



**The Great Grid Upgrade**

Sea Link

# Sea Link

**Volume 6: Environmental Information**

Document: 6.3.3.7.J  
Part 3 Kent  
Chapter 7 Appendix 3.7.J  
Traffic and Transport Assessments

Planning Inspectorate Reference: EN020026

Version A  
March 2025

Infrastructure Planning (Applications: Prescribed Forms and  
Procedure) Regulations 2009 Regulation 5(2)(a)

**nationalgrid**

**Page intentionally blank**

Severance/ Pedestrian Delay

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Preliminary Magnitude	Preliminary Effect	Significant	Additional Mitigation/ Considerations	Residual Magnitude	Residual Effect	Significant
K-RL1	Road Link	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods), except Saturday lunchtime (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Small	Negligible	NO	-	Small	Negligible	NO
K-RL2	Road Link	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods), except Saturday lunchtime (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Small	Negligible	NO	-	Small	Negligible	NO
K-RL3	Road Link	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users or pedestrian/ cycle facilities present	Negligible	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods), except Saturday lunchtime (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Small	Negligible	NO	-	Small	Negligible	NO
K-RL4	Road Link	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL5a	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - north of K-BM02	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods), except Saturday lunchtime (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Small	Negligible	NO	-	Small	Negligible	NO
K-RL5b	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods), except Saturday lunchtime (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Small	Negligible	NO	-	Small	Negligible	NO
K-RL6	Road Link	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Strategic route (dual carriageway) providing access to two Petrol Filling Stations with footways on both sides	Medium	When not fewer than 30 hourly movements, <30% total traffic increase AND <10% HGV increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL7	Road Link	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	Single carriageway road in a predominantly rural setting, with some pedestrian facilities (footways/ crossings) and nearby residential dwellings	Medium	When not fewer than 30 hourly movements, <90% total traffic increase AND <90% HGV increase (all time periods), except 12hr/24hr weekday (magnitude reduced to consider low baseline flow and/or development flows falling below 50% of development flows elsewhere on the network). However, for at least 59 months of the circa 60-month construction programme there will be fewer than 30 hourly movements (all time periods). Therefore, 'Minor' effect has been attributed rather than 'Moderate'.	Medium	Minor	NO	-	Medium	Minor	NO
K-RL8	Road Link	Ebbsfleet Lane	Narrow single carriageway road (no-through route) in a predominantly rural setting, providing access to some residential properties and a Golf Centre	Low	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods), except 07:00-08:00/18:00-19:00/12hr/24hr weekday (magnitude reduced to consider low baseline flow, higher peak baseline flows without development at another time and/or development flows falling below 50% of development flows elsewhere on the network)	Small	Negligible	NO	-	Small	Negligible	NO
K-RL9	Road Link	Cottington Link Road	Single carriageway road in a rural setting, with no ped/ cycle facilities	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ1	Road Junction	A299/A253/Willetts Hill (Monkton) Roundabout	Five-arm roundabout in a rural setting with some cycle facilities	Low	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods), except Saturday lunchtime (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Small	Negligible	NO	-	Small	Negligible	NO
K-RJ2	Road Junction	A299/B2190/Tothill Street (Minster) Roundabout	Four-arm roundabout serving some residential and employment uses, limited ped/ cycle facilities	Medium	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods), except Saturday lunchtime (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Small	Minor	NO	-	Small	Minor	NO
K-RJ3	Road Junction	A299/Canterbury Road West (Cliffsend) Roundabout	Three-arm roundabout in rural setting with no ped/ cycle facilities	Negligible	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods), except Saturday lunchtime (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Small	Negligible	NO	-	Small	Negligible	NO
K-RJ4	Road Junction	A299/A256/Cottington Link Road (Sevenscore) Roundabout	Four-arm roundabout in rural setting with no ped/ cycle facilities	Negligible	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods), except Saturday lunchtime (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Small	Negligible	NO	-	Small	Negligible	NO
K-RJ5	Road Junction	A256/Ramsgate Road/Jutes Lane (Ebbsfleet) Roundabout	Four-arm roundabout serving limited employment uses, with no ped/ cycle facilities	Low	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods), except Saturday lunchtime (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Small	Negligible	NO	-	Small	Negligible	NO
K-RJ6	Road Junction	Sandwich Road/Ebbsfleet Lane Signalised Junction	Three-arm signalised junction with a pedestrian crossing on one arm, near a few residential dwellings	Medium	When not fewer than 30 hourly movements, <90% total traffic increase AND <90% HGV increase (all time periods), except 12hr/24hr weekday (magnitude reduced to consider low baseline flow and/or development flows falling below 50% of development flows elsewhere on the network). However, for at least 59 months of the circa 60-month construction programme there will be fewer than 30 hourly movements (all time periods). Therefore, 'Minor' effect has been attributed rather than 'Moderate'.	Medium	Minor	NO	-	Medium	Minor	NO

K-P1	PRoW	TE37	Public footpath, gated route largely along agricultural tracks running parallel to the railway line. Crosses Ebbsfleet Lane North and runs along Brooks Lane (lightly trafficked track) for a short section. East-west route which provides connections to two other PRoW. Limited alternative routes available.	Medium	<p>Cottington Lane is to be used during construction for mobilisation and staff movements. It is therefore proposed to temporarily (and locally) divert PRoW TE37 along the northern grass verge of Cottington lane, with site fencing to be installed along the diverted route that will sit parallel to Cottington Lane before this connects back into the existing route to the west. This diversion is to be in place for the full construction phase of the project, to avoid any interactions between PRoW users and construction vehicles. The existing route will be reinstated after construction.</p> <p>The proposed diversion will minimise/ avoid any interactions with construction vehicles, where up to ten HGV movements per day (five arrivals and five departures) are expected along Cottington Lane. If there is any requirement for construction vehicles to cross PRoW TE37 then site fencing and crossing gates will be installed to separate construction vehicles and PRoW users, where priority is given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once crossing is complete.</p> <p>The measures set out within the Outline PRoWMP are designed to reduce the impact of this diversion on users of PRoW TE37. Therefore, 'Minor' effect has been attributed rather than 'Moderate'.</p>	Medium	Minor	NO	-	Medium	Minor	NO
K-P2	PRoW	TE39	Public footpath which runs along Brooks Lane (lightly trafficked track) and across an agricultural field (non-trafficked). North-south route which links PRoW TE37 with Ebbsfleet Lane North. Ebbsfleet Lane North offers an alternative route.	Low	<p>PRoW TE39 interacts with the proposed haul road, HVDC cable, and permanent access route. It is proposed to temporarily (and locally) divert PRoW TE39 within the adjacent field during construction. Site fencing and gates will be established at the haul road crossing point during construction, with monitoring when this is in use. This diversion is to be in place for the full construction phase of the project. The existing route will be reinstated after construction (although this will be locally realigned at the permanent access route).</p> <p>Up to 26 HGV movements per hour (13 arrivals and 13 departures) could interact with PRoW TE39 at the haul road crossing point. The Contractor may provide a member of staff to assist crossings in a similar manner to school crossing patrols. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once crossing is complete. In these instances, PRoW users may have to wait for short periods of time whilst the PRoW is used by the construction team. Users would be advised when it is safe to cross the PRoW at the crossing point by the Contractor.</p> <p>During operation, the re-instated PRoW would cross the proposed permanent access route and a permanent crossing point will be provided, including dropped kerbs (the PRoW will be locally realigned to accommodate a perpendicular crossing of the permanent access if necessary).</p>	Medium	Minor	NO	-	Medium	Minor	NO
K-P3	PRoW	TE26	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the northern bank of the River Stour. Provides connections to three other PRoW. An alternative east-west route is available on the southern bank of the River Stour (PRoW EE42).	Negligible	<p>The HVAC OHL route will interact with PRoW TE26 on the northern bank of the River Stour (2x locations). Safety scaffolding and netting will be installed for the installation and restringing of OHL conductors. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop / go boards and staff on site managing the public.</p> <p>Temporary bridge structure to span across River Stour interacting with PRoW TE26 (1x location). Sufficient clearance to be provided between bridge soffit and PRoW route with safety scaffolding and netting to be installed to ensure the route remains open and provides access for EA river maintenance. Provision to remain in place for full construction phase of the project. A short-term closure (one to five days) or local diversion (up to four weeks) will be required around the works (within Draft Order Limits) to install safety measures.</p> <p>HVAC OHL restringing will interact with PRoW TE26 (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p>	Small	Negligible	NO	-	Small	Negligible	NO

