiry in 2014 by a former Board member of National Grid: It suffers from "a serious conflict of interest since it is not only System operator and Designer but also owner of any new grid infrastructure for which the consumer would be charged. The conflict is obvious: ***"National Grid, as the plant owner, receives a return on its Regulatory Asset Base and thus has an interest in expanding it."*** " (Note 1 or [here](#)) (Our emphasis)

The proposed expansion of the grid by means of the IFA2 Interconnector is more in the interest of National Grid plc itself than the national or local interest and NG's application should be treated no more favourably than if Exxon or BP wished to site 10 acres of 22 metre (72ft) high buildings emitting a 90dB hum next to a residential area.

The IFA2 Interconnector Project

National Grid plc is seeking to put the UK convertor terminal for IFA2, its second Interconnector to France, on 10 acres of open land at Daedalus, Lee on the Solent. (Note 2 or [here](#)) **IFA2** will bring up to **1000MW** of electrical power by 2 undersea cables as "**High Voltage DC**" at 390,000 or 320,000 volts from France east-about around the Isle of Wight. It will come ashore at Daedalus and run across the airfield to an area on its northern side. Power will then go back across the airfield in 6 cables as "**High Voltage AC**" at 400,000 volts and out under the sea for 4 miles around the coast to the Sub-Station at Chilling and thence to the national network.

The proposed site at Daedalus is only partially inside the Solent Enterprise Zone area. Fareham Borough Council owns the land and would receive rental income plus a one-off premium payment from National Grid. For this reason Fareham Council are very keen on the project (see attached views of the Leader). The project will provide construction jobs during building but only about 3 jobs when complete. If the Interconnector terminal is built, it will be there for a long time - perhaps a hundred years - certainly far longer than any policy of hypothecation of income for the airfield. We also attach for information and comparison: a diagram showing France's electrical power interconnection with neighbouring countries in 2015, National Grid's IFA2 leaflet, Hampshire's Briefing, Map and Decision note rejecting the IFA2's preferred site at Chilling and photos of the converter building for the BritNed Interconnector terminal on the Isle of Grain. The buildings shown at the Isle of Grain are 18 metres (59ft) high, those proposed for Daedalus will be 22 metres (72ft) high.

There are 7 Interconnector terminal converters built or planned in the UK and in each case, except for Daedalus, they are situated on heavy industry sites (former power stations) or open areas (farmland). The proposed Daedalus site is partially in and adjoining an operational airfield and in an important Strategic Gap between settlements. The huge main building would be just 240 metres from residential properties and there would be high powered AC and DC cables buried about a metre deep running across the airfield close to runways and taxiways, across a car park and under beach huts and a public beach. This is alarming for the local communities. It is most unwelcome and it marks a radical change in location policy by National Grid plc.

Interconnector Policy

The UK has had an Interconnector, IFA1 with France, in use since 1986, one with the Netherlands, BritNed, since 2011 and another to Ireland. More links are planned to Belgium, Denmark, Iceland and Norway. As National Grid can charge more the bigger their network, IFA2 is clearly in the interests of this large multinational. Whether it is in the interests of the UK consumer is very doubtful. The business case is far from clear.

Reliability is a concern e.g. IFA1 failed on Monday 9th May 2016. But why build a 1000MW power supply that is coming from over 150 miles away under the control of a Frenchman, who has his own priorities, when we could build a really efficient 2000MW Combined Cycle Gas Turbine power station right on our doorstep at Fawley? At Fawley there is a 300 acre site and a recently disused oil fired power station. Connection into the National Grid would be relatively simple, many electrical

connections already exist and the power station would be under UK control at all times. There is a world-wide glut of gas and gas prices are likely to stay low for many years. The current price of electricity to UK industry and the UK consumer is far too high but is of no concern to National Grid plc.

