

**Lamprey Rivers
Advisory Committee**

c/o 203 Wadleigh Falls Road

Lee, NH 03861

www.lampreyriver.org

*Protecting the rivers that connect our
fourteen communities*

Barrington, Brentwood, Candia, Deerfield, Durham, Epping,
Exeter, Fremont, Lee, Newfields, Newmarket, Northwood,
Nottingham, Raymond

Mr. Martin Honigberg, Chairman
New Hampshire Site Evaluation Committee
29 Hazen Drive
Concord, NH 03301
February 8, 2016

RE: NORTHERN PASS PROJECT, PITTSBURG, NH TO LONDONDERRY, NH

Dear Mr. Honigberg:

The Lamprey River Advisory Committee, one of the 21 Local River Management Advisory Committees established under RSA 483, recently completed reviews of State of NH permit applications associated with the Northern Pass, a proposed new energy transmission line designated to bring hydroelectric power from Canada to southern New England. Our technical comments were significant. They were submitted to the appropriate bureaus within the Department of Environmental Services in November 2015; however, we wish to forward some additional comments about the overall impacts of this proposed transmission line for consideration by your Site Evaluation Committee.

The new transmission line would enter the Lamprey River watershed in an existing right-of-way corridor located across the central part of Deerfield, beginning at the Allenstown town line and terminating at the Deerfield Substation on Cate Road. From there, power would be sent by way of an existing transmission line, south through Deerfield and Candia before connecting beyond our watershed at the Scobie Pond substation in Londonderry. Modifications to a number of towers on that line are anticipated to accommodate the increased use of the power lines. These transmission corridors were constructed in the mid-twentieth century when New Hampshire was a much different place from what it is today. Most of New Hampshire's population was centered in urban areas such as Manchester and Portsmouth. The towns of Deerfield and Candia were very rural, with populations of fewer than 1000 persons each. The principal land uses were logging and farming. With those conditions, there was little objection to the above ground transmission lines that were built at that time.

Today, the same towns have populations of around 4000 each and the population of the area is growing annually. While logging and farming are still practiced, a greater local economy has developed around commuter and retirement residential lifestyles. There is also a tourism and recreational sector of the economy that provides considerable income to some, particularly in the summer. **The local economy is dependent on the quality of the environment that we enjoy here. We cannot allow any land uses that detract from that environment.**

At Pawtuckaway State Park, there are a number of good hiking trails, some of which are within view of the transmission corridors being planned for the Northern Pass. Three access roads to the park, Nottingham Road, Mountain Road and Tower Road, are crossed by this transmission corridor. The Lamprey and North Branch rivers, both Designated Rivers under RSA 483, are used regularly for canoeing/kayaking and fishing. The Northern Pass corridor crosses or directly abuts these rivers at four locations. The town center of Deerfield bears visible witness to its historic past. It is narrowly missed by the transmission corridor. The Upper Lamprey River Scenic and Cultural Byway, recently designated by NHDOT, passes through the corridor at the edge of the town center. **The visibility of the existing or proposed power lines from these public locations severely detracts from our local economy.**

It is remarkable to compare the proposed construction quality of the Northern Pass with other large impact projects built in New Hampshire in recent times. Highway projects, such as the reconstruction of the Spaulding Turnpike in Newington/Dover and the widening of Interstate 93 include provisions to minimize their impacts on abutters. Common mitigation strategies include, but are not limited to, landscaping and construction of sound walls. The transformation of Pease Air Force Base from a military installation to a business park included access point landscaping as well as the establishment of the very significant Great Bay National Wildlife Refuge. The construction of the Manchester Airport involved landscaping of all public areas and the relocation of over eighty households to neighborhoods not adversely affected by noise. The Mall at Rockingham Park in Salem, NH was heavily landscaped and millions of dollars were invested to mitigate traffic impacts on local roads and streets. All this; yet we allow the power companies to apply the out-dated, least-cost approach to construction of new facilities without the slightest effort to mitigate their adverse impacts. **We support the SPNHF position that the entire Northern Pass should be buried for the economic good of our region.**

If there is any reason that portions of the project within our watershed cannot be buried, we request you require the following mitigation actions by the power company:

1. Perform an independent engineering review of the proposed height of towers and require that the approved height be no taller than necessary for the current proposal.
2. Reject the proposed use of lattice-type, galvanized steel towers. Require that all new towers be monopole construction and that they be painted a visually neutral color, similar to the towers over I-95 in Portsmouth.

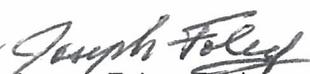
3. Require that all areas disturbed within the transmission corridors, whether by construction or by prior unauthorized entry, be restored with appropriate vegetation at the close of construction.
4. Require that vegetative view screens be constructed at all public road crossings, river intercepts, and adjacent to residential land uses.
5. Require that locked gates be installed at all public road crossings to prevent future secondary impacts to the environment within the corridor.

We thank you for consideration of our proposals and encourage you to act in the best interests of the residents and visitors of the Lamprey River watershed.

Very truly yours,

representatives of the Lamprey Rivers Advisory Committee


Pat deBeer, Fremont

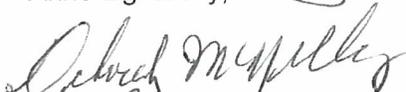

Joseph Foley, Epping

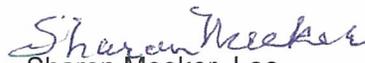

Cynthia Kelsey, Deerfield

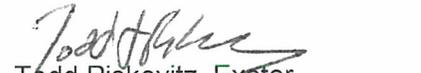

Anne Lightbody, Durham

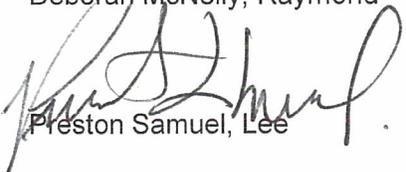

Richard Lord, Durham


Carolyn Matthews, Raymond


Deborah McNelly, Raymond


Sharon Meeker, Lee


Todd Piskovitz, Exeter


Preston Samuel, Lee


Emily Schmalzer, Brentwood

CC: Mr. Brian Mills, Senior Planning Advisor, U.S. Department of Energy
 Ms. Jane Difley, President, SPNHF
 Ms. Tracie Sales, NHDES Watershed Planner
 Ms. Kate Hartnett, Acting Chair, Deerfield Conservation Commission