K-P4	PRoW	EE42	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the southern bank of the River Stour. An alternative east-west route is available on the northern bank of the River Stour (PRoW TE26).	Negligible	<p>The HVAC OHL route will interact with PRoW EE42 (and Saxon Shore Way which shares the PRoW) on the southern bank of the River Stour (2x locations). Safety scaffolding and netting will be installed for the installation and restringing of OHL conductors. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p> <p>Temporary bridge structure to span across River Stour interacting with PRoW EE42 and Saxon Shore Way (1x location). Sufficient clearance to be provided between bridge soffit and PRoW route with safety scaffolding and netting to be installed to ensure the route remains open and provides access for EA river maintenance. Provision to remain in place for full construction phase of the project. A short-term closure (one to five days) or local diversion (up to four weeks) will be required around the works (within Draft Order Limits) to install safety measures.</p> <p>HVAC OHL restringing will interact with PRoW EE42 and Saxon Shore Way (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p>	Small	Negligible	NO	-	Small	Negligible	NO
K-P5	PRoW	TE35	Restricted byway which runs along an agricultural access track, towards the River Stour to the south where it joins PRoW TE26. An alternative north-south route is available (PRoW TE36).	Low	<p>To be managed as a shared access route (up to ten HGV movements per day along Marsh Farm Road for circa six months of the programme). Movements to be guided by banksman to prevent any interactions with PRoW users. Provision to remain in place for full construction phase of the project.</p> <p>HVAC OHL restringing will interact with PRoW TE35 (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p>	Small	Negligible	NO	-	Small	Negligible	NO
K-P6	PRoW	TE36	Restricted byway which runs along a short section of Marsh Farm Road (lightly trafficked) and then south towards the River Stour (non-trafficked) where it joins PRoW TE26. An alternative north-south route is available (PRoW TE35).	Medium	No interactions with the Proposed Project are expected, although should any management be required then this would be carried out as part of the above for PRoW TE35.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-P7	PRoW	TR33	Public footpath (circa 350m in length) which runs between Sandwich Road (west) and the coastline (east) through grassland/ woodland/ open land (non-trafficked) and crosses the gated access road (largely unused) to the former hoverport. An alternative route (PRoW TR15, the Kings Charles III England Coast Path and the Contra Trail) is available to access the coastline.	Negligible	<p>In terms of the construction phase, movements along the existing foreshore access (Pegwell Road) track will be required for compound installation (foreshore) including soil stripping, haul road installation, compound stone and surfacing, and drainage, as well as for duct installation and cable installation. The movements would interact with PRoW TR33 (for circa six months of the programme); therefore, site fencing and crossing gates will be installed to separate construction vehicles and PRoW users, which would be monitored when in use. This provision would remain in place for the full duration of the construction works at this part of the Site.</p> <p>In terms of the operational phase, infrequent movements along the existing foreshore access (Pegwell Road) track may be needed to undertake maintenance in the rare event of a fault within the intertidal zone. The movements would interact with PRoW TR33, site fencing and crossing gates will be installed to separate vehicles and PRoW users. Provision to remain in place for full duration of any maintenance works.</p>	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-P8	PRoW	TR15	Public footpath (circa 1.2km in length) which runs between Sandwich Road (west) and Pegwell Road (east) along the coastline (largely non-trafficked), crossing the gated access road (largely unused) to the former hoverport, and using a short section to Coastguard Cottages (access road). The majority of the route is shared with the Kings Charles III England Coast Path and the Contra Trail. An alternative route (Viking Coastal Trail) is also available between Sandwich Road and Pegwell Road, although this would significantly increase the journey length of this section.	Low	<p>In terms of the construction phase, movements along the existing foreshore access (Pegwell Road) track will be required for compound installation (foreshore) including soil stripping, haul road installation, compound stone and surfacing, and drainage, as well as for duct installation and cable installation. The movements would interact with PRoW TR15 (for circa six months of the programme); therefore, site fencing and crossing gates will be installed to separate construction vehicles and PRoW users, which would be monitored when in use. This provision would remain in place for the full duration of the construction works at this part of the Site.</p> <p>In terms of the operational phase, infrequent movements along the existing foreshore access (Pegwell Road) track may be needed to undertake maintenance in the rare event of a fault within the intertidal zone. The movements would interact with PRoW TR15, site fencing and crossing gates will be installed to separate vehicles and PRoW users. Provision to remain in place for full duration of any maintenance works.</p>	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-C1	National/ Regional Cycling Route	NCN Route 15/ Cantii Way	Off-carriageway cycle route which runs along the eastern side of Sandwich Road and the A256 Ramsgate Road within the study area.	Medium	To be managed during trenchless works, although no crossing points or diversions expected during the construction phase	Negligible	Negligible	NO	-	Negligible	Negligible	NO