The 58 nuclear reactors in France had an average age of 30 in 2015 and France is undergoing a "green transition" that will involve a reduction in nuclear generation from 75% to 50% by 2025. (Note 3 or [here](#)). Current French nuclear power is cheap but new-build French nuclear power plus renewables will not be cheap. In 2013 Jim Ratcliffe of Ineos agreed a deal with a French nuclear power provider at £37.94 per megawatt hour but the UK government has had to guarantee a price of £92.50 per megawatt hour for nuclear power from the new French-built Hinkley Point power station supposedly in 2025 (and for 35 years thereafter with indexing). (Note 4 or [here](#)) National Grid's claim that the IFA2 Interconnector would lead to cheaper supplies can only be true for the short term, thereafter French power will be expensive. National Grid plc's rapid development of Interconnectors has more to do with increasing their revenues than providing cheaper power to UK industry or consumers.

The National Planning Policy Framework (NPPF)

NPPF quotations are in black italics; **our comments are in red.**

NPPF Introduction Para.1 "provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities". **Fareham Borough Council have provided just such a Local Plan but the Application to build the IFA2 converter building at Daedalus would contravene its Core Policies in many important respects - see below under the Daedalus Airfield Option.**

Other relevant provisions in the NPPF include:

The presumption in favour of sustainable development

NPPF Paras.11 & 12 "Planning law requires that applications for planning permission **must be determined in accordance with the development plan** unless material considerations indicate otherwise"..... "Proposed development that accords with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise." **(our emphasis)** We consider that IFA2 should be refused on these grounds because Fareham propose to allow this huge development into a Strategic Gap that is already under very great pressure.

Core planning principles

NPPF Para 17 "... planning should:
- be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of

the area. Plans should be kept up-to-date, and be based on joint working and co-operation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency." Local people thought that they had such a framework in the recently agreed Local Plan but Fareham Council are intent on allowing National Grid to violate it for their financial convenience.

- take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts (for which in this local area read Strategic Gaps) around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;" Again, these paragraphs strongly suggest IFA2 does not accord with NPPF.

Protecting Green Belt Land

We maintain that it is reasonable to consider that the Strategic Gaps identified in the Local Plan are broadly comparable to Green Belt Land as they serve the same purposes.

NPPF Para 79 "The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

NPPF Para 80. Green Belt serves five purposes: (our emphasis)

- to check the unrestricted sprawl of large built-up areas;

- to prevent neighbouring towns merging into one another;

- to assist in safeguarding the countryside from encroachment;

- to preserve the setting and special character of historic towns; and

- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land."

NPPF Para 123. Planning policies and decisions should aim to:

"- avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development." The IFA2 Interconnector will give rise to a constant (24/7) hum at about 100Hz from a 90dB source only 240 metres from the nearest house. This will certainly have an adverse impact on the quality of life and possibly health in nearby properties and over a wider residential area on calm nights.

There is, of course, little point in having an up to date Local Plan and then ignoring some of its most important provisions.

The Chilling Site

National Grid quietly evaluated three sites: Chilling, Daedalus and Fawley. They chose Chilling on a site near Brownwich Farm for, among other things, its proximity to the Chilling Sub-Station and "technical feasibility". Hampshire is preserving as open countryside the farmland and coast between Hill Head and Warsash. According to DEFRA's Magic Map, that whole area contains and/or borders the Solent and Southampton (Ramsar) site, the Lee on Solent to Itchen SSSI and the Solent and Southampton Water SPA. The Leader of Hampshire County Council "firmly rejected" National Grid's offer for 4 hectares (10 acres) of land on 9th April 2015 (letter attached). The first the communities local to Daedalus knew of the decision to apply for land at Daedalus was the Meridian TV report on 13th November 2015 and from then on it has felt to them like a "done deal".

The Fawley Power Station Site

Chilling Sub-Station was built in the 1960s to connect the **Fawley 2000MW** oil fired power station on the western side of Southampton Water to the National Grid via a 12 ft diameter tunnel under Southampton Water to Chilling on the eastern side. This tunnel is still in use carrying power from the Grid across to the New Forrest area but it cannot, according to National Grid, be adapted to take the IFA2 cabling. Fawley power station was closed in March 2013. RWE nPower sold the 300 acre site in October 2015 to **Fawley Waterside Ltd**, a property company who are still deciding what to do with it and the former power station. Fawley would be much better for the IFA2 Interconnector terminal in our view as it is next to an oil refinery and a quarry and further away from residential areas.

