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March 26, 2017

STATE OF NEW HAMPSHIRE SITE EVALUATION COMMITTEE

RE: Joint Application of Northern Pass Transmission, LLC)
and Public Service Company of New Hampshire)
d/b/a Eversource Energy for a Certificate of Site and Facility)

SUPPLEMENTAL TESTIMONY OF

Bradley J. Thompson, Spokesperson,

Abutters and Non-Abutters Group I North,

Pittsburg, Clarksville and Stewartstown

Q: Please state your name and home address.

A: My name is Bradley J. Thompson. I live at 599 Noyes Road, Stewartstown, NH, 03576.

Q: What is your interest in the Northern Pass project as proposed?

A: I am interested as an Abutter to the underground burial along Bear Rock Road.
I will also look directly at Transition Station #4, as it's proposed to be built on the corner of
Bear Rock Road and Heath Road.

Q: What is the purpose of your testimony?

A: The evidence has become overwhelming that the Northern Pass Project Team's selection
of the geographical location of Transition Station #4 is a very poor one. The present
proposed location is unacceptable for the following reasons:

- 1 1. The present location choice is directly adjacent to the intersection of Bear Rock
2 Road and Heath Road. One side of the 8'-high metal-woven fence, topped off with
3 three strands of barbed wire, which encloses the site, scales to be 70 feet from the
4 right of way on Heath Road. There would be no vegetation screening possible to
5 hide the sight. You could not create a more damaging eyesore to our natural
6 resources. We intend to create a simulated photo document of this site before and
7 after proposed construction, which will paint a first-hand impression of how
8 Transition Station #4 construction and location will negatively affect the natural
9 landscape and how it will impact visitors traveling Bear Rock and Heath Roads. This
10 simulated document will be available for the SEC to review, when they visit
11 Pittsburg, Clarksville, Stewartstown, later this spring.
12
- 13 2. The terrain is very steep (up to 15 degrees) going up the driveway, to the site. At
14 the extreme cuts, there will be a difference of 39 feet between the original existing
15 grade and the proposed finished grade. The finished grading above and below the
16 actual 195' by 135' work area, will be landscaped at a 1-to-2 pitch (i.e. 60-degree
17 slope). This site is carved out of the mountain side. The finished construction site is
18 highly exposed and very offensive, looking like a gigantic erector set. This out-of-
19 place structure will have the appearance of being in a coliseum-type setting, created
20 by an incredible amount of blasting. See Transition Station #4 application
21 documents.
22
- 23 3. There is much doubt as to whether the detailed storm-water system plan (sheet
24 104) and the erosion and sedimentation control plan (sheet C-102) of the
25 application will function as proposed, due to such steep slopes.
26
- 27 4. The present site choice is in direct view across Bear Rock Valley from three
28 residential homes – approximately 2500 feet away—placing a serious hardship on
29 the enjoyment of the natural beauty, rural character, and isolation of Bear Rock
30 Valley, by these residents, and anyone who passes by.
31
- 32 5. The present location is within and part of the large out-cropping of ledge, bedrock
33 and boulders, known historically as Bear Rock. This is a historic landmark, as
34 declared in the book, *Stewartstown Memories, 1799-2000*, on page 119, and again on
35 page 127.
36
- 37 6. The Applicants' response to technical session data requested, as set #10—item #16,
38 states that the Applicant estimates that 30,000 cubic yards of rock will be removed
39 during construction, at the Transition Station #4 site. **This is 2000 truck loads at**

1 **full capacity of 15 cubic yards per truck. This is also six times the quantity of**
2 **blasting at which the New Hampshire Department of Environmental Services**
3 **say that *Best Management Practices*, need to be taken to protect water**
4 **supplies.** This means water quality monitoring, a written blasting plan, and a fee to
5 cover the cost of third-party review.
6

- 7
- 8 7. This massive amount of blasting leads directly into a major concern that I have; that
9 is, that the impact from this blasting will temporarily damage, or permanently
10 destroy, the three glacial spring water wells, that I own, that are located on my
11 property, about 1100 feet downhill from the blast site. This predictable damage
12 could be caused by incomplete combustion within the blasting bore-hole, the
13 injection of substances used for blasting, poor storage, transfer, and/or handling of
14 blasting substances, residual substances left on the surfaces of blasted bedrock, and
15 the shaking loose of silt, sand, and rock particles, to mention a few.

16

17 Insuring safe and adequate drinking water supplies requires maintaining the quality
18 and availability of present and future water supply sources, because in the long run,
19 it is less expensive and more protective of public health to prevent contamination,
20 than it is to treat water to meet health standards: and it is less expensive to use
21 existing sources, than it is to develop new ones.

22

23 To date, we have not seen the pre-construction mitigation plan, that would cover the
24 damage caused by the blasting, to our property, including our *Bear Rock Beverages*,
25 glacial water, business, as proposed by Mr. Kenneth Bowes, at a technical session
26 last fall.

- 27
- 28
- 29 8. The proximity of Transition Station Site #4 to Heath and Bear Rock Roads, certainly
30 signifies that these roads will be shut down for extended periods of time, during
31 construction, which will take months. In addition to the Transition Station Site, 90-
32 foot overhead towers will be installed heading east. There are a handful of residents
33 who live beyond this site. There is only one major route in and out of Bear Rock—
34 the one alternate route is seasonal. We have great concerns how emergency
35 vehicles will access the local residents of Bear Rock during construction. Of
36 particular concern is the fact that Northern Pass will not address the solution to this
37 issue, until they receive SEC approval. After SEC approval, their admitted plans are
38 to approach the towns of Colebrook and Stewartstown, to tell the towns how the
39 issue of emergency vehicle access will be resolved. Northern Pass maintains that
40 these towns have no right to permit, as they are overruled by SEC authority.
41

1 9. North Hill Road, Bear Rock Road, Heath Road and Noyes Road are all major
2 designated OHRV trails, with dozens to hundreds of all-terrain vehicles traveling on
3 them daily. Construction equipment and road closures will cause many concerns
4 over the closing of sections of these trails, and the overall safety for OHRV-trail
5 users.
6

7 10. As an answer to all problems listed, if Transition Station #4 must be built at all, it
8 should be re-located farther up Heath Road. NPT should continue direct burial up
9 the side or center of Heath Road, past Holden Hill Road, to a point where the
10 underground cable would turn left into the woods of property now owned by
11 Renewable Properties, Inc., to a point where Tower #DC-4C-4 is designated to be
12 located.
13

14 This location is a relatively flat, dry site, offering much easier construction
15 challenges, and is well-hidden from Heath Road, Holden Hill Road and Bear Rock
16 Road. This cannot be seen from across the valley, and would be much father (about
17 1 mile) from my glacial spring water business. This site offers minimal damage to
18 natural resources, and would be out-of-sight of Bear Rock Road and Heath Road
19 travel.
20

21 This concludes my testimony.
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