K-W1	National Walking Route	King Charles III England Coast Path	Off-carriageway route which partially runs along the eastern side of Sandwich Road and the A256 Ramsgate Road within the study area. Alternative routes include the Contra Trail and the Viking Coastal Trail, although these may be less direct.	Medium	To be managed during trenchless works, although no crossing points or diversions expected during the construction phase	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-W2	Regional Walking Route	Contra Trail	Off-carriageway route which runs along the eastern side of Sandwich Road in the study area. Alternative routes include the King Charles III England Coast Path and the Viking Coastal Trail, although these may be less direct.	Low	To be managed during trenchless works, although no crossing points or diversions expected during the construction phase	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-W3	Regional Walking Route	Viking Coastal Trail	Off- and on-carriageway route which runs along Cottingham Road and Foads Lane between Minster (west) and Sandwich Road (east). Alternative routes include the King Charles III England Coast Path and the Contra Trail, although these may be less direct.	Medium	To be managed during trenchless works, although no crossing points or diversions expected during the construction phase	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-W4	Regional Walking Route	Saxon Shore Way	Off-carriageway route which runs east-west through agricultural fields (non-trafficked), parallel to the southern bank of the River Stour (shares PRoW EE42). An alternative east-west route is available on the northern bank of the River Stour (PRoW TE26).	Negligible	<p>The HVAC OHL route will interact with PRoW EE42 (and Saxon Shore Way which shares the PRoW) on the southern bank of the River Stour (2x locations). Safety scaffolding and netting will be installed for the installation and restringing of OHL conductors. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p> <p>Temporary bridge structure to span across River Stour interacting with PRoW EE42 and Saxon Shore Way (1x location). Sufficient clearance to be provided between bridge soffit and PRoW route with safety scaffolding and netting to be installed to ensure the route remains open and provides access for EA river maintenance. Provision to remain in place for full construction phase of the project. A short-term closure (one to five days) or local diversion (up to four weeks) will be required around the works (within Draft Order Limits) to install safety measures.</p> <p>HVAC OHL restringing will interact with PRoW EE42 and Saxon Shore Way (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p>	Small	Negligible	NO	-	Small	Negligible	NO

Non-Motorised User Amenity

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Preliminary Magnitude	Preliminary Effect	Significant	Additional Mitigation/ Considerations	Residual Magnitude	Residual Effect	Significant
K-RL1	Road Link	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL2	Road Link	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL3	Road Link	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users or pedestrian/ cycle facilities present	Negligible	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL4	Road Link	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL5a	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - north of K-BM02	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL5b	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL6	Road Link	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Strategic route (dual carriageway) providing access to two Petrol Filling Stations with footways on both sides	Medium	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL7	Road Link	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	Single carriageway road in a predominantly rural setting, with some pedestrian facilities (footways/ crossings) and nearby residential dwellings	Medium	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL8	Road Link	Ebbsfleet Lane	Narrow single carriageway road (no-through route) in a predominantly rural setting, providing access to some residential properties and a Golf Centre	Low	When not fewer than 30 hourly movements, <70% total traffic increase (all time periods), except 07:00-08:00 and 18:00-19:00 weekday (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Small	Negligible	NO	-	Small	Negligible	NO
K-RL9	Road Link	Cottington Link Road	Single carriageway road in a rural setting, with no ped/ cycle facilities	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ1	Road Junction	A299/A253/Willests Hill (Monkton) Roundabout	Five-arm roundabout in a rural setting with some cycle facilities	Low	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ2	Road Junction	A299/B2190/Tothill Street (Minster) Roundabout	Four-arm roundabout serving some residential and employment uses, limited ped/ cycle facilities	Medium	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ3	Road Junction	A299/Canterbury Road West (Cliffsend) Roundabout	Three-arm roundabout in rural setting with no ped/ cycle facilities	Negligible	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ4	Road Junction	A299/A256/Cottington Link Road (Sevenscore) Roundabout	Four-arm roundabout in rural setting with no ped/ cycle facilities	Negligible	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ5	Road Junction	A256/Ramsgate Road/Jutes Lane (Ebbsfleet) Roundabout	Four-arm roundabout serving limited employment uses, with no ped/ cycle facilities	Low	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ6	Road Junction	Sandwich Road/Ebbsfleet Lane Signalised Junction	Three-arm signalised junction with a pedestrian crossing on one arm, near a few residential dwellings	Medium	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-P1	PRoW	TE37	Public footpath, gated route largely along agricultural tracks running parallel to the railway line. Crosses Ebbsfleet Lane North and runs along Brooks Lane (lightly trafficked track) for a short section.	Medium	<p>Cottington Lane is to be used during construction for mobilisation and staff movements. It is therefore proposed to temporarily (and locally) divert PRoW TE37 along the northern grass verge of Cottington lane, with site fencing to be installed along the diverted route that will sit parallel to Cottington Lane before this connects back into the existing route to the west. This diversion is to be in place for the full construction phase of the project, to avoid any interactions between PRoW users and construction vehicles. The existing route will be reinstated after construction.</p> <p>The proposed diversion will minimise/ avoid any interactions with construction vehicles, where up to ten HGV movements per day (five arrivals and five departures) are expected along Cottington Lane. If there is any requirement for construction vehicles to cross PRoW TE37 then site fencing and crossing gates will be installed to separate construction vehicles and PRoW users, where priority is given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once crossing is complete.</p>	Small	Minor	NO	-	Small	Minor	NO

K-P2	PRoW	TE39	Public footpath which runs along Brooks Lane (lightly trafficked track) and across an agricultural field (non-trafficked)	Low	<p>PRoW TE39 interacts with the proposed haul road, HVDC cable, and permanent access route. It is proposed to temporarily (and locally) divert PRoW TE39 within the adjacent field during construction. Site fencing and gates will be established at the haul road crossing point during construction, with monitoring when this is in use. This diversion is to be in place for the full construction phase of the project. The existing route will be reinstated after construction (although this will be locally realigned at the permanent access route).</p> <p>Up to 26 HGV movements per hour (13 arrivals and 13 departures) could interact with PRoW TE39 at the haul road crossing point. The Contractor may provide a member of staff to assist crossings in a similar manner to school crossing patrols. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once crossing is complete. In these instances, PRoW users may have to wait for short periods of time whilst the PRoW is used by the construction team. Users would be advised when it is safe to cross the PRoW at the crossing point by the Contractor.</p> <p>During operation, the re-instated PRoW would cross the proposed permanent access route and a permanent crossing point will be provided, including dropped kerbs (the PRoW will be locally realigned to accommodate a perpendicular crossing of the permanent access if necessary).</p>	Small	Negligible	NO	-	Small	Negligible	NO
K-P3	PRoW	TE26	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the northern bank of the River Stour	Negligible	<p>The HVAC OHL route will interact with PRoW TE26 on the northern bank of the River Stour (2x locations). Safety scaffolding and netting will be installed for the installation and restringing of OHL conductors. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop / go boards and staff on site managing the public.</p> <p>Temporary bridge structure to span across River Stour interacting with PRoW TE26 (1x location). Sufficient clearance to be provided between bridge soffit and PRoW route with safety scaffolding and netting to be installed to ensure the route remains open and provides access for EA river maintenance. Provision to remain in place for full construction phase of the project. A short-term closure (one to five days) or local diversion (up to four weeks) will be required around the works (within Draft Order Limits) to install safety measures.</p> <p>HVAC OHL restringing will interact with PRoW TE26 (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p>	Negligible	Negligible	NO	-	Negligible	Negligible	NO