The Energy Minister, Amber Rudd, has said that the country needs many more gas-fired power stations. The site of the old power station at Fawley would be ideal for a Combined Cycle Gas Turbine (CCGT) power station. It is next to the country's largest oil refinery, which both produces and exports Liquefied Petroleum Gas. Further up the western side of Southampton Water is the CCGT power station at Marchwood which is connected to the Liquefied Natural Gas pipeline network and the connection could, if required, be extended southward to Fawley. There is of course ample cooling water available. There is more than enough space on the 300 acre site for both the IFA2 Interconnector terminal building and a modern CCGT gas fired power station at Fawley. It is true that the cables to Chilling Sub-Station would have to be buried under Southampton Water at a depth to satisfy the Southampton Port authorities but our informal conversations both with the port and a major marine contractor showed that this would be an entirely straightforward operation. National Grid's contractors will, in any case, have already buried the cable across the Channel and the main channel for deep draught shipping in the Solent and could easily go across the last mile or two. National Grid plc has rejected Fawley so far because of the need to link to Chilling but they have been unwilling to give any comparative costs between Daedalus, Chilling and Fawley. The IFA2 Project also told us that Southampton port did not want cables under Southampton Water but the port told us that they had not said that and it would be entirely feasible.

Fawley is a site of national importance in terms of energy infrastructure and if it is lost to housing it will be very difficult and expensive to find an alternative.

The Daedalus Airfield Option

The proposed IFA2 building would be near to, but largely outside, the current airfield on land designated as an area of bio-diversity and habitat creation in the Strategic Gap. It would be contrary to Fareham's Local Plan Core Strategy Policies (Note 5) [here](#); The Core Strategy Policies are in black italics, **our comments are in red**:

CS12 "Daedalus Airfield Strategic Development Allocation"

The Daedalus Airfield is allocated for strategic employment development. Development will be permitted where:

- *it is demonstrated that it does not adversely affect the existing or future potential general aviation operation of the airfield; - the 8 high voltage cables will be buried only 1 metre down and may well have an effect on the Defence and Aviation businesses whether at Daedalus already or in prospect. The live cables may also affect the development of the waterfront area at Daedalus.*
- *it does not unacceptably diminish the integrity and function of the strategic gap between Stubbington/ Lee-on-the-Solent and Fareham/ Gosport; - this vast and noisy building will unacceptably diminish the strategic gap at its narrowest point. The Strategic Gap runs from Titchfield, south of Fareham, north of Stubbington and Lee on the Solent and down to the sea at Browndown. It is considered to be very important by local people but not apparently by Fareham Borough Council.*
- *it does not adversely affect the integrity of the landscape character of the countryside; - the proposed building will be a huge rectangle in a flat landscape well apart from the airfield's other buildings.*
- *it can demonstrate that there will be no adverse impacts on European designated sites;*
- *primary access is from Broom Way (Hangars East) and Gosport Road (Hangars West);*
- *it does not have an adverse impact on air quality;*
- *prior consideration is given to the potential extraction of mineral deposits;*
- *it incorporates the site's heritage where feasible;*
- *both archaeological and contamination assessments and evaluations are carried out prior to the commencement of development;*
- *it delivers, or facilitates the delivery of high quality development including:*
 - a. *employment development that retains and strengthens the marine and aviation employment clusters, particularly those that require direct access to an operational airfield; - the project state that there will only be about 3 local jobs.*
 - b. *between 10,000 sq.m and 33,000 sq.m of net additional general, or light industrial or warehousing (associated with aerospace or marine) employment floorspace with only ancillary office accommodation, to contribute towards the overall provision set out in Policy CS1; - IFA2 would not meet these requirements particularly for*

employment. IFA2 will be among the heaviest electrical engineering anywhere in the UK.