K-P4	PRoW	EE42	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the southern bank of the River Stour	Negligible	<p>The HVAC OHL route will interact with PRoW EE42 (and Saxon Shore Way which shares the PRoW) on the southern bank of the River Stour (2x locations). Safety scaffolding and netting will be installed for the installation and restringing of OHL conductors. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p> <p>Temporary bridge structure to span across River Stour interacting with PRoW EE42 and Saxon Shore Way (1x location). Sufficient clearance to be provided between bridge soffit and PRoW route with safety scaffolding and netting to be installed to ensure the route remains open and provides access for EA river maintenance. Provision to remain in place for full construction phase of the project. A short-term closure (one to five days) or local diversion (up to four weeks) will be required around the works (within Draft Order Limits) to install safety measures.</p> <p>HVAC OHL restringing will interact with PRoW EE42 and Saxon Shore Way (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p>	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-P5	PRoW	TE35	Restricted byway which runs along an agricultural access track, towards the River Stour to the south	Low	<p>To be managed as a shared access route (up to ten HGV movements per day along Marsh Farm Road for circa six months of the programme). Movements to be guided by banksman to prevent any interactions with PRoW users. Provision to remain in place for full construction phase of the project.</p> <p>HVAC OHL restringing will interact with PRoW TE35 (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p>	Small	Negligible	NO	-	Small	Negligible	NO
K-P6	PRoW	TE36	Restricted byway which runs along a short section of Marsh Farm Road (lightly trafficked) and then south towards the River Stour (non-trafficked)	Medium	No interactions with the Proposed Project are expected, although should any management be required then this would be carried out as part of the above for PRoW TE35.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-P7	PRoW	TR33	Public footpath (circa 350m in length) which runs between Sandwich Road (west) and the coastline (east) through grassland/ woodland/ open land (non-trafficked) and crosses the gated access road (largely unused) to the former hoverport	Negligible	<p>In terms of the construction phase, movements along the existing foreshore access (Pegwell Road) track will be required for compound installation (foreshore) including soil stripping, haul road installation, compound stone and surfacing, and drainage, as well as for duct installation and cable installation. The movements would interact with PRoW TR33 (for circa six months of the programme); therefore, site fencing and crossing gates will be installed to separate construction vehicles and PRoW users, which would be monitored when in use. This provision would remain in place for the full duration of the construction works at this part of the Site.</p> <p>In terms of the operational phase, infrequent movements along the existing foreshore access (Pegwell Road) track may be needed to undertake maintenance in the rare event of a fault within the intertidal zone. The movements would interact with PRoW TR33, site fencing and crossing gates will be installed to separate vehicles and PRoW users. Provision to remain in place for full duration of any maintenance works.</p>	Small	Negligible	NO	-	Small	Negligible	NO

K-P8	PRoW	TR15	Public footpath (circa 1.2km in length) which runs between Sandwich Road (west) and Pegwell Road (east) along the coastline (largely non-trafficked), crossing the gated access road (largely unused) to the former hoverport, and using a short section fo Coastguard Cottages (access road). The majority of the route is shared with the Kings Charles III England Coast Path and the Contra Trail.	Low	<p>In terms of the construction phase, movements along the existing foreshore access (Pegwell Road) track will be required for compound installation (foreshore) including soil stripping, haul road installation, compound stone and surfacing, and drainage, as well as for duct installation and cable installation. The movements would interact with PRoW TR15 (for circa six months of the programme); therefore, site fencing and crossing gates will be installed to separate construction vehicles and PRoW users, which would be monitored when in use. This provision would remain in place for the full duration of the construction works at this part of the Site.</p> <p>In terms of the operational phase, infrequent movements along the existing foreshore access (Pegwell Road) track may be needed to undertake maintenance in the rare event of a fault within the intertidal zone. The movements would interact with PRoW TR15, site fencing and crossing gates will be installed to separate vehicles and PRoW users. Provision to remain in place for full duration of any maintenance works.</p>	Small	Negligible	NO	-	Small	Negligible	NO
K-C1	National/ Regional Cycling Route	NCN Route 15/ Cantil Way	Off-carriageway cycle route which runs along the eastern side of Sandwich Road and the A256 Ramsgate Road within the study area	Medium	To be managed during trenchless works, although no crossing points or diversions expected during the construction phase	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-W1	National Walking Route	King Charles III England Coast Path	Off-carriageway route which partially runs along the eastern side of Sandwich Road and the A256 Ramsgate Road within the study area	Medium	To be managed during trenchless works, although no crossing points or diversions expected during the construction phase	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-W2	Regional Walking Route	Contra Trail	Off-carriageway route which runs along the eastern side of Sandwich Road in the study area	Low	To be managed during trenchless works, although no crossing points or diversions expected during the construction phase	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-W3	Regional Walking Route	Viking Coastal Trail	Off- and on-carriageway route which runs along Cottingham Road and Foads Lane between Minster (west) and Sandwich Road (east)	Medium	To be managed during trenchless works, although no crossing points or diversions expected during the construction phase	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-W4	Regional Walking Route	Saxon Shore Way	Off-carriageway route which runs east-west through agricultural fields (non-trafficked), parallel to the southern bank of the River Stour (shares PRoW EE42)	Negligible	<p>The HVAC OHL route will interact with PRoW EE42 (and Saxon Shore Way which shares the PRoW) on the southern bank of the River Stour (2x locations). Safety scaffolding and netting will be installed for the installation and restringing of OHL conductors. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p> <p>Temporary bridge structure to span across River Stour interacting with PRoW EE42 and Saxon Shore Way (1x location). Sufficient clearance to be provided between bridge soffit and PRoW route with safety scaffolding and netting to be installed to ensure the route remains open and provides access for EA river maintenance. Provision to remain in place for full construction phase of the project. A short-term closure (one to five days) or local diversion (up to four weeks) will be required around the works (within Draft Order Limits) to install safety measures.</p> <p>HVAC OHL restringing will interact with PRoW EE42 and Saxon Shore Way (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p>	Negligible	Negligible	NO	-	Negligible	Negligible	NO

Fear and Intimidation

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Preliminary Magnitude	Preliminary Effect	Significant	Additional Mitigation/ Considerations	Residual Magnitude	Residual Effect	Significant
K-RL1	Road Link	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL2	Road Link	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL3	Road Link	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL4	Road Link	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL5a	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - north of K-BM02	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL5b	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL6	Road Link	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Strategic route (dual carriageway) providing access to two Petrol Filling Stations with footways on both sides	Medium	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL7	Road Link	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	Single carriageway road in a predominantly rural setting, with some pedestrian facilities (footways/ crossings) and nearby residential dwellings	Medium	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL8	Road Link	Ebbsfleet Lane	Narrow single carriageway road (no-through route) in a predominantly rural setting, providing access to some residential properties and a Golf Centre	Low	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL9	Road Link	Cottington Link Road	Single carriageway road in a rural setting, with no ped/ cycle facilities	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ1	Road Junction	A299/A253/Willests Hill (Monkton) Roundabout	Five-arm roundabout in a rural setting with some cycle facilities	Low	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ2	Road Junction	A299/B2190/Tothill Street (Minster) Roundabout	Four-arm roundabout serving some residential and employment uses, limited ped/ cycle facilities	Medium	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ3	Road Junction	A299/Canterbury Road West (Cliffsend) Roundabout	Three-arm roundabout in rural setting with no ped/ cycle facilities	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ4	Road Junction	A299/A256/Cottington Link Road (Sevenscore) Roundabout	Four-arm roundabout in rural setting with no ped/ cycle facilities	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ5	Road Junction	A256/Ramsgate Road/Jutes Lane (Ebbsfleet) Roundabout	Four-arm roundabout serving limited employment uses, with no ped/ cycle facilities	Low	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ6	Road Junction	Sandwich Road/Ebbsfleet Lane Signalised Junction	Three-arm signalised junction with a pedestrian crossing on one arm, near a few residential dwellings	Medium	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-P1	PRoW	TE37	Public footpath, gated route largely along agricultural tracks running parallel to the railway line. Crosses Ebbsfleet Lane North and runs along Brooks Lane (lightly trafficked track) for a short section.	Medium	<p>Cottington Lane is to be used during construction for mobilisation and staff movements. It is therefore proposed to temporarily (and locally) divert PRoW TE37 along the northern grass verge of Cottington lane, with site fencing to be installed along the diverted route that will sit parallel to Cottington Lane before this connects back into the existing route to the west. This diversion is to be in place for the full construction phase of the project, to avoid any interactions between PRoW users and construction vehicles. The existing route will be reinstated after construction.</p> <p>The proposed diversion will minimise/ avoid any interactions with construction vehicles, where up to ten HGV movements per day (five arrivals and five departures) are expected along Cottington Lane. If there is any requirement for construction vehicles to cross PRoW TE37 then site fencing and crossing gates will be installed to separate construction vehicles and PRoW users, where priority is given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once crossing is complete.</p>	Small	Minor	NO	-	Small	Minor	NO

K-P2	PRoW	TE39	Public footpath which runs along Brooks Lane (lightly trafficked track) and across an agricultural field (non-trafficked)	Low	<p>PRoW TE39 interacts with the proposed haul road, HVDC cable, and permanent access route. It is proposed to temporarily (and locally) divert PRoW TE39 within the adjacent field during construction. Site fencing and gates will be established at the haul road crossing point during construction, with monitoring when this is in use. This diversion is to be in place for the full construction phase of the project. The existing route will be reinstated after construction (although this will be locally realigned at the permanent access route).</p> <p>Up to 26 HGV movements per hour (13 arrivals and 13 departures) could interact with PRoW TE39 at the haul road crossing point. The Contractor may provide a member of staff to assist crossings in a similar manner to school crossing patrols. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once crossing is complete. In these instances, PRoW users may have to wait for short periods of time whilst the PRoW is used by the construction team. Users would be advised when it is safe to cross the PRoW at the crossing point by the Contractor.</p> <p>During operation, the re-instated PRoW would cross the proposed permanent access route and a permanent crossing point will be provided, including dropped kerbs (the PRoW will be locally realigned to accommodate a perpendicular crossing of the permanent access if necessary).</p>	Small	Negligible	NO	-	Small	Negligible	NO
K-P3	PRoW	TE26	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the northern bank of the River Stour	Negligible	<p>The HVAC OHL route will interact with PRoW TE26 on the northern bank of the River Stour (2x locations). Safety scaffolding and netting will be installed for the installation and restringing of OHL conductors. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop / go boards and staff on site managing the public.</p> <p>Temporary bridge structure to span across River Stour interacting with PRoW TE26 (1x location). Sufficient clearance to be provided between bridge soffit and PRoW route with safety scaffolding and netting to be installed to ensure the route remains open and provides access for EA river maintenance. Provision to remain in place for full construction phase of the project. A short-term closure (one to five days) or local diversion (up to four weeks) will be required around the works (within Draft Order Limits) to install safety measures.</p> <p>HVAC OHL restringing will interact with PRoW TE26 (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p>	Negligible	Negligible	NO	-	Negligible	Negligible	NO

K-P4	PRoW	EE42	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the southern bank of the River Stour	Negligible	<p>The HVAC OHL route will interact with PRoW EE42 (and Saxon Shore Way which shares the PRoW) on the southern bank of the River Stour (2x locations). Safety scaffolding and netting will be installed for the installation and restringing of OHL conductors. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p> <p>Temporary bridge structure to span across River Stour interacting with PRoW EE42 and Saxon Shore Way (1x location). Sufficient clearance to be provided between bridge soffit and PRoW route with safety scaffolding and netting to be installed to ensure the route remains open and provides access for EA river maintenance. Provision to remain in place for full construction phase of the project. A short-term closure (one to five days) or local diversion (up to four weeks) will be required around the works (within Draft Order Limits) to install safety measures.</p> <p>HVAC OHL restringing will interact with PRoW EE42 and Saxon Shore Way (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p>	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-P5	PRoW	TE35	Restricted byway which runs along an agricultural access track, towards the River Stour to the south	Low	<p>To be managed as a shared access route (up to ten HGV movements per day along Marsh Farm Road for circa six months of the programme). Movements to be guided by banksman to prevent any interactions with PRoW users. Provision to remain in place for full construction phase of the project.</p> <p>HVAC OHL restringing will interact with PRoW TE35 (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p>	Small	Negligible	NO	-	Small	Negligible	NO
K-P6	PRoW	TE36	Restricted byway which runs along a short section of Marsh Farm Road (lightly trafficked) and then south towards the River Stour (non-trafficked)	Medium	No interactions with the Proposed Project are expected, although should any management be required then this would be carried out as part of the above for PRoW TE35.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-P7	PRoW	TR33	Public footpath (circa 350m in length) which runs between Sandwich Road (west) and the coastline (east) through grassland/woodland/ open land (non-trafficked) and crosses the gated access road (largely unused) to the former hoverport	Negligible	<p>In terms of the construction phase, movements along the existing foreshore access (Pegwell Road) track will be required for compound installation (foreshore) including soil stripping, haul road installation, compound stone and surfacing, and drainage, as well as for duct installation and cable installation. The movements would interact with PRoW TR33 (for circa six months of the programme); therefore, site fencing and crossing gates will be installed to separate construction vehicles and PRoW users, which would be monitored when in use. This provision would remain in place for the full duration of the construction works at this part of the Site.</p> <p>In terms of the operational phase, infrequent movements along the existing foreshore access (Pegwell Road) track may be needed to undertake maintenance in the rare event of a fault within the intertidal zone. The movements would interact with PRoW TR33, site fencing and crossing gates will be installed to separate vehicles and PRoW users. Provision to remain in place for full duration of any maintenance works.</p>	Small	Negligible	NO	-	Small	Negligible	NO