c. the creation of local employment opportunities that take advantage of and develop local skills, including during construction; - there will be jobs during construction but how many will be local? There will be almost no local employment nor development of local skills thereafter.

d. open space accessible to residents particularly those of Stubbington and Hill Head; - the IFA2 converter building and its surrounding security fence will detract from the open space available to residents.

e. landscaping and green infrastructure including allotments together with linkages to the existing footpath network and the Alver Valley; Fareham Borough Council and the IFA2 Project will claim that they will offer enhanced recreational space and landscape towards the Alver Valley but we regard that as a smokescreen to cover the annexing of land in the narrowest part of the Strategic Gap.

f. environmental and biodiversity protection and enhancement; g. minimising increases in traffic levels and congestion, through sustainable transport arrangements;

h. a reorganisation and consolidation of existing and new floorspace, including the phased removal of some existing built structures **to create an efficient arrangement of buildings and associated activities sympathetic to the landscape and strategic gap**, whilst having regard to the specific space and operational requirements of aviation related employment uses; - IFA2 has nothing to do with aviation related employment uses.

i. appropriate utility service provision (water, waste water, energy and communications).

Replacement and new buildings will be energy efficient and be designed to reflect existing building heights and mass and take advantage of site topographical and built features that help to reduce adverse impacts upon residential amenity, landscape character and the integrity of the strategic gap. - IFA2 fails on all these counts except possibly energy efficiency.

Development must take account of the odour contour on the north of the site from the Peel Common waste treatment works.

CS14 Development Outside Settlements

Built development on land outside the defined settlements will be strictly controlled to protect the countryside and coastline from development which would adversely affect its landscape character, appearance and function. Acceptable forms of development will include that essential for agriculture, forestry, horticulture and required infrastructure. The conversion of existing buildings will be favoured. Replacement buildings must reduce the impact of development and be grouped with other existing buildings, where possible. In coastal locations, development should not have an adverse impact on the special character of the coast when viewed from the land or water. - IFA2 is not an acceptable form of development in terms of Policy CS14.

The IFA2 project state that the cables will be buried 1 metre down as the two DC cables (carrying 390,000 or 320,000 volts) go from the sea across the beach, Monks Hill Car park then across the road and the airfield. The six AC cables (carrying 400,000 volts) will also be buried 1 metre down and go from the IFA2 building, across the airfield, the road, Monks Hill car park and the beach. The IFA2 Planning Application admits that the buried cables will affect aircraft compasses. That is potentially dangerous. We are not told how far apart the cables will have to be and therefore the width of the area affected. What effect will there be in terms of induced static sparks on parked cars? Can these 8 cables really be run safely under beach huts occupied by, say, pregnant women or people with pacemakers? Can people sunbathe for several hours directly over the top of the cables? How many warning signs will there have to be? What area of dead land will have to be marked out? What effect will the cables have on the sensitive electronic aviation work in the Defence and Aviation businesses being encouraged in and to come to the Enterprise Zone e.g. the Britten-Norman Defender aircraft? Will the IFA2 converter operation, which is among the heaviest electrical engineering anywhere in UK, cause any radio, radar, TV or communication interference? This is no ordinary development. The precautionary principle seems to have been abandoned.

Policy CS21 Protection and Provision of Open Space

The Borough Council will safeguard and enhance existing open spaces and establish networks of Green Infrastructure to add value to their wildlife and recreational functions. Development which would result in the loss of or reduce the recreational value of open space, including public and private playing fields, allotments and informal open space will not be permitted, unless it is of poor quality, under-used, or has low potential for open space and a better quality replacement site is provided which is equivalent in terms of accessibility and size.

Proposals for new residential development will be permitted provided that, where existing provision is insufficient to provide for the additional population, public open space is provided as follows: Parks and Amenity Open Space 1.5 ha / 1,000 population Outdoor Sport – 1.2 ha / 1,000 population Children’s Play Equipment – 14 pieces of equipment per 1,000 1-12 year olds Youth Facilities – 1 youth facility/MUGA per settlement area In addition to these types of open spaces, where existing provision is insufficient to provide for the additional population, the Borough Council will seek the provision of accessible greenspace which meets the standards set out in the South East Green Infrastructure Framework including Accessible Natural Green Space standards.