K-P8	PRoW	TR15	Public footpath (circa 1.2km in length) which runs between Sandwich Road (west) and Pegwell Road (east) along the coastline (largely non-trafficked), crossing the gated access road (largely unused) to the former hoverport, and using a short section fo Coastguard Cottages (access road). The majority of the route is shared with the Kings Charles III England Coast Path and the Contra Trail.	Low	<p>In terms of the construction phase, movements along the existing foreshore access (Pegwell Road) track will be required for compound installation (foreshore) including soil stripping, haul road installation, compound stone and surfacing, and drainage, as well as for duct installation and cable installation. The movements would interact with PRoW TR15 (for circa six months of the programme); therefore, site fencing and crossing gates will be installed to separate construction vehicles and PRoW users, which would be monitored when in use. This provision would remain in place for the full duration of the construction works at this part of the Site.</p> <p>In terms of the operational phase, infrequent movements along the existing foreshore access (Pegwell Road) track may be needed to undertake maintenance in the rare event of a fault within the intertidal zone. The movements would interact with PRoW TR15, site fencing and crossing gates will be installed to separate vehicles and PRoW users. Provision to remain in place for full duration of any maintenance works.</p>	Small	Negligible	NO	-	Small	Negligible	NO
K-C1	National/ Regional Cycling Route	NCN Route 15/ Cantil Way	Off-carriageway cycle route which runs along the eastern side of Sandwich Road and the A256 Ramsgate Road within the study area	Medium	To be managed during trenchless works, although no crossing points or diversions expected during the construction phase	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-W1	National Walking Route	King Charles III England Coast Path	Off-carriageway route which partially runs along the eastern side of Sandwich Road and the A256 Ramsgate Road within the study area	Medium	To be managed during trenchless works, although no crossing points or diversions expected during the construction phase	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-W2	Regional Walking Route	Contra Trail	Off-carriageway route which runs along the eastern side of Sandwich Road in the study area	Low	To be managed during trenchless works, although no crossing points or diversions expected during the construction phase	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-W3	Regional Walking Route	Viking Coastal Trail	Off- and on-carriageway route which runs along Cottingham Road and Foads Lane between Minster (west) and Sandwich Road (east)	Medium	To be managed during trenchless works, although no crossing points or diversions expected during the construction phase	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-W4	Regional Walking Route	Saxon Shore Way	Off-carriageway route which runs east-west through agricultural fields (non-trafficked), parallel to the southern bank of the River Stour (shares PRoW EE42)	Negligible	<p>The HVAC OHL route will interact with PRoW EE42 (and Saxon Shore Way which shares the PRoW) on the southern bank of the River Stour (2x locations). Safety scaffolding and netting will be installed for the installation and restringing of OHL conductors. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p> <p>Temporary bridge structure to span across River Stour interacting with PRoW EE42 and Saxon Shore Way (1x location). Sufficient clearance to be provided between bridge soffit and PRoW route with safety scaffolding and netting to be installed to ensure the route remains open and provides access for EA river maintenance. Provision to remain in place for full construction phase of the project. A short-term closure (one to five days) or local diversion (up to four weeks) will be required around the works (within Draft Order Limits) to install safety measures.</p> <p>HVAC OHL restringing will interact with PRoW EE42 and Saxon Shore Way (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p>	Negligible	Negligible	NO	-	Negligible	Negligible	NO

## Driver Delay

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Preliminary Magnitude	Preliminary Effect	Significant	Additional Mitigation/ Considerations	Residual Magnitude	Residual Effect	Significant
K-RL1	Road Link	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities. Moderate queuing (5-9 vehs) experienced on the A299 approaches to the roundabouts	Medium	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL2	Road Link	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities. Moderate queuing (5-9 vehs) experienced on the A299 approaches to the roundabouts	Medium	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL3	Road Link	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users or pedestrian/ cycle facilities present. Low queuing (3-4 vehs) experienced on the A299 approaches to the roundabouts	Low	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL4	Road Link	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present. High queuing (10+ vehs) experienced on this approach to the roundabout	High	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL5a	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - north of K-BM02	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities. High queuing (10+ vehs) experienced on the A256 approach to the northern roundabout	High	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL5b	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities. Low queuing (3-4 vehs) experienced on the A256 approach to the southern roundabout	Low	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL6	Road Link	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Strategic route (dual carriageway) providing access to two Petrol Filling Stations with footways on both sides. Minimal queuing (0-2 vehs) experienced on the A256 approach to the roundabout	Negligible	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL7	Road Link	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	Single carriageway road in a predominantly rural setting, with some pedestrian facilities (footways/ crossings) and nearby residential dwellings. Low queuing (3-4 vehs) experienced on Sandwich Road approaches to the signalised junction	Low	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL8	Road Link	Ebbsfleet Lane	Narrow single carriageway road (no-through route) in a predominantly rural setting, providing access to some residential properties and a Golf Centre. Minimal queuing (0-2 vehs) experienced on Ebbsfleet Lane on the approach to the signalised junction	Negligible	When not fewer than 30 hourly movements, <60% total traffic increase (all time periods), except 07:00-08:00 and 18:00-19:00 weekday (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Small	Negligible	NO	-	Small	Negligible	NO
K-RL9	Road Link	Cottingham Link Road	Single carriageway road in a rural setting, with no ped/ cycle facilities. Low queuing (3-4 vehs) experienced on Sandwich Road approaches to the signalised junction	Low	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ1	Road Junction	A299/A253/Willetts Hill (Monkton) Roundabout	Five-arm roundabout in a rural setting with some cycle facilities. Moderate queuing (5-9 vehs) on two arms during the weekday peak hours	Medium	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ2	Road Junction	A299/B2190/Tothill Street (Minster) Roundabout	Four-arm roundabout serving some residential and employment uses, limited ped/ cycle facilities. High queuing (10+ vehs) on 3-4 arms during the weekday peak hours	Very High	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ3	Road Junction	A299/Canterbury Road West (Cliffsend) Roundabout	Three-arm roundabout in rural setting with no ped/ cycle facilities. Low queuing (3-4 vehs) on up to one arm during the weekday peak hours	Low	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ4	Road Junction	A299/A256/Cottingham Link Road (Sevenscore) Roundabout	Four-arm roundabout in rural setting with no ped/ cycle facilities. High queuing (10+ vehs) on two arms during the weekday peak hours	High	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ5	Road Junction	A256/Ramsgate Road/Jutes Lane (Ebbsfleet) Roundabout	Four-arm roundabout serving limited employment uses, with no ped/ cycle facilities. Moderate queuing (5-9 vehs) on up to one arm during the weekday peak hours	Medium	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ6	Road Junction	Sandwich Road/Ebbsfleet Lane Signalised Junction	Three-arm signalised junction with a pedestrian crossing on one arm, near a few residential dwellings. Low queuing (3-4 vehs) on up to two arms during the weekday peak hours	Low	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO

## Road Safety

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Preliminary Magnitude	Preliminary Effect	Significant	Additional Mitigation	Residual Magnitude	Residual Effect	Significant
K-RL1	Road Link	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Ten collisions (including two serious) in five years, collision rate comparable to national average for a rural A-road	Very High	Three time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining four periods exceeding one or both criteria. However, for at least 59 months of the circa 60-month construction programme there will be <30 movements and/or <30% total traffic increase AND <10% HGV increase (negligible) for the majority (five) of the assessed time periods. Therefore, 'Minor' effect has been attributed rather than 'Moderate'.	Small	Minor	NO	-	Small	Minor	NO
K-RL2	Road Link	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Thirteen collisions (including three serious) in five years, collision rate comparable to national average for a rural A-road	Very High	Three time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining four periods exceeding one or both criteria. However, for at least 59 months of the circa 60-month construction programme there will be <30 movements and/or <30% total traffic increase AND <10% HGV increase (negligible) for the majority (five) of the assessed time periods. Therefore, 'Minor' effect has been attributed rather than 'Moderate'.	Small	Minor	NO	-	Small	Minor	NO
K-RL3	Road Link	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	One serious collision in five years, collision rate below national average for a rural A-road (sensitivity kept as Low)	Low	Three time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining four periods exceeding one or both criteria	Small	Negligible	NO	-	Small	Negligible	NO
K-RL4	Road Link	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Four collisions (including one serious) in five years, collision rate higher than national average for a rural A-road (sensitivity increased to Medium)	Medium	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL5a	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - north of K-BM02	Eight collisions (including three serious) in five years, collision rate below national average for a rural A-road (sensitivity reduced to Medium)	Medium	Three time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining four periods exceeding one or both criteria	Small	Minor	NO	-	Small	Minor	NO
K-RL5b	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02		Medium	Three time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining four periods exceeding one or both criteria	Small	Minor	NO	-	Small	Minor	NO
K-RL6	Road Link	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	One slight collision in five years, collision rate below national average for a rural A-road	Negligible	All time periods are <30% total traffic increase AND <10% HGV increase (negligible)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL7	Road Link	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	Six collisions (including one serious) in five years, collision rate comparable with national average for a rural A-road	Medium	Majority (five) time periods are <30% total traffic increase AND <10% HGV increase (negligible), with only two remaining time periods exceeding one or both criteria	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL8	Road Link	Ebbsfleet Lane	No collisions in five years	Negligible	Three time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining four periods exceeding one or both criteria	Small	Negligible	NO	-	Small	Negligible	NO
K-RL9	Road Link	Cottingham Link Road	No collisions in five years	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ1	Road Junction	A299/A253/Willests Hill (Monkton) Roundabout	Ten collisions (including one serious) in five years	Very High	Three time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining four periods exceeding one or both criteria. However, for at least 59 months of the circa 60-month construction programme there will be <30 movements and/or <30% total traffic increase AND <10% HGV increase (negligible) for the majority (five) of the assessed time periods. Therefore, 'Minor' effect has been attributed rather than 'Moderate'.	Small	Minor	NO	-	Small	Minor	NO
K-RJ2	Road Junction	A299/B2190/Tothill Street (Minster) Roundabout	Seven collisions (including one serious) in five years	High	Four time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining three periods exceeding one or both criteria	Small	Minor	NO	-	Small	Minor	NO
K-RJ3	Road Junction	A299/Canterbury Road West (Cliffsend) Roundabout	Three collisions (including one serious) in five years	Low	Three time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining four periods exceeding one or both criteria	Small	Negligible	NO	-	Small	Negligible	NO
K-RJ4	Road Junction	A299/A256/Cottingham Link Road (Sevenscore) Roundabout	Nine collisions (including one serious) in five years	High	Four time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining three periods exceeding one or both criteria	Small	Minor	NO	-	Small	Minor	NO
K-RJ5	Road Junction	A256/Ramsgate Road/Jutes Lane (Ebbsfleet) Roundabout	Four collisions (including one serious) in five years	Low	Three time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining four periods exceeding one or both criteria	Small	Negligible	NO	-	Small	Negligible	NO
K-RJ6	Road Junction	Sandwich Road/Ebbsfleet Lane Signalised Junction	One slight collision in five years	Negligible	Majority (five) time periods are <30% total traffic increase AND <10% HGV increase (negligible), with only two remaining time periods exceeding one or both criteria	Negligible	Negligible	NO	-	Negligible	Negligible	NO

# Hazardous Loads

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Preliminary Magnitude	Preliminary Effect	Significant	Additional Mitigation/ Considerations	Residual Magnitude	Residual Effect	Significant
K-RL1	Road Link	A299 Hengist Way (between the Monkton and Minster Roundabouts)	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
K-RL2	Road Link	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	One serious collision involving a large vehicle in the last five years	Low	Limited AILs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
K-RL3	Road Link	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
K-RL4	Road Link	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	One serious collision involving a large vehicle in the last five years	Low	Limited AILs and Hazardous Loads (to be managed). Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
K-RL5a	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - north of K-BM02	One serious collision involving a large vehicle in the last five years	Low	Limited AILs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
K-RL5b	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02		Low	Limited AILs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
K-RL6	Road Link	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	No AILs or Hazardous Loads. Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RL7	Road Link	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed). Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
K-RL8	Road Link	Ebbsfleet Lane	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
K-RL9	Road Link	Cottingham Link Road	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	No AILs or Hazardous Loads. Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-RJ1	Road Junction	A299/A253/Willetts Hill (Monkton) Roundabout	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
K-RJ2	Road Junction	A299/B2190/Tothill Street (Minster) Roundabout	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
K-RJ3	Road Junction	A299/Canterbury Road West (Cliffsend) Roundabout	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
K-RJ4	Road Junction	A299/A256/Cottingham Link Road (Sevenscore) Roundabout	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
K-RJ5	Road Junction	A256/Ramsgate Road/Jutes Lane (Ebbsfleet) Roundabout	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed). Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
K-RJ6	Road Junction	Sandwich Road/Ebbsfleet Lane Signalised Junction	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed). Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO

PRoW Diversions and Closures

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Preliminary Magnitude	Preliminary Effect	Significant	Additional Mitigation/ Considerations	Residual Magnitude	Residual Effect	Significant
K-P1	PRoW	TE37	Public footpath, gated route largely along agricultural tracks running parallel to the railway line. Crosses Ebbsfleet Lane North and runs along Brooks Lane (lightly trafficked track) for a short section. East-west route which provides connections to two other PRoW. Limited alternative routes available.	Medium	<p>Cottington Lane is to be used during construction for mobilisation and staff movements. It is therefore proposed to temporarily (and locally) divert PRoW TE37 along the northern grass verge of Cottington lane, with site fencing to be installed along the diverted route that will sit parallel to Cottington Lane before this connects back into the existing route to the west. This diversion is to be in place for the full construction phase of the project, to avoid any interactions between PRoW users and construction vehicles. The existing route will be reinstated after construction.</p> <p>The proposed diversion will minimise/ avoid any interactions with construction vehicles, where up to ten HGV movements per day (five arrivals and five departures) are expected along Cottington Lane. If there is any requirement for construction vehicles to cross PRoW TE37 then site fencing and crossing gates will be installed to separate construction vehicles and PRoW users, where priority is given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once crossing is complete.</p> <p>The measures set out within the Outline PRoWMP are designed to reduce the impact of this diversion on users of PRoW TE37. Therefore, 'Minor' effect has been attributed rather than 'Moderate'.</p>	Medium	Minor	NO	-	Medium	Minor	NO
K-P2	PRoW	TE39	Public footpath which runs along Brooks Lane (lightly trafficked track) and across an agricultural field (non-trafficked). North-south route which links PRoW TE37 with Ebbsfleet Lane North. Ebbsfleet Lane North offers an alternative route.	Low	<p>PRoW TE39 interacts with the proposed haul road, HVDC cable, and permanent access route. It is proposed to temporarily (and locally) divert PRoW TE39 within the adjacent field during construction. Site fencing and gates will be established at the haul road crossing point during construction, with monitoring when this is in use. This diversion is to be in place for the full construction phase of the project. The existing route will be reinstated after construction (although this will be locally realigned at the permanent access route).</p> <p>Up to 26 HGV movements per hour (13 arrivals and 13 departures) could interact with PRoW TE39 at the haul road crossing point. The Contractor may provide a member of staff to assist crossings in a similar manner to school crossing patrols. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once crossing is complete. In these instances, PRoW users may have to wait for short periods of time whilst the PRoW is used by the construction team. Users would be advised when it is safe to cross the PRoW at the crossing point by the Contractor.</p> <p>During operation, the re-instated PRoW would cross the proposed permanent access route and a permanent crossing point will be provided, including dropped kerbs (the PRoW will be locally realigned to accommodate a perpendicular crossing of the permanent access if necessary).</p>	Medium	Minor	NO	-	Medium	Minor	NO

K-P3	PRoW	TE26	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the northern bank of the River Stour. Provides connections to three other PRoW. An alternative east-west route is available on the southern bank of the River Stour (PRoW EE42).	Medium	<p>The HVAC OHL route will interact with PRoW TE26 on the northern bank of the River Stour (2x locations). Safety scaffolding and netting will be installed for the installation and restringing of OHL conductors. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop / go boards and staff on site managing the public.</p> <p>Temporary bridge structure to span across River Stour interacting with PRoW TE26 (1x location). Sufficient clearance to be provided between bridge soffit and PRoW route with safety scaffolding and netting to be installed to ensure the route remains open and provides access for EA river maintenance. Provision to remain in place for full construction phase of the project. A short-term closure (one to five days) or local diversion (up to four weeks) will be required around the works (within Draft Order Limits) to install safety measures.</p> <p>HVAC OHL restringing will interact with PRoW TE26 (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p>	Small	Minor	NO	-	Small	Minor	NO
K-P4	PRoW	EE42	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the southern bank of the River Stour. An alternative east-west route is available on the northern bank of the River Stour (PRoW TE26).	Medium	<p>The HVAC OHL route will interact with PRoW EE42 (and Saxon Shore Way which shares the PRoW) on the southern bank of the River Stour (2x locations). Safety scaffolding and netting will be installed for the installation and restringing of OHL conductors. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p> <p>Temporary bridge structure to span across River Stour interacting with PRoW EE42 and Saxon Shore Way (1x location). Sufficient clearance to be provided between bridge soffit and PRoW route with safety scaffolding and netting to be installed to ensure the route remains open and provides access for EA river maintenance. Provision to remain in place for full construction phase of the project. A short-term closure (one to five days) or local diversion (up to four weeks) will be required around the works (within Draft Order Limits) to install safety measures.</p> <p>HVAC OHL restringing will interact with PRoW EE42 and Saxon Shore Way (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p>	Small	Minor	NO	-	Small	Minor	NO
K-P5	PRoW	TE35	Restricted byway which runs along an agricultural access track, towards the River Stour to the south where it joins PRoW TE26. An alternative north-south route is available (PRoW TE36).	Low	<p>To be managed as a shared access route (up to ten HGV movements per day along Marsh Farm Road for circa six months of the programme). Movements to be guided by banksman to prevent any interactions with PRoW users. Provision to remain in place for full construction phase of the project.</p> <p>HVAC OHL restringing will interact with PRoW TE35 (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.</p>	Small	Negligible	NO	-	Small	Negligible	NO
K-P6	PRoW	TE36	Restricted byway which runs along a short section of Marsh Farm Road (lightly trafficked) and then south towards the River Stour (non-trafficked) where it joins PRoW TE26. An alternative north-south route is available (PRoW TE35).	Low	No interactions with the Proposed Project are expected, although should any management be required then this would be carried out as part of the above for PRoW TE35.	Negligible	Negligible	NO	-	Negligible	Negligible	NO

K-P7	PRoW	TR33	Public footpath (circa 350m in length) which runs between Sandwich Road (west) and the coastline (east) through grassland/ woodland/ open land (non-trafficked) and crosses the gated access road (largely unused) to the former hoverport. An alternative route (PRoW TR15, the Kings Charles III England Coast Path and the Contra Trail) is available to access the coastline.	Low	<p>In terms of the construction phase, movements along the existing foreshore access (Pegwell Road) track will be required for compound installation (foreshore) including soil stripping, haul road installation, compound stone and surfacing, and drainage, as well as for duct installation and cable installation. The movements would interact with PRoW TR33 (for circa six months of the programme); therefore, site fencing and crossing gates will be installed to separate construction vehicles and PRoW users, which would be monitored when in use. This provision would remain in place for the full duration of the construction works at this part of the Site.</p> <p>In terms of the operational phase, infrequent movements along the existing foreshore access (Pegwell Road) track may be needed to undertake maintenance in the rare event of a fault within the intertidal zone. The movements would interact with PRoW TR33, site fencing and crossing gates will be installed to separate vehicles and PRoW users. Provision to remain in place for full duration of any maintenance works.</p>	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-P8	PRoW	TR15	Public footpath (circa 1.2km in length) which runs between Sandwich Road (west) and Pegwell Road (east) along the coastline (largely non-trafficked), crossing the gated access road (largely unused) to the former hoverport, and using a short section fo Coastguard Cottages (access road). The majority of the route is shared with the Kings Charles III England Coast Path and the Contra Trail. An alternative route (Viking Coastal Trail) is also available between Sandwich Road and Pegwell Road, although this would significantly increase the journey length of this section.	Medium	<p>In terms of the construction phase, movements along the existing foreshore access (Pegwell Road) track will be required for compound installation (foreshore) including soil stripping, haul road installation, compound stone and surfacing, and drainage, as well as for duct installation and cable installation. The movements would interact with PRoW TR15 (for circa six months of the programme); therefore, site fencing and crossing gates will be installed to separate construction vehicles and PRoW users, which would be monitored when in use. This provision would remain in place for the full duration of the construction works at this part of the Site.</p> <p>In terms of the operational phase, infrequent movements along the existing foreshore access (Pegwell Road) track may be needed to undertake maintenance in the rare event of a fault within the intertidal zone. The movements would interact with PRoW TR15, site fencing and crossing gates will be installed to separate vehicles and PRoW users. Provision to remain in place for full duration of any maintenance works.</p>	Negligible	Negligible	NO	-	Negligible	Negligible	NO
K-W1	National Walking Route	King Charles III England Coast Path	Off-carriageway route which partially runs along the eastern side of Sandwich Road and the A256 Ramsgate Road within the study area. Alternative routes include the Contra Trail and the Viking Coastal Trail, although these may be less direct.	High	To be managed during trenchless works, although no crossing points or diversions expected during the construction phase	Negligible	Negligible	NO	-	Negligible	Negligible	NO

**Page intentionally blank**

National Grid plc  
National Grid House,  
Warwick Technology Park,  
Gallows Hill, Warwick.  
CV34 6DA United Kingdom

Registered in England and Wales  
No. 4031152  
[nationalgrid.com](http://nationalgrid.com)