- IFA2 cannot meet the provisions of the first paragraph.

CS22 "Development in Strategic Gaps"

Land within a Strategic Gap will be treated as countryside. Development proposals will not be permitted either individually or cumulatively where it significantly affects the integrity of the gap and the physical and visual separation of settlements. Strategic Gaps have been identified between Fareham/Stubbington and Western Wards/Whiteley (the Meon gap); and Stubbington/Lee on the Solent and Fareham/Gosport.

Their boundaries will be reviewed in accordance with the following criteria:

- a) The open nature/sense of separation between settlements cannot be retained by other policy designations;*
- b) The land to be included within the gap performs an important role in defining the settlement character of the area and separating settlements at risk of coalescence;*
- c) In defining the extent of a gap, no more land than is necessary to prevent the coalescence of settlements should be included having regard to maintaining their physical and visual separation.*

- CS22 states that "land within a Strategic Gap will be treated as countryside" and yet Fareham Borough Council has already permitted 69 acres of prime agricultural land off Newgate Lane to be used for Newlands Solar Farm and is at an advanced stage of planning for the Stubbington Bypass which, although greatly needed, is only possible by using a route through the Strategic Gap. The nearby Peel Common Roundabout is being greatly expanded and Newgate Lane enlarged. The cumulative effect of these developments is very considerable and to allow the IFA2 converter building to further erode the gap between settlements at its narrowest point would be wholly contrary to Policy CS22. Furthermore, only recently Fareham Council asked for us to object to a developer's application to build 1100 houses in the Strategic Gap on the grounds that the Strategic Gap must be preserved. There are at least two alternative sites for the IFA2 Interconnector.

Noise

At a meeting with our MP, Caroline Dinenage, Gosport Councillors and the Chairmen of the three Residents' Associations the IFA2 project noise specialist stated that the noise from the IFA2 structure would be "90dB at source" at around 100Hz. This hum would be emitted continuously, 24 hours a day 7 days a week. We have noted that the nearest settlements to the BritNed Interconnector on the Isle of Grain have complained about the noise, which is believed to be 65dB at source and the settlement is 1.6km away. The 90dB from IFA2 will only be 240 metres from the nearest houses in Newgate Lane and Peel Common and the prevailing wind is from the south west. During the day the IFA2 noise will mostly be masked by traffic noise but at night it is a quiet area and we see no reason why these residents should have to put up with this noise nuisance from IFA2. On a calm night the noise will be heard in the wider residential area all around the airfield.

Emergencies

Although the proposed site of the IFA2 building would be close to the threshold of the active main runway and a residential area, no mention has been made of emergencies. The most serious would be a catastrophic failure with an aircraft crashing into the main building. What would be the consequences for so heavy an electrical installation and what emergency services would be required?

In Summary:

The presence of this huge and noisy structure would constitute a loss of visual amenity, "aural amenity" (if there is such a term for a continuous annoying noise!)

and open space for the residents of Newgate Lane, Peel Common and, to a lesser degree, Lee on the Solent and Stubbington.

We will be objecting on what we consider to be strong local grounds based on the extreme size of the Interconnector, in planning terms "an inappropriately large mass", the height and the position of the proposed buildings, the inherent noise level - 90dB at source and running 24/7, the encroachment into the Strategic Gap between settlements as laid down in the current Fareham and neighbouring Local Plans and the obtrusion of this vast rectangle into the flat landscape. We object to the loss of designated open space, the possible effect on airfield operations and the almost total lack of local employment opportunities. We are also concerned about the possible effects on the development of, particularly, the Defence and Aviation businesses in the Solent Enterprise Zone and the effect on the air operations airfield at Daedalus. The main building will be only 240 metres from a residential area. We do not consider Daedalus to be a suitable site for the Interconnector.

By contrast, Fawley is already heavily industrialised and has heavy electrical infrastructure radiating from it. It is relatively isolated but far closer to Chilling Sub-Station than Daedalus. Fawley should not have been dismissed so readily. Because of its position near the largest UK refinery, gas supplies and cooling water it should be considered very important in terms of national energy infrastructure planning.

We wish to see National Grid's IFA2 Planning Application heard before an independent Planning Inspector and that he or she should be expressly permitted to evaluate the three possible sites of Daedalus, Chilling and Fawley. With revenues of £15 billion in 2015 National Grid plc can well afford any necessary compulsory purchases.

The Fareham/Gosport Relationship

Fareham Borough Council and its Leader have said that they are strongly in favour of the proposed IFA2 terminal building being constructed at Daedalus. However, two of the nearest residential areas, Peel Common and Lee on the Solent are both in Gosport. It would be difficult to persuade any resident of these two areas that the Fareham Planning Committee would give their Objections a fair hearing, **particularly as they would be limited to 3 minutes each.**

A further complication is that the Leader of Fareham Borough Council is also a member of Hampshire County Council.

Our Request for the Minister to Call in the IFA2 Application.

We accept that the Government's Energy Policy cannot be discussed at a Planning Inquiry but the issues raised by the availability of three alternative sites for the IFA2 terminal converter building go far beyond a matter of purely local importance.

At present we feel that we are being railroaded and that best practice has been set aside. A senior source in Fareham has said that the application is a "done deal". Fareham stands to make a great deal of money if the National Grid's application is successful and Fareham owns the land. We therefore suggest that it would not be appropriate for Fareham Planning Committee to hear the IFA2 Planning Application. We request that the Minister calls in the application from the National Grid plc and we ask the Minister to ensure that the alternative sites of Daedalus, Chilling and

Fawley are required to be considered by an independent Planning Inspector as part of this process. We believe that this would be in the public interest and it would ensure that Gosport and other residents would be content that the process has been both transparent and fair. The location of this Interconnector converter building is a matter of national significance in terms of energy infrastructure as well as a matter of great local concern. We also request that the Application is called in as soon as possible as both Fareham and National Grid are already appearing on television trying to ensure that the general public accept the Application as a "Done Deal".

This application has the support of our MP, the Leader of Gosport Borough Council, Stubbington and local Gosport Ward Councillors.

Signed in the Original:

Roy Wilkinson
Chairman, Peel Common Residents' Association

Martin Marks OBE
Chairman, Lee on the Solent Residents' Association

William Hutchison CBE
Chairman, Hill Head Residents' Association
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Attachments

1. Fareham Council Leader's views in letter to our MP 04 April 2016.
2. Diagram showing France's interconnections in 2015.
3. National Grid plc's IFA2 Leaflet.
4. Hampshire CC Brief on IFA2 Project's Chilling Proposal 09 April 2015
5. Map showing location of IFA2's Chilling Proposal 09 April 2015
6. Hampshire CC Decision to "Firmly Reject" IFA2 Chilling Proposal 09 April 2015
7. Photo: General view of Brit Ned Interconnector terminal Isle of Grain 25 April 2016
8. Photo: Close up view of BritNed Interconnector terminal on the Isle of Grain 25 April 2015. NB This building is 18 metres (59ft) high, the IFA2 buildings will be 22 metres (72ft) high.

Notes / Links

1. "Reform of the National Grid" GWPF John Constable 06 March 2016
<http://www.thegwpf.com/reform-of-national-grid/> or click [here](#) .
2. Planning Application for IFA2:
<http://eoc.fareham.gov.uk/OcellaWeb/planningDetails?reference=P/16/0557/OA&from=planningSearch> or click [here](#) .

3. Nuclear Power in France <http://www.world-nuclear.org/information-library/country-profiles/countries-a-f/france.aspx> or click [here](#)
4. BBC News 16 Dec 2013 "Ineos Boss says Hinkley nuclear power too expensive" <http://www.bbc.co.uk/news/business-25390456> or click [here](#)
5. Fareham Local Development Framework Core Strategy Adopted 2011 http://www.fareham.gov.uk/planning/local_plan/adoptedcorestrat.aspx or click [here